



CMAQ 2nd Performance Period – Mid Performance Report

BRTB

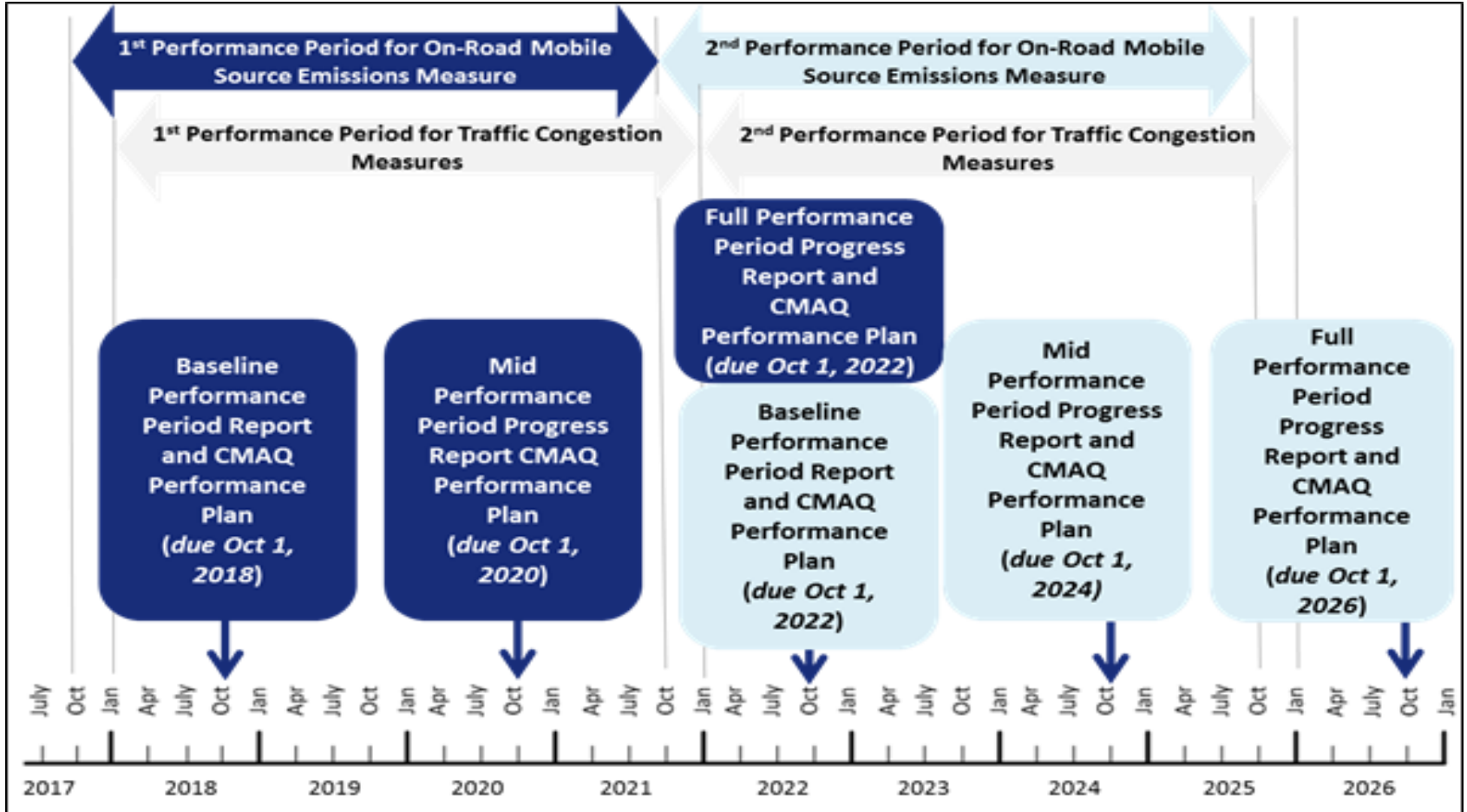
August 27, 2024



CMAQ performance measures

- **Background:**
 - The MAP-21 and the FAST Act required performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.
- **PHED Measure:**
 - Annual hours of Peak Hour Excessive Delay (PHED) Per Capita
- **Non-SOV Travel Measure:**
 - Percent of Non-Single Occupancy Vehicle (SOV) Travel
- **Emission Reduction Measure:**
 - 2- and 4-year Total Emission Reductions for each applicable criteria pollutant and precursor

CMAQ overview



Source: https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/

PHED performance and target changes

- Targets should be reasonable, based on analysis of trends and projections of future efforts.
- Trends are looked at using RITIS, and performance review and target setting is coordinated with MDOT

PHED	Baltimore	Aberdeen
2019	20.6	7.8
2021	13.9	6.9
2022	12.6	5.8
2023	14.8	7.4
2-year target 2023	14.8	6.9
4-year target 2025	16.9 (increase from 15.7)	8.3 (increase from 6.9)

Percent Non-SOV: Performance & Targets

- Data is collected from the American Community Survey (ACS) 5-year trends
- No Changes recommended for % Non-SOV

Non-SOV	Baltimore	Aberdeen
2019	25.4%	16.10%
2021	29.2%	20.10%
2022	30.7%	21.6%
2-year target	25.3%	16.8%
4-year target	25.5%	16.8%

Emission Reduction: Performance & Targets

- MPOs with a population greater than 1 million and with designated nonattainment areas are required to develop 2 and 4 year targets.
- Performance exceeded targets, which means that these projects helped reduce pollution more than required.

Reduction of NOx (kg/day)	Performance	Target
2-year Target (2022-2023)	73.47	6.64
4-Year Target (2022-2025)	TBD	43.27

Reduction of VOC (kg/day)	Performance	Target
2-year Target (2022-2023)	6.98	0.87
4-Year Target (2022-2025)	TBD	13.63

For More Information

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