CMAQ Tri-State Performance Measure Targets

Memphis Metropolitan Planning Organization (MPO)
ETC & TPB Meetings: April 19, 2018
Background

- Key Feature of **MAP-21 (2012) & FAST ACT (2015)** was establishment of a **performance and outcome based** program for transportation decisions.
- **7 Goal Areas**, 1st was Safety, which was approved in November 2017 & 2nd is Traffic Congestion (CMAQ).
- CMAQ Applies to Areas with the Following Criteria:

  **Area Characteristics**
  - Designated urbanized area,
  - Contains NHS mileage AND
  - Population over 200,000*

  **Nonattainment or Maintenance Area**
  - Ozone (O₃)
  - Carbon monoxide (CO) OR
  - Particulate matter (PM₁₀ or PM₂.₅)
Tri-State Coordination

+ Continued Coordination with ETC
Target Setting

▪ **TARGET 1:** Percentage of Non-Single Occupancy Vehicle (SOV) Travel

▪ **TARGET 2:** Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
TARGET 1: Percentage of Non-SOV Travel

- **Data**: US Census Bureau, American Community Survey 5-Year Estimates.
  - Commuting to Work - % Drive Alone or Single Occupancy Vehicles (SOV)
- **Calculation**:
  - % Non-SOV Travel = 100% - SOV% Travel
- The target was based on trend analysis using the recent observed data.

% Non-SOV Travel Target
- 2-Year Tri-State Target: **16.5%**
- 4-Year Tri-State Target: **16.5%**
- Baseline: 16.6%
TARGET 2: Annual Hours of Peak Hour Excessive Delay per Capita

- **Data**: National Performance Management Research Data Set (NPMRDS)
  - Vehicle/Passenger Probe Data
- **Calculation**:
  - TDOT & University of Tennessee developed a tool to assist with the calculation.
- The target was based on a trend analysis using the best available data.

**Peak Hours of Excessive Delay Per Capita**
- 4-Year Tri-State Target: **18.81**
- Baseline: 8.42
State DOT/MPO Coordination

- **April 19, 2018** – Memphis MPO ETC and TPB approval of targets.
- **May 20, 2018** - State DOTs establish a single, unified target for the first performance period.
- **October 1, 2020** – Mid Point Performance Period Report, at this time 4-year targets may be adjusted.
CMAQ Tri-State Performance Measures Targets - Overview

- Consensus between TDOT, MDOT, ARDOT, and the West Memphis MPO
- Opportunity to Revisit Every 2-Years

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Memphis, TN-MS-AR Urbanized Area</th>
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<tbody>
<tr>
<td></td>
<td>Baseline (2017)</td>
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<tr>
<td>Percentage of Non-Single Occupancy Vehicle Travel</td>
<td>16.6%</td>
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<tr>
<td>Annual Hours of Peak-Hour Excessive Delay per Capita</td>
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