



# CMAQ 2<sup>nd</sup> Performance Period – Mid Performance Report

Technical Committee

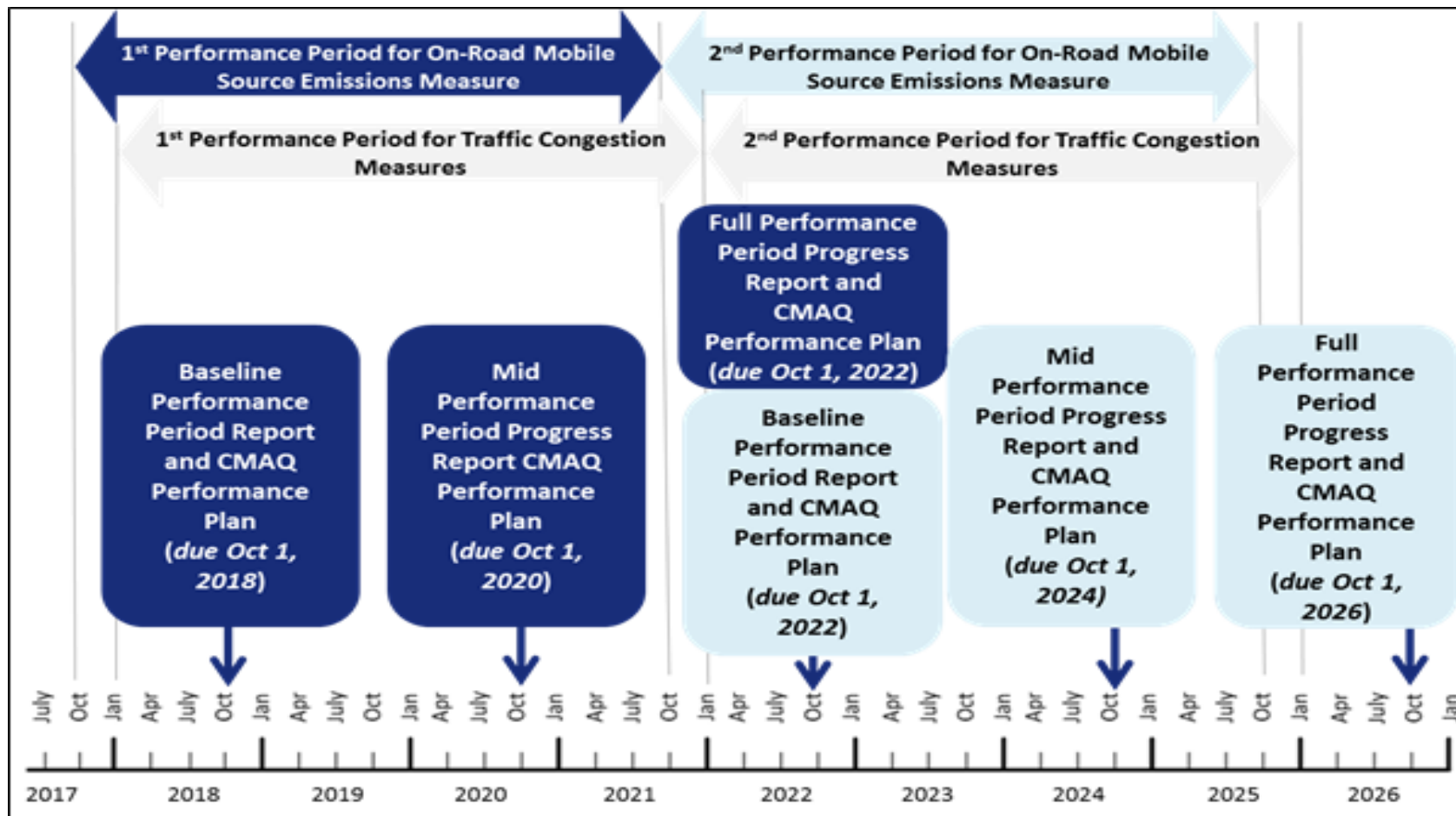
August 6, 2024



# 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/](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 targets are 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
<b>2-year target 2023</b>	<b>14.8</b>	<b>6.9</b>
<b>4-year target 2025</b>	<b>16.9</b> (increase from 15.7)	<b>8.3</b> (increase from 6.9)

# Percent Non-SOV: Performance & Targets

- 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%
<b>2-year target</b>	<b>25.3%</b>	<b>16.8%</b>
<b>4-year target</b>	<b>25.5%</b>	<b>16.8%</b>

# Emission Reduction: Performance & 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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