



CMAQ 2nd Performance Period – Mid Performance Report

Technical Committee / Interagency Consultation Group

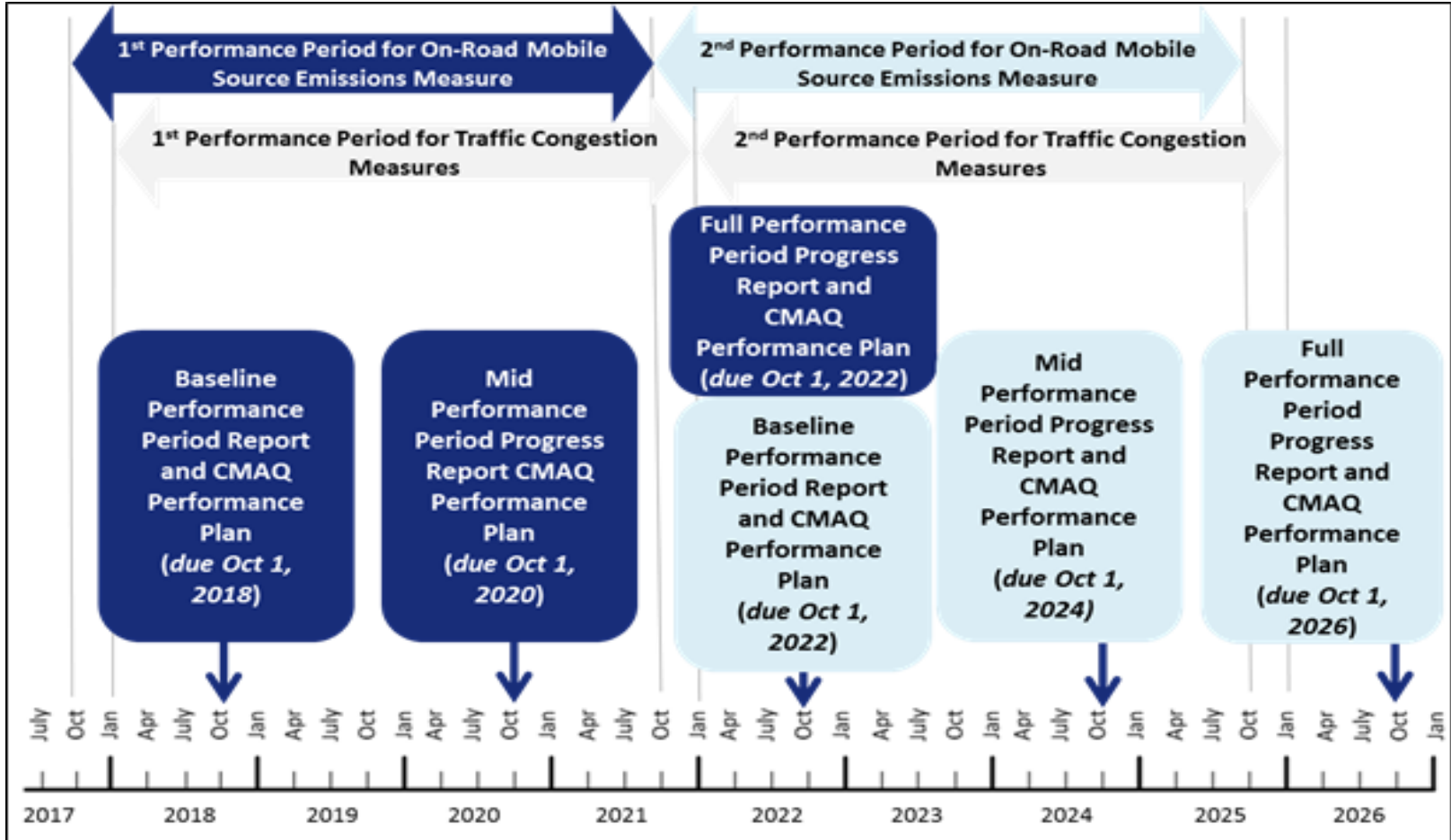
July 2, 2024



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: Peak Hour Excessive Delay

- The following are the targets approved in Resolution #23-5.
- These targets are for the reporting period from 2022-2025.

PHED (hours)	Baltimore	Aberdeen
2-year target '23	<14.8	<6.9
4-year target '25	<15.7	<6.9

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
2-year target '23	14.8	6.9
4-year target '25	16.9 (increase from 15.7)	8.3 (increase from 6.9)

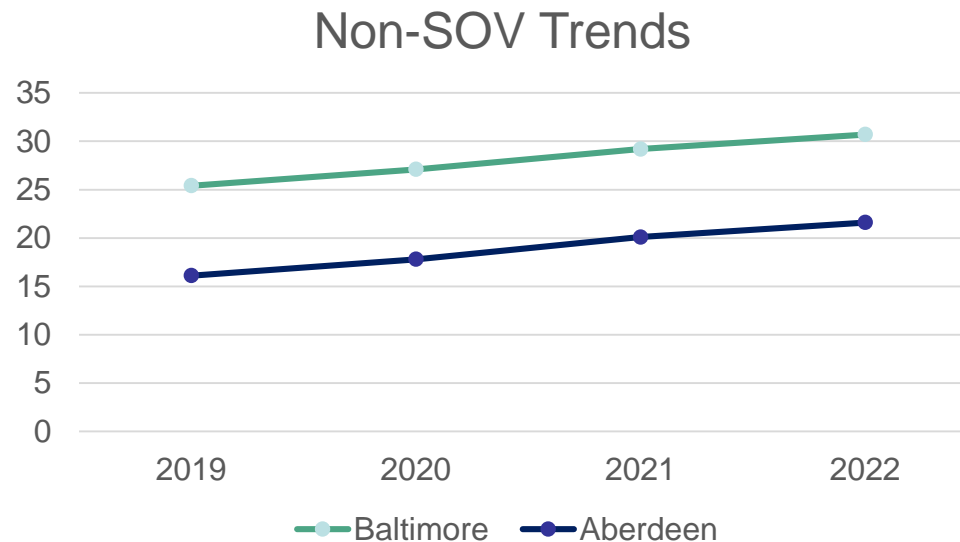
Non-SOV Travel: Approved Targets

- The following are the targets approved in Resolution #23-5.
- These targets are for the reporting period from 2022-2025.
- Both Baltimore and Aberdeen actual performance was significantly better than their targets.

Non-SOV	Baltimore	Aberdeen
2-year target '23	25.3%	16.8%
4-year target '25	25.5%	16.8%

Non-SOV: performance and target changes

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%



For More Information

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