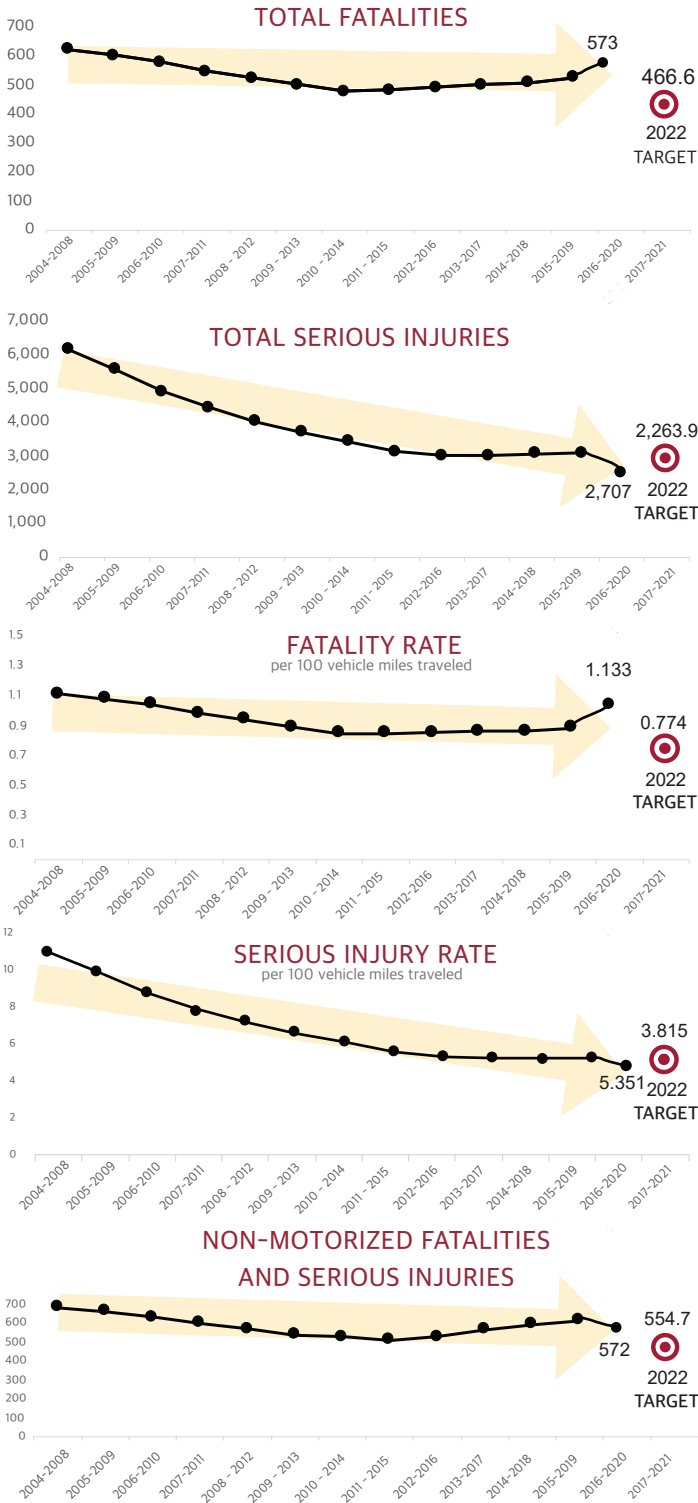


# TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) ESTABLISHED TARGETS FOR MARYLAND

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

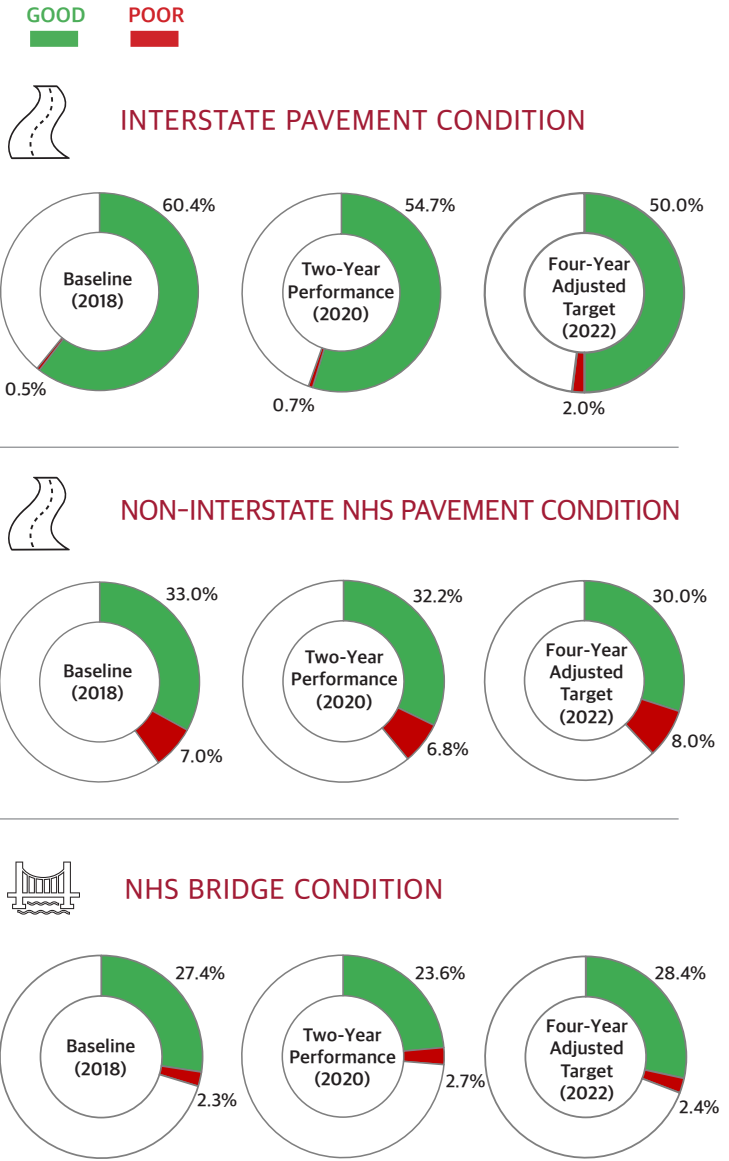
## TPM 1: SAFETY

As part of Maryland's "Zero Deaths" approach to addressing highway safety, MDOT applies an exponential trend analysis to the five-year rolling averages to establish safety targets, as documented in the 2021-2025 Maryland Strategic Highway Safety Plan. Targets are updated annually and reported in the Highway Safety Improvement Program.



## TPM 2: INFRASTRUCTURE CONDITION

Infrastructure condition targets for the National Highway System (NHS) in Maryland were developed through an iterative, collaborative process which included monitoring performance trends, analyzing life cycle plans, and reevaluating future performance projections in partnership with other owners, including Maryland's seven Metropolitan Planning Organizations.



Baseline performance is derived from the latest data available for each measure as of 2018. Baseline data is from 2016 for pavement measures and 2017 for bridge measures.

The MDOT SHA managed development of NHS Bridge condition targets through the Office of Structures and NHS Pavement condition targets through the Office of Materials Technology.

The MDOT managed development of TPM 1: Safety targets through the MDOT Motor Vehicle Administration (MDOT MVA) Maryland Highway Safety Office and MDOT State Highway Administration (MDOT SHA) Office of Traffic and Safety.



# TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) ESTABLISHED TARGETS FOR MARYLAND

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

