Federal Performance Measures and Targets: System Performance, Freight, and CMAQ

Regional Transportation Committee: August 4, 2026

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Federal performance areas

PM1: Safety performance

PM2: Infrastructure condition

PM3: System performance, freight, and CMAQ

TAM: Transit Asset Management

PTASP: Public Transportation Agency Safety Plan

Federal Highway Administration

Federal Transit Administration

Traffic congestion reduction

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Applicability determination

- 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 (O_3)
- ✗ Carbon monoxide (CO) **OR**
- ✗ Particulate matter (PM_{10} or $PM_{2.5}$)

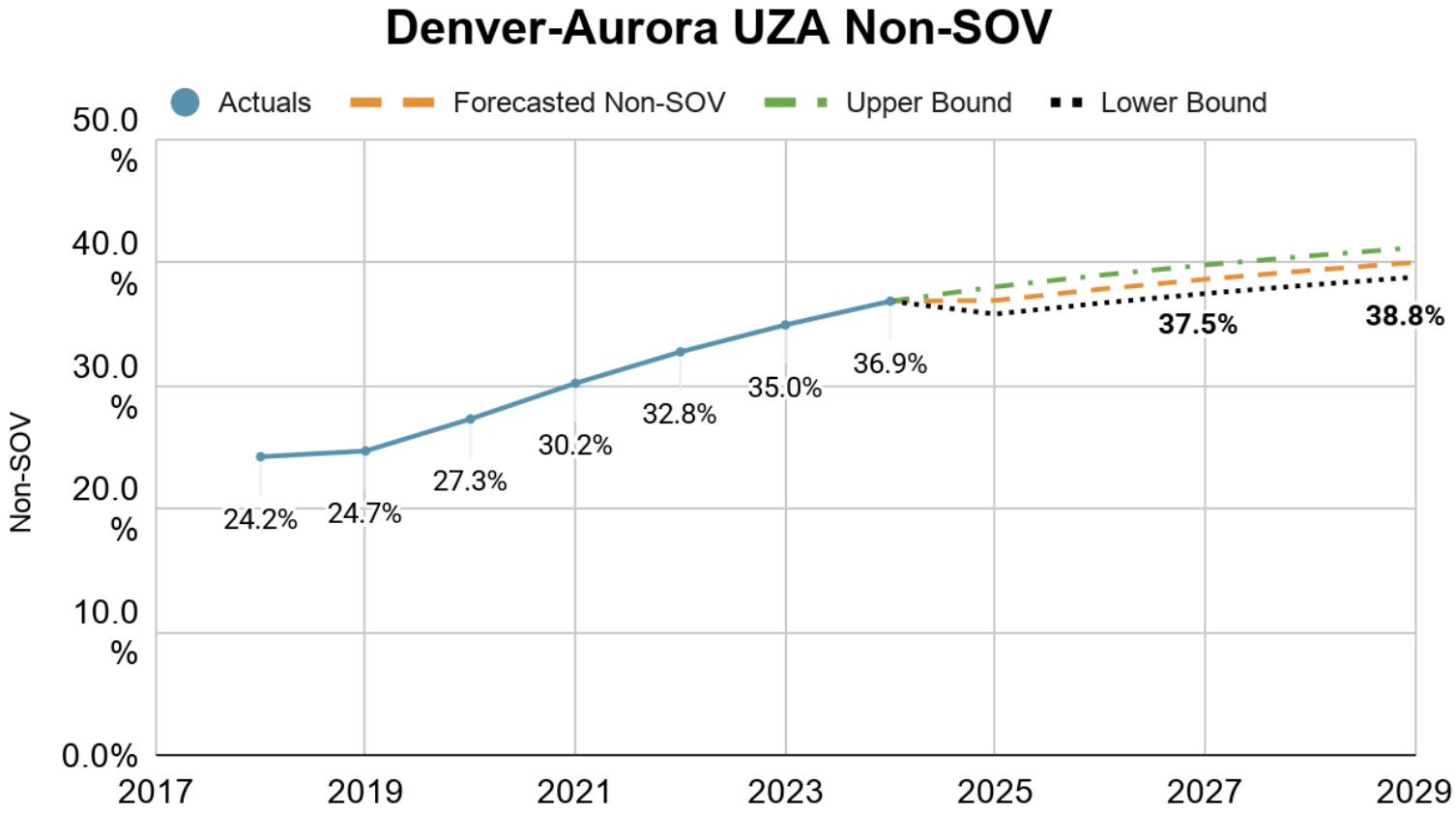
- Coordinate with CDOT on **joint targets** for the region

COLORADO
Department of Transportation

Percent of non-single occupancy vehicle travel overview

- **Area** – Denver-Aurora, CO Urbanized Area. (2-year and 4-year targets)
- **Data** – American Community Survey **5-Year Data**. ("Journey to Work")
- **Performance Measures** –
  - Percent of non-single occupancy vehicle travel.
- **Calculation** –
  - $\%\ nonSOV\ travel = 100\% - \%SOV\ travel$
    - May include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.
- **Federal Guidance** –
  - Targets should be realistic and achievable, not aspirational.
  - DRCOG and CDOT **set single unified targets** for the region.

Percent of non-single occupancy vehicle travel data

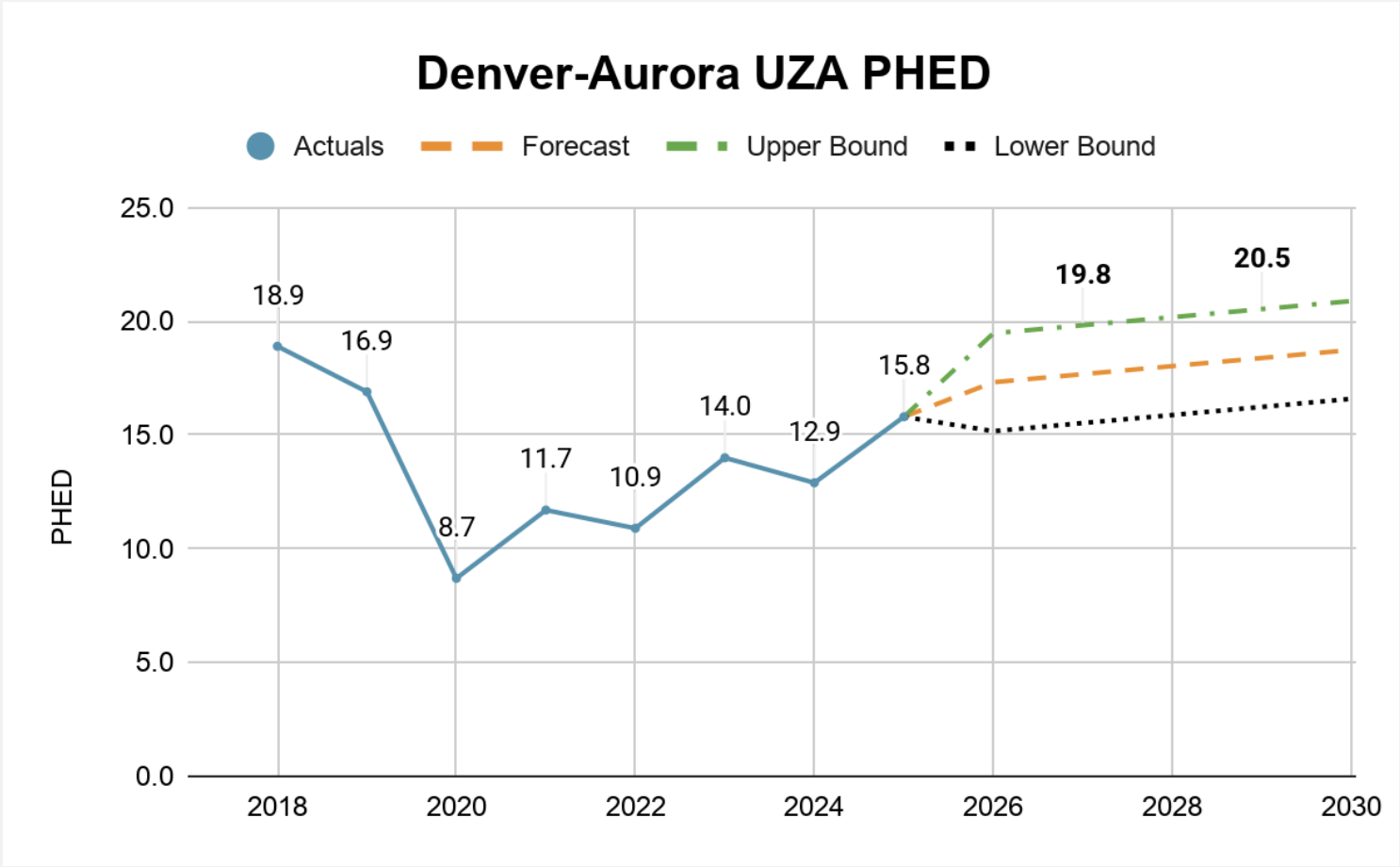


- Previous Targets
  - 2023 Target: 26.7%
  - 2025 Target: 27.7%
- Staff Recommendation
  - 2027 Target: 37.5%
  - 2029 Target: 38.5%

Peak hour excessive delay overview

- **Area** – Denver-Aurora, CO Urbanized Area. (2-year and 4-year targets)
- **Data** – National Performance Management Research Data Set. (NPMRDS)
- **Performance Measures** –
  - Annual hours of peak hour excessive delay per capita.
- **Calculation** –
  - $Annual\ hours\ of\ PHED\ per\ capita = \frac{\sum_{s=1}^{T} Total\ Excessive\ Delay_s}{Total\ Population}$
  - CDOT's PM3 Calculator.
- **Federal Guidance** –
  - Targets should be realistic and achievable, not aspirational.
  - DRCOG and CDOT **set single unified targets** for the region.

Peak hour excessive delay data



- Previous Targets
  - 2023 Target: 15.8
  - 2025 Target: 17.4
- Staff Recommendation
  - 2027 Target: 19.8
  - 2029 Target: 20.5

Proposed traffic congestion reduction performance targets

Traffic Congestion Reduction Performance Measures	Desired Trend	2-Year Target	4-Year Target
Percent of non-single occupancy vehicle travel		37.5%	38.5%
Annual hours of peak hour excessive delay		19.8	20.5

On-road mobile source emissions reduction

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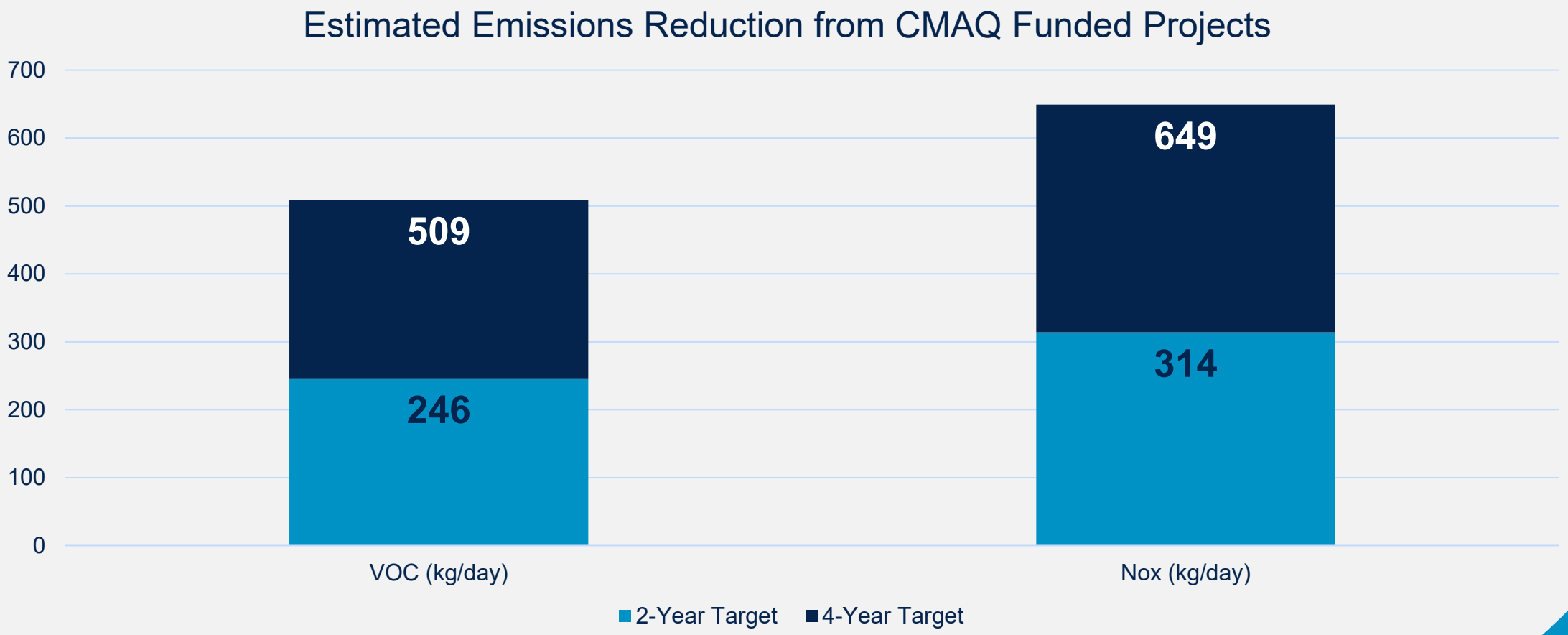
On-road mobile source emissions reduction overview

- **Area** – State DOTs/MPOs that contain **areas designated as nonattainment or maintenance**. (applies to DRCOG & NFRMPO)
- **Data** – FHWA CMAQ Public Access System.
- **Performance Measures** –
  - Total emissions reduction for each applicable pollutant in kilograms per day.
    - Nitrogen Oxides. (NOx)
    - Volatile Organic Compounds. (VOCs)
- **Calculation** –
  - Summing 2-year and 4-year emissions reductions reported for CMAQ funded projects .
- **Federal Guidance** –
  - Targets should be realistic and achievable, not aspirational.
  - DRCOG must set our own targets for the region.

Considerations for CMAQ target setting

- Emissions reduction benefits are only **recorded from CMAQ funded projects**.
  - **Does not include** projects funded with Transportation Alternatives (**TA**), Multimodal Transportation and Mitigation Options Fund (**MMOF**) or Carbon Reduction Program (**CRP**) which likely also have emission reduction benefits,
  - Or Surface Transportation Block Grant (**STBG**) that may have emission reduction benefits.
- Emissions reduction benefits are **reported when the project is first obligated**, not at project completion/implementation.
  - Unexpected delays to a project can change anticipated obligation.
- DRCOG's TIP includes **set-aside projects that are not yet identified at the time of TIP adoption**.
- To forecast anticipated daily emissions reductions for the upcoming performance periods CDOT staff used an **Average Benefit Reduction by Dollar methodology**.

On-road mobile source emissions reduction data



Proposed on-road mobile source emissions reduction performance targets

On-Road Mobile Source Emissions Reduction Performance Measures	Desired Trend	2-Year Target	4-Year Target
Total emissions reduction (**VOC**) kg/day	⏫	246	509
Total emissions reduction (**NOx**) kg/day	⏫	314	649

Targets and reporting schedule

- Targets adoption:
  - Transportation Advisory Committee: **July 27**.
  - Regional Transportation Committee: **August 4**. ACTION
  - Board of Directors: **August 19**.
- Reporting requirements
  - CMAQ Performance Plans due: **September 30**.

Proposed PM3 performance targets

Traffic Congestion Reduction Performance Measures	Desired Trend	2-Year Target	4-Year Target
Percent of non-single occupancy vehicle travel		37.5%	38.5%
Annual hours of peak hour excessive delay		19.8	20.5

On-Road Mobile Source Emissions Reduction Performance Measures	Desired Trend	2-Year Target	4-Year Target
Total emissions reduction (**VOC**) kg/day		246	509
Total emissions reduction (**NOx**) kg/day		314	649

Recommendation

- Move to recommend to the Board of Directors the traffic congestion reduction and on-road mobile source emissions reduction targets.

Contact information

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