

CMAQ Applicability Tables

Second Performance Period



U.S. Department of Transportation
Federal Highway Administration

Background



The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funding for transportation projects and programs that result in improvements to air quality and traffic congestion. CMAQ-funded programs contribute to attainment or maintenance of National Ambient Air Quality Standards (NAAQS) for ozone (O₃), carbon monoxide (CO), and particulate matter (PM).

FHWA has established CMAQ-related performance measures to assess traffic congestion and on-road mobile source emissions. Depending on NAAQS status and other criteria, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish performance targets (e.g., reduction in O₃, CO and/or PM emissions) for these performance measures and develop plans for achieving targets. FHWA publishes CMAQ Applicability Tables for each performance period to indicate which State DOTs and MPOs are subject to the requirements.



HOV Lanes in Virginia (courtesy Virginia DOT)

Performance periods are four-year timeframes during which progress is measured to: (1) assess performance with respect to a baseline condition; and (2) track progress toward the achievement of the targets at the midpoint and at the end of that time period.

Applicability for State DOTs and MPOs is assessed in relation to the data one year in advance of each performance period. FHWA has updated the Applicability Tables to reflect relevant data as of October 1, 2021 in advance of the second performance period.

CMAQ Performance Measure	Second Performance Period	Second Performance Period State DOT Applicability	Second Performance Period MPO Applicability
On-Road Mobile Source Emissions	10/1/2021 – 9/30/2025	39 State DOTs	110 MPOs
Traffic Congestion Measures	1/1/2022 – 12/31/2025	39 State DOTs	83 MPOs

CMAQ Performance Measures

State DOTs and MPOs may be required to set targets for three performance measures: two related to traffic congestion and one related to on-road mobile source emissions.

The two Traffic Congestion performance measures are the 1) Peak Hour Excessive Delay (PHED) Measure and 2) Percent of Non-Single Occupany Vehicle (Non-SOV) Travel Measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The Percent of Non-SOV Travel Measure is the percentage of non-single occupany vehicles travelling within an applicable urbanized area.

The On-Road Mobile Source Emissions Measure is the Total Emissions Reduction Measure. The Total Emissions Reduction Measure represents the 2 and 4-year cumulative estimated emission reductions for all CMAQ funded projects of each applicable criteria pollutant and precursors for which the area is in nonattainment or maintenance.

FHWA provides Applicability Tables, which contain lists of State DOTs and MPOs who are required to establish targets and report progress for the performance measures related to the CMAQ Program.

Category	Performance Measure
Traffic Congestion Measures	PHED Measure
	Percent of Non-SOV Travel Measure
On-Road Mobile Source Emissions Measure	Total Emissions Reduction Measure

Second Performance Period Updates

FHWA revised the Applicability Tables using nonattainment and maintenance area designations from the EPA, current as of October 1, 2021. These updates included removing areas that have reached the end of the 20-year NAAQS maintenance period and adding 2015 ozone nonattainment and maintenance areas. The tables also use updated urbanized area boundaries and current population data. For the second performance period, the population threshold for the congestion measure dropped from 1 million to 200,000.

Applicability for the CMAQ Performance Measures is as follows for the second performance period:

CMAQ Performance Measure	State DOTs	MPOs
On-Road Mobile Source Emissions	States with projects financed with funds from the 23 U.S.C.149 CMAQ program apportioned to State DOTs for areas designated as nonattainment or maintenance for O3, CO, or PM	MPOs with projects financed with funds from the 23 U.S.C.149 CMAQ program apportioned to State DOTs for areas designated as nonattainment or maintenance for O3, CO, or PM
Traffic Congestion	Urbanized areas that include NHS mileage and with a population over 200,000 that are, in all or part, designated as nonattainment or maintenance areas for O3, CO, or PM	Urbanized areas that include NHS mileage and with a population over 200,000 that are, in all or part, designated as nonattainment or maintenance areas for O3, CO, or PM