



READING AREA TRANSPORTATION STUDY

c/o Berks County Planning Commission
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To: Reading Area Transportation Study Technical and Coordinating Committees
From: Michael D. Golembiewski, Transportation Modeler
Re: PM3 CMAQ Congestion Measures and Targets, Philadelphia, PA-NJ-DE-MD Urban Area
Date: September 9, 2026

At the September 17, 2026, Joint Technical and Coordinating Committee meeting, anticipated action will be taken to cooperate with the Delaware Valley Regional Planning Commission (DVRPC) in setting Performance Measure Targets for Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) Travel (PM-3) in that portion of the Philadelphia, PA-NJ-DE-MD Urban Area, that extends into eastern Berks County. By that action, the DVRPC MPO sets PM-3 Targets through a cooperative process with surrounding MPO's. That process requires the RATS MPO to adopt DVRPC's targets and incorporate them into our various planning processes and documents.

Using the same methodology that RATS used, DVRPC has developed PHED and Non-SOV targets for the Philadelphia, PA-NJ-DE-MD Urban Area including the portion that extends into eastern Berks County. DVRPC adopted those targets at their regularly scheduled meeting on June 25, 2026. The method used and the adopted targets are described in the attached *Board Summary Sheet* memorandum provided by DVRPC. RATS and DVRPC staff held coordination meetings on April 2, 2026, and May 8, 2026. Staff agrees with the methods DVRPC used to derive their targets and the resulting targets themselves.

The attached map shows the Philadelphia, PA-NJ-DE-MD Urban Area including the portion in Berks County. The PHED measures are derived from portions of the National Highway System in the urbanized area. Currently there are portions of PA 100, PA 73, U.S. 422, and SR 2022, included that all reflect no delay within Berks. As such the effects of this measure in Berks are negligible. The Non-SOV measure is derived from American Community Survey information taken from the entire urbanized area. Again, given the small amount of the Philadelphia, PA-NJ-DE-MD Urban Area in Berks, the effects of this measure in Berks are also negligible. It should be noted that these measures are derived using Urbanized Areas classified by the 2020 Decennial Census.

Staff is requesting action at the September 17th Joint Committee Meeting to approve the Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle

(Non-SOV) Travel Percent Two- and Four-Year Performance Targets for the Philadelphia, PA-NJ-DE-MD Urban Area and forward to DVRPC and PennDOT.
PennDOT will be forwarding all PM3 measures and targets from the affected planning regions statewide to FHWA by the October 1, 2026, deadline.

If you have any questions, feel free to reach out.

MDG/

Attach:

--DVRPC Board Memo

--Map of Philadelphia, PA-NJ-DE-MD Urban Area

--Recommended Targets for Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Measures for the Philadelphia, PA-NJ-DE-MD Urban Area

MDG/

Action Item

Board Summary Sheet

Delaware Valley Regional Planning Commission

June 25, 2026

8. PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures Two- and Four-Year Targets for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ Urban Areas.

Federal Regulations (23 CFR 490) require that MPOs in urban areas (UAs) with populations over 200,000 that are also in air quality nonattainment or maintenance areas for any of three pollutants (ozone, carbon monoxide, or particulate matter) conduct performance-based planning using National Performance Measures, including two PM3 CMAQ traffic congestion measures:

- Percent non-single occupant vehicle (non-SOV) travel;
- Annual hours of peak hour excessive delay (PHED) per capita.

Requirements include establishing two- and four-year targets, reporting mid- and final-performance period progress, and evaluating adjustments to four-year targets.

DVRPC facilitated efforts with the Philadelphia, PA-NJ-DE-MD and Trenton, NJ urban area PM3 CMAQ traffic congestion coordination groups to assess four-year performance against four-year targets for the second performance period (2022-2025) and to agree on two- and four-year targets for the third performance period (2026-2029). DVRPC held a meeting on April 2, and invited each of the urban area coordination groups' appropriate MPO, DOT, FHWA representatives, and other interested agencies to assess performance and discuss considerations in setting two- and four-year targets. Final meetings were held separately with each of the urban area coordination groups on May 7 and 8, resulting in each group reaching agreement on supporting two- and four-year targets for the third performance period (2026-2029).

DVRPC has participated in efforts in assessing performance and setting two- and four-year targets led by NJTPA for the New York-Newark, NJ-NJ-CT urban area since small portions of that urban area exists within the DVRPC MPO. Final targets have not been agreed on yet.

Date Action Required

June 25, 2026

Recommendations

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed

The DVRPC Board approves the PM3 CMAQ Traffic Congestion two- and four-year targets for the percent non-SOV travel and the annual hours of peak hour excessive delay (PHED) per capita measures for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ Urban Areas for the third reporting period (2026-2029).

Staff Contact

Thomas K. Edinger, AICP, Manager of Congestion Management Programs

Attachments

1. PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-year targets

2020 Census Urban Areas



Mark.Sarmiento

U.S. Department of Transportation:
ArcGIS Online

Summary

2020 Census Bureau Urban Areas with 2020 population data.

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Details

Dataset
Feature Layer

March 20, 2024 at 8:00:31 AM EDT
Info Updated

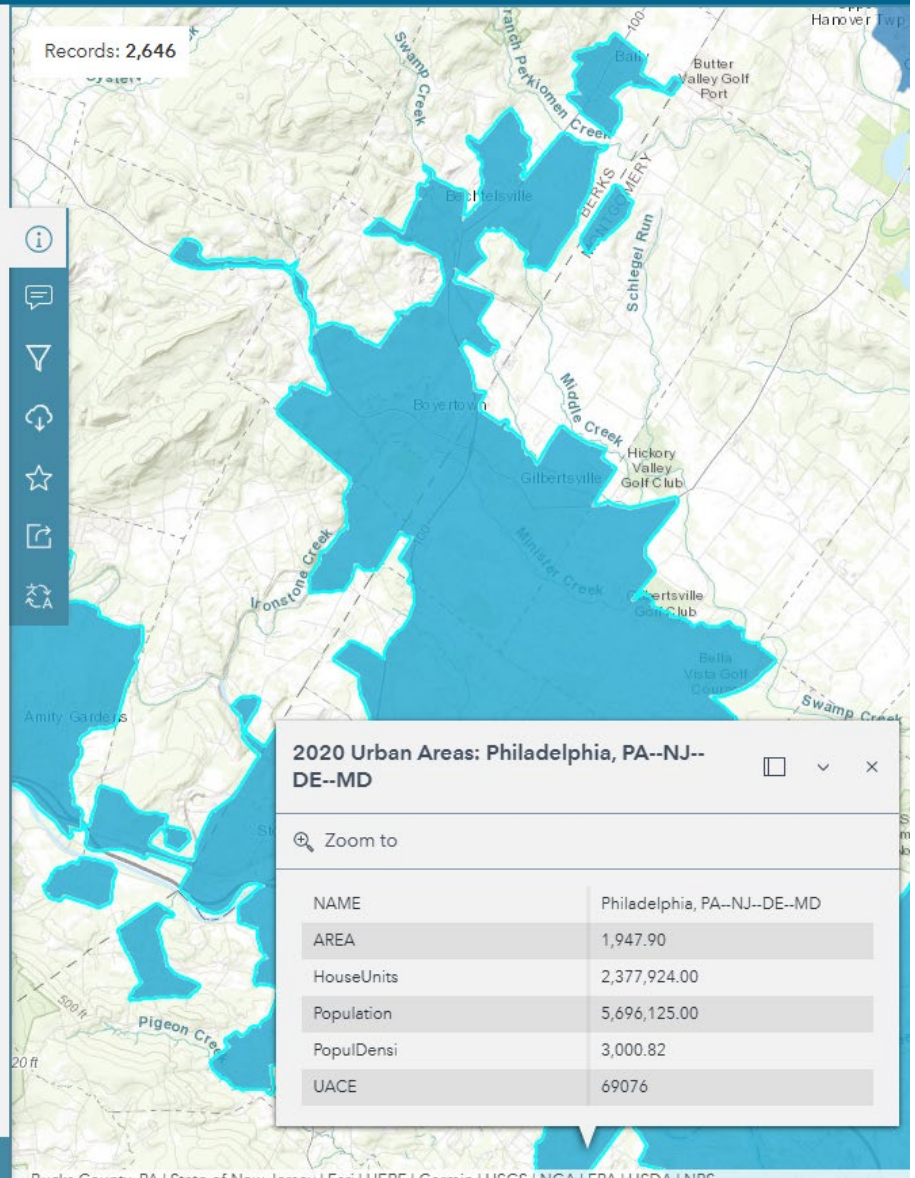
March 17, 2023 at 1:19:22 PM EDT
Data Updated

February 22, 2023 at 2:38:14 PM EST
Published Date

Records: 2,646
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Recommend to Support 2- and 4-Year Targets for 3rd Performance Period (2026-2029)

Urban Area	PM3 CMAQ Traffic Congestion Measure	Baseline	Two-Year Target (2026-2029)	Four-Year Target (2026-2029)
Philadelphia, PA-NJ-DE-MD	Percent non-SOV Travel	38.1%	36.0%	36.1%
	Annual Hours of PHED Per Capita	15.6	16.9	16.8