

CMAQ Traffic Congestion
System Performance Management Addendum for
the Allentown-Bethlehem-Easton, PA-NJ
Urbanized Area

To be addended to the System Performance Management
Written Procedures/Agreements of

The Lehigh Valley Transportation Study (LVTS),
~~**The Delaware Valley Regional Planning Commission (DVRPC),**~~
~~**The Northeastern Pennsylvania Planning Alliance (NEPA),**~~
The Reading Area Transportation Study (RATS),
The Pennsylvania Department of Transportation (PennDOT),
The New Jersey Department of Transportation (NJDOT)

1. Requirements and Measures

- a. The metropolitan planning organizations (MPOs) and state departments of transportation (State DOTs) subject to the federal CMAQ Traffic Congestion System Performance Management requirement are determined from the Federal Highway Administration (FHWA) Applicability Determination¹. These agencies will collaboratively determine the overall schedule for data collection, analysis, target setting, and reporting for the CMAQ Traffic Congestion performance measures. These measures include peak hour excessive delay per capita (PHED) and percent of non-single occupancy vehicle (non-SOV).

2. Lead MPO

- a. The Lehigh Valley Transportation Study (LVTS) is assigned as the “Lead MPO” for the urbanized area. The Lead MPO, with support of PennDOT, is responsible for obtaining and distributing a signed version of these written procedures and providing (as defined herein) the final targets to each of the MPOs and State DOTs subject to this requirement.

3. Transportation Performance Data Collection and Analysis

- a. The Lead MPO, with support of PennDOT, will collect and analyze data to assess historical PHED and non-SOV measure performance in keeping with the data requirements specified in 23 CFR 490.709.

¹ [Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures \(23 CFR 490.707 and 490.807\) as of October 1, 2021.](#)

- b. The data and analyses will be shared among the MPOs and State DOTs subject to this requirement, to the extent allowed by data restrictions that may be outside the control of the parties.

4. Selection of Transportation Performance Targets

- a. The Lead MPO, with support of PennDOT, will set draft and final CMAQ Traffic Congestion performance targets by collaborating with each MPO and State DOT to the maximum extent practicable.
 - i. Collaboration will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, and email/written communication.
 - ii. The member agencies of the MPOs and the State DOTs subject to this requirement shall be given an opportunity to provide comments on CMAQ Traffic Congestion performance targets for the urbanized area.

5. Reporting of CMAQ Traffic Congestion Performance Targets

- a. Per 23 CFR 490.107(c), the Lead MPO, with support of PennDOT, will prepare a memorandum summarizing consultation efforts and final agreed upon targets. The memo will be distributed to MPOs and State DOTs subject to this requirement and be subject to schedules that will be mutually agreed upon.
- b. Per 23 CFR 490.107(b), each State DOT subject to this requirement will include the CMAQ Traffic Congestion targets identified in the above memo in the baseline performance report submitted to FHWA.

6. Monitoring Performance and Evaluating Target Adjustments

- a. Per 23 CFR 490.107(c)(3)(i), the Lead MPO, with support of PennDOT, will monitor measure performance biennially and evaluate target adjustments for the mid-performance report by collaborating with each MPO and State DOT to the maximum extent practicable.
- b. Per 23 CFR 490.107, each State DOT will include the relevant CMAQ Congestion Targets in the state biennial performance reports to FHWA.

7. Documentation in Supporting Plans and Programs

- a. Per 23 CFR 450.324(f)(3), 450.324(f)(4), 450.326(c), and 450.326(d), and 450.340, each MPO subject to this requirement will include the required information relating to the CMAQ Traffic Congestion performance measures in any metropolitan transportation plan or transportation improvement program amended or adopted after May 20, 2019.
- b. Per 23 CFR 450.216(f), 450.218(q), and 450.226 each State DOT subject to this requirement will include the required information relating to the CMAQ Traffic

Congestion performance measures, in any statewide transportation plan or statewide transportation improvement program amended or adopted after May 20, 2019².

Per 23 CFR 450.314

The following MPOs and State DOTs acknowledge these written provisions for the CMAQ Traffic Congestion System Performance Management Measures for the Allentown-Bethlehem-Easton, PA-NJ Urbanized Area.

Authorized Signatures from MPO or State DOT Spokespersons:

Agency Signature	Title	Date
<i>Lehigh Valley Transportation Study (LVTS)</i>		
<i>Delaware Valley Regional Planning Commission (DVRPC)</i>		
<i>Northeastern Pennsylvania Planning Alliance (NEPA)</i>		
<i>Reading Area Transportation Study (RATS)</i>		
<i>North Jersey Transportation Planning Authority (NJTPA)</i>		
<i>Pennsylvania Department of Transportation (PennDOT)</i>		
<i>New Jersey Department of Transportation (NJDOT)</i>		

² May 20, 2019 in this document reflects the date revised by FHWA from the original date of May 27, 2018 published in the Statewide and Nonmetropolitan Transportation; Metropolitan Transportation Planning Rule (23 CFR Parts 450 and 771).