



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, Reading PA Urbanized Area
Date: September 8, 2026

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act both established Performance Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules. Measures and Targets, referred to as PM-3, relate to System Reliability. Specifically, measures referred to as Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) Travel are reviewed and have targets set. The PHED Measure looks specifically at roadway congestion in the Reading Urban Area and the amount of excessive commute time spent in that traffic. The Non-SOV Measure looks at alternative modes used (as gathered from U.S. Census American Community Survey data) and their overall share of total modes used.

The Reading Area Transportation Study (RATS) Coordinating Committee is submitting the following CMAQ congestion measure performance targets for the Reading, PA Urbanized Area for the 2026-2029 performance period:

CMAQ Congestion Measure	2-Year Target (2027)	4-Year Target (2029)
Peak Hour Excessive Delay (PHED) - Annual Hours of Excessive Delay per Capita	7.4	7.4
Non-Single Occupancy Vehicle (Non-SOV) Travel	25.9%	25.9%

Coordination

RATS consulted with PennDOT in developing the urbanized area targets. Coordination included the June 30, 2026, PM3 CMAQ Delay and Non-SOV Target Setting

Workshop and a July 17, 2026, follow-up meeting to review Reading-area trends, target options, and final targets.

Basis for Targets

The PHED targets reflect the expectation that congestion may worsen over the next four years due to significant construction activity in the Reading urban area, including the West Shore / US 422, State Hill Road, and Sinking Spring / PA 724 projects. The 2025 PHED baseline was 6.7 hours of excessive delay per capita using the 2020 urban area boundary; the 7.4 target accounts for near-term construction and congestion pressures.

The Non-SOV targets reflect the expectation that the Non-SOV share may decrease from recent high values as COVID-era years are removed from the five-year ACS sample and as work-from-home levels moderate over the next several years. The MPO is not anticipating major changes to transit ridership. The 25.9 percent target is based on the average of the 2023 through 2025 Non-SOV values for the Reading Urban Area.

These targets provide practical, data-informed benchmarks for the Reading Urban Area while recognizing the construction, travel behavior, and telework-related factors that may affect performance during the 2026-2029 performance period. It should be noted that failure to meet any of these targets will not result in any negative repercussions.

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 Reading Urbanized Area and forward to 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.

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