The MDOT SHA Office of Planning and Preliminary Engineering established data-driven targets for the MAP-21/FAST Act Federal Transportation Performance Management (TPM), System Performance and Freight Movement performance measures using a novel forecasting methodology that relates segment-level roadway capacity and traffic volume to reliability performance to forecast future performance as roadway volumes and capacities change. Targets for applicable urbanized areas were established by work groups with State DOTs and Metropolitan Planning Organization representation. The on-road mobile source emissions targets were developed by the Office of Planning and Capital Programming at the MDOT Secretary's Office by evaluating projected emissions benefits expected from programmed future Congestion Management and Air Quality (CMAQ) Projects.

| MEASURE AND TARGETS   | BASELINE       | TWO-YEAR PERFORMANCE | FOUR-YEAR TARGET   |
|---|----------------|----------------------|--------------------|
|   | REPORTING YEAR |                      |                    |
|   | 2018           | 2020                 | 2022               |
| Percent of person-miles traveled on the <b>Interstate System</b> that are reliable  | 71.4%          | 69.0%                | 72.1%              |
| Percent of person-miles traveled on the <b>non-Interstate NHS</b> that are reliable | 82.0%          | 82.8%                | 82.0% <sup>†</sup> |

<sup>†</sup>Adjusted target

### FREIGHT MOVEMENT

| MEASURE AND TARGETS                 | 2018 | 2020 | 2022 |
|-------------------------------------|------|------|------|
| Truck travel time reliability index | 1.88 | 1.86 | 1.88 |

### AIR QUALITY (CMAQ)

| MEASURE AND TARGETS for Urbanized Areas (as applicