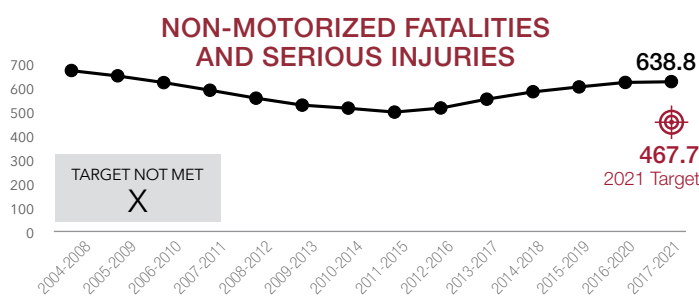
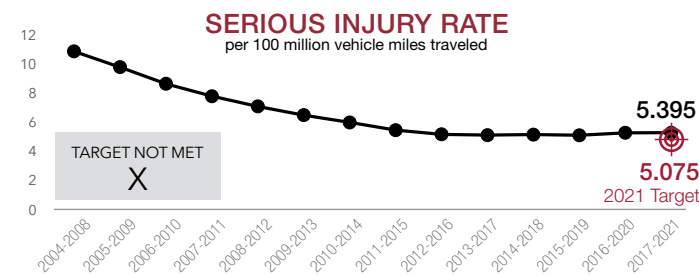
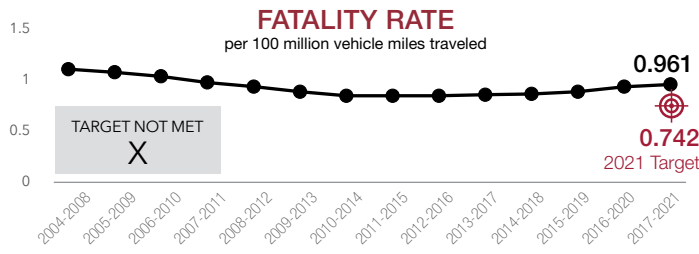
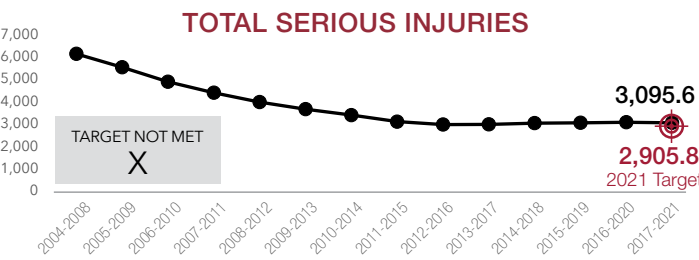
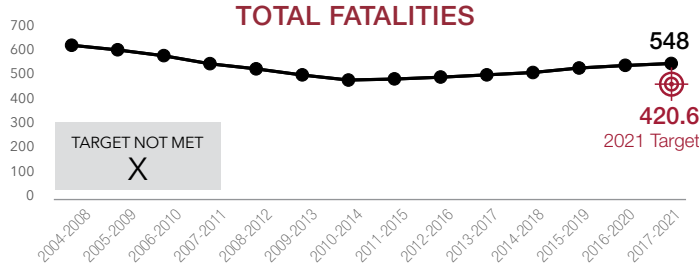


FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) PERFORMANCE PERIOD 1: ESTABLISHED TARGETS FOR MARYLAND 4-YEAR PERFORMANCE REVIEW

The Maryland Department of Transportation (MDOT) established performance targets for Safety, Infrastructure Condition, System Performance, and Congestion Mitigation and Air Quality (CMAQ), per 23 C.F.R. 490 – National Performance Management Measures.

TPM 1: SAFETY

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030. These targets are updated annually by the MDOT Motor Vehicle Administration (MVA), Maryland Highway Safety Office, and MDOT State Highway Administration (SHA) Office of Traffic and Safety and are reported in the Highway Safety Improvement Program.



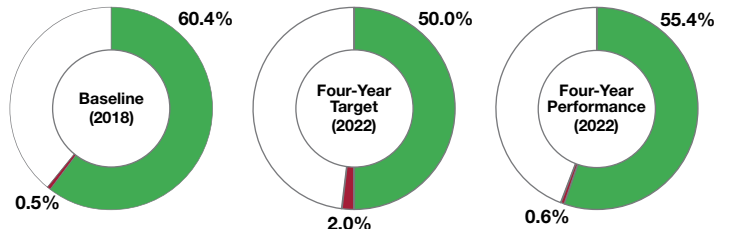
TPM 2: INFRASTRUCTURE CONDITION

Infrastructure condition targets are set for the entire National Highway System (NHS) in Maryland, which is owned and maintained by a partnership of federal, state, and local agencies. The MDOT SHA Office of Structures led bridge condition target setting and the Office of Materials Technology led pavement condition target setting. They are updated every two years and reported in a Biennial Performance Report to the Federal Highway Administration (FHWA).

GOOD **POOR**



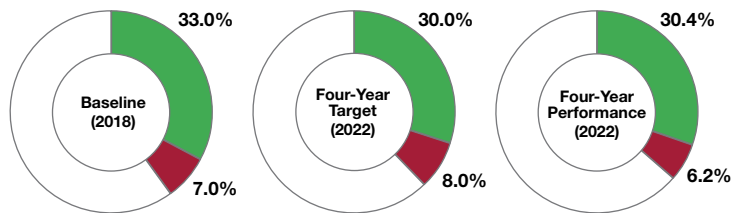
INTERSTATE PAVEMENT CONDITION



TARGET MET ✓



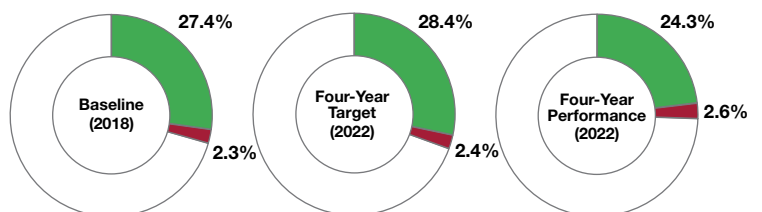
NON-INTERSTATE NHS PAVEMENT CONDITION



TARGET MET ✓



NHS BRIDGE CONDITION



TARGET NOT MET X



FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) PERFORMANCE PERIOD 1: ESTABLISHED TARGETS FOR MARYLAND 4-YEAR PERFORMANCE REVIEW

TPM 3: SYSTEM PERFORMANCE, FREIGHT MOVEMENT, AND AIR QUALITY

The MDOT SHA Office of Planning and Preliminary Engineering led development of system and freight reliability targets for the NHS using national performance management research data set (NPMRDS) data accessed on May 7, 2018 through the University of Maryland Center for Advanced Transportation Technology MAP-21 Tool. Traffic congestion targets for applicable urbanized area were established collaboratively by MDOT SHA and relevant metropolitan planning organization (MPO) representatives. The on-road mobile source emissions targets were developed by the Office of Planning and Capital Programming at the MDOT Secretary's Office based on programmed CMAQ projects. Targets are updated every two years and reported in a Biennial Performance Report to the Federal Highway Administration (FHWA).

TRAVEL TIME RELIABILITY	HIGHER OR LOWER NUMBER IS BETTER	BASELINE 2018	4-YEAR TARGET 2022	4-YEAR PERFORMANCE 2022	TARGET MET
Percent of person-miles traveled on the Interstate System that are reliable	↑	71.4%	72.1%	84.7%	✓
Percent of person-miles traveled on the non-Interstate NHS that are reliable	↑	82.0%	82.0% [‡]	92.4%	✓

[‡]Adjusted target

FREIGHT MOVEMENT					
Truck travel time reliability index	↓	1.88	1.88	1.6	✓

AIR QUALITY (CMAQ)					
Annual hours of peak-hour excessive delay per capita – Baltimore, MD	↓	20.2	22.6	13.9	✓
Annual hours of peak-hour excessive delay per capita – Phila., PA/DE/MD/NJ	↓	16.9	17.2	13.1	✓
Annual hours of peak-hour excessive delay per capita – Wash., DC/MD/VA	↓	23.0	26.7	12.8	✓

MEASURE AND TARGETS					
Percent of non-single occupancy vehicle travel – Baltimore, MD	↑	25.1%	24.8%	25.4%	✓
Percent of non-single occupancy vehicle travel – Phila., PA/DE/MD/NJ*	↑	27.9%	28.1%	30.6%	✓
Percent of non-single occupancy vehicle travel – Wash., DC/MD/VA	↑	36.6%	37.2%	39.5%	✓

MEASURE AND TARGETS					
On-road mobile source emissions reduction (volatile organic compounds)	↑	13.32	8.13	154.74	✓
On-road mobile source emissions reduction (nitrogen oxides)	↑	140.68	123.96	412.91	✓

*Four-year targets for the Philadelphia, PA/DE/MD/NJ urbanized area were established for 2018.

Baseline performance is derived from the latest data available for each measure as of 2018. Baseline data is from 2017 except for percent of non-single occupancy vehicle travel, which uses U.S. Census Bureau American Community Survey data from 2016.

For more information, please visit our MDOT SHA Transportation Performance Management website at <http://arcg.is/1r04uH> or email us at IPPD@mdot.maryland.gov.