



BRTB Technical Committee
April 3, 2018
Urbanized Area
&
CMAQ
Performance Measures Briefing

Transportation Performance Management (TPM)

TPM 3. Measures and 2- and 4-Year Targets

- TPM – 3. (May 20, 2018)
 - System Performance (reliability)
 - LOTTR Interstate
 - LOTTR non-Interstate NHS
 - TTTR
 - Urbanized Area (unified target)
 - PHED
 - Non-SOV
 - CMAQ (on-road mobile source emissions)

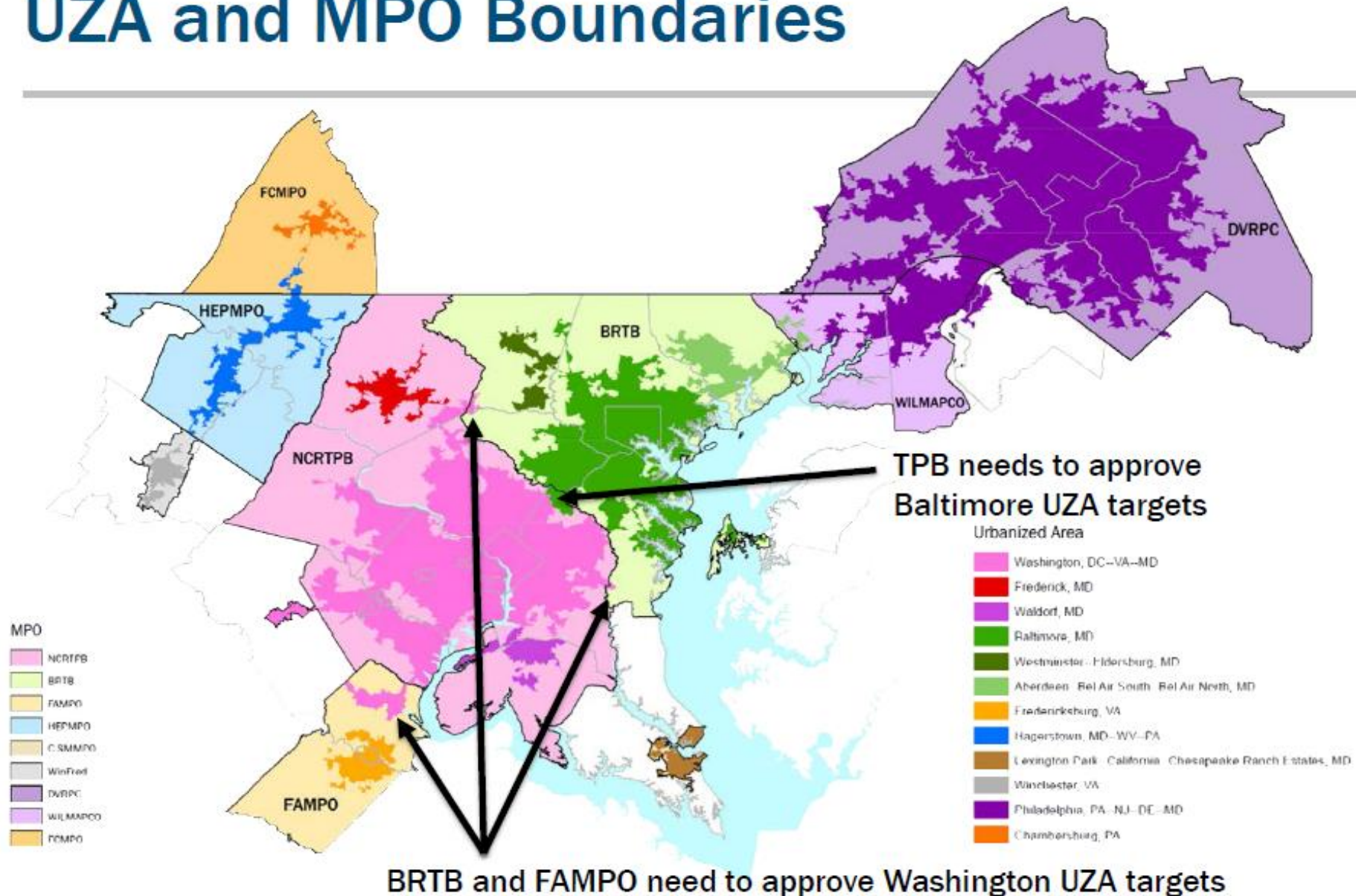
TPM 3. Urbanized Area

Measure	Component	MDOT	Baltimore, MD	Washington, DC/MD/Va	Philadelphia, PA/DE/MD/NJ
Annual hours of peak-hour excessive delay per capita	2- & 4-Year	20-May-18	16-Nov-18	16-Nov-18	16-Nov-18
Percent of non-SOV travel	2- & 4-Year		16-Nov-18	16-Nov-18	16-Nov-18

- Posted speed limit data into RITIS tool for Peak Hour Excessive Delay (PHED)
- Non-SOV Travel
 - U.S. Census, ACS 5-year data
 - MPO(s) coordination
 - Cross programming

TPM 3. Urbanized Areas

UZA and MPO Boundaries



TPM 3. Non-SOV Travel

Urbanized Area (2010)	Adjusted Shares				
	2012	2013	2014	2015	2016
Total:	100.0%	100.0%	100.0%	100.0%	100.0%
Drove alone	74.7%	75.0%	75.2%	75.2%	75.0%
Carpooled:	9.9%	9.4%	9.0%	8.7%	8.5%
Public transportation (excluding taxicab):	7.7%	7.6%	7.8%	7.9%	7.8%
Taxicab	0.2%	0.2%	0.2%	0.3%	0.3%
Bicycle	0.3%	0.3%	0.3%	0.3%	0.4%
Walked	3.0%	3.0%	3.0%	3.1%	3.1%
Other means	0.7%	0.7%	0.8%	0.8%	0.8%
Worked at home	3.5%	3.6%	3.7%	3.8%	4.1%
Non-SOV Travel	25.3%	25.0%	24.8%	24.8%	25.0%

2012-2016 ACS five year estimates have remained relatively steady at 25%.

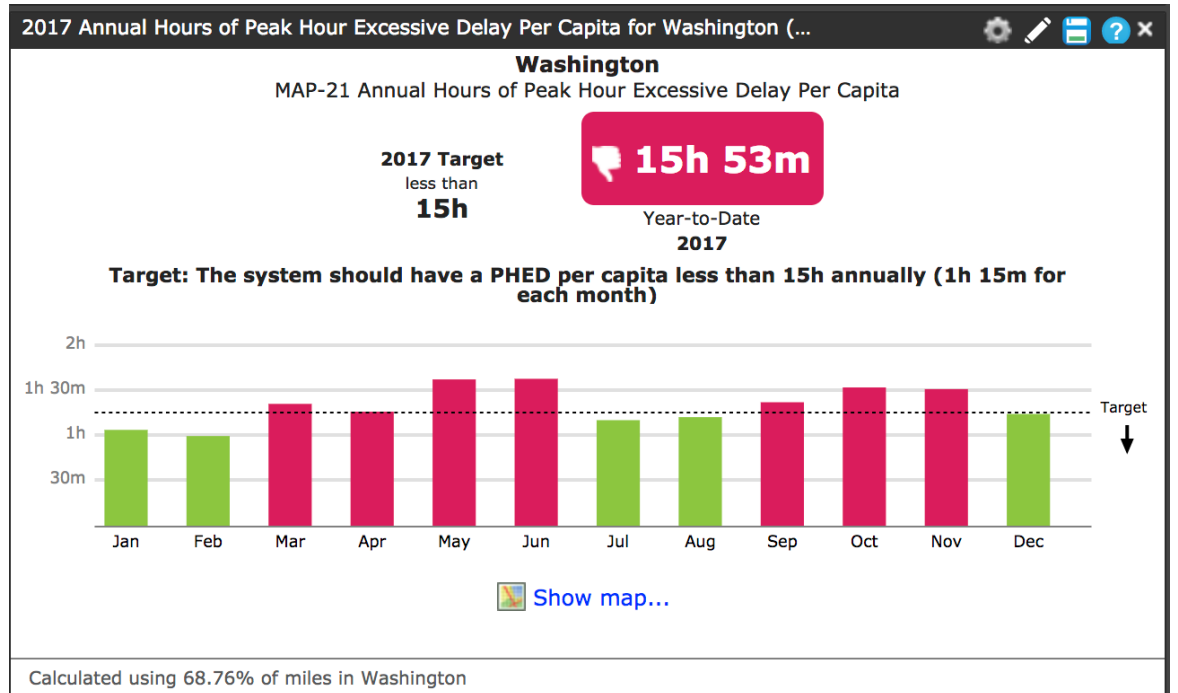
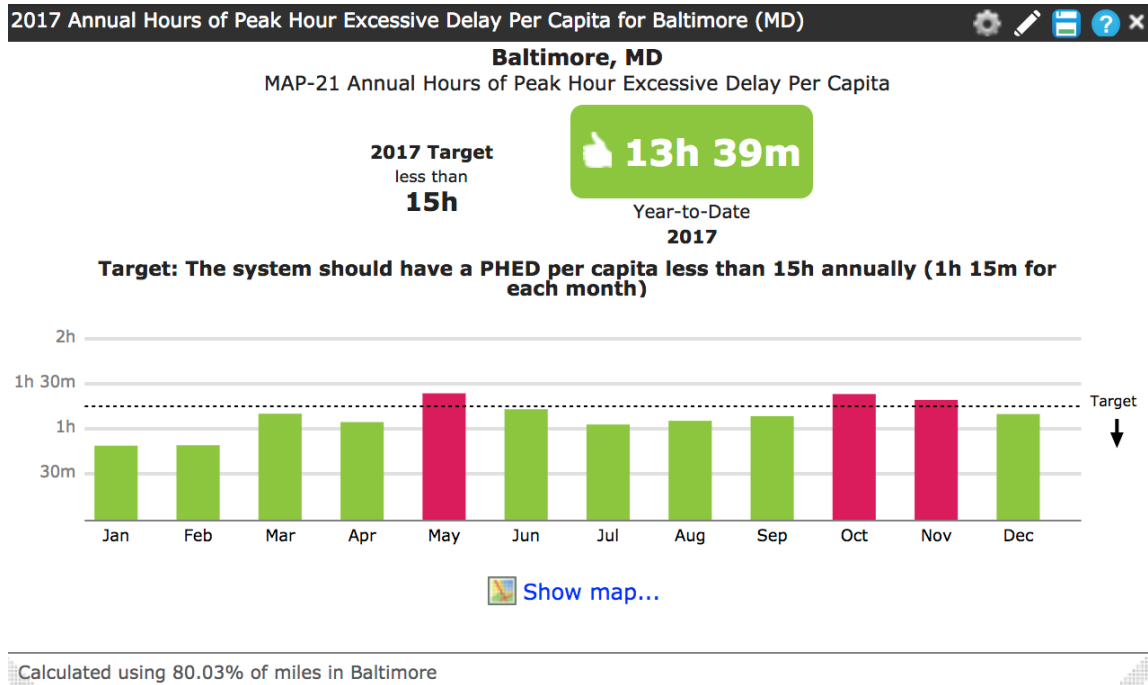
What will affect change?

- In 2-Years?
- In 4-Years?

Source: U.S. Census Bureau,
2012-2016 American Community Survey 5-Year Estimates
B08301 MEANS OF TRANSPORTATION TO WORK

TPM 3. Peak Hour Excessive Delay

(images from RITIS tool)



Note: PHED is the total accumulated excessive delay over the course of a year, however, the RITIS tool currently only has 11 months of data for 2017 and as a result these values represent only 11/12 of the full year 2017 PHED

TPM 3. CMAQ, On-Road Mobile Source Emissions – Draft Methodology

- 2 and 4-year targets for cumulative emissions reductions from new CMAQ projects reported in FHWA Public Access System (PAS) for FY2018-FY2021
- MDOT has updated project / emissions data for establishing targets, but unable to officially update the FHWA PAS
- The target setting methodology utilizes a combined approach of historic trends and anticipated CMAQ projects
 - SHA - Average emission reductions from FY2014-FY2017
 - MTA - Emission reductions for known MTA projects FY2018-FY2021 (bus replacements)
- Statewide target allocated to MPOs based on CMAQ project location

TPM 3. CMAQ, On-Road Mobile Source Emissions – Draft Targets

Measure	Component	MDOT	CAMPO	HEPMPO	TPB	BRTB	WILMAPCO	S/WMPO	C-SMMPO
On-road mobile source emissions reduction (2- & 4-year where applicable)	PM2.5 (2006)		N/A	N/A			✓		
	Ozone (2008)	✓			✓	✓	✓	✓	✓
	CO								
		Due 20-May-18	N/A		Due 16-Nov-18				

DRAFT	2-Year Target (Sum FY18-FY19)			4-Year Target (Sum FY18-FY21)		
	Sum of Emissions Benefits (kg/Day)			Sum of Emissions Benefits (kg/Day)		
State/MPO	VOC	NOX	PM2.5	VOC	NOX	PM2.5
BRTB	6.59	88.57	-	7.87	123.39	-
TPB	0.10	0.24	-	0.19	0.43	-
WILMAPCO	0.04	0.10	0.05	0.07	0.18	0.09
MDOT (statewide)	6.73	88.91	-	8.14	124.00	-

**C-SMMPO and S/WMPO: MPOs with population < 1,000,000 only require 4-year targets as part of statewide targets*

***Based on changes to FHWA Applicability Table*

TPM – Transportation Performance Management

- CMAQ Target Setting Memo (March 30, 2018) delivered
- MDOT will compose a memo(s) to the attention of FHWA Maryland Division Office, with copies to MPOs
 - Established targets – statewide and urbanized area
 - Methods and data used
 - Process and coordination
 - Next steps to ensure MPO action within 180 days (November 16, 2018)

More Information or Questions

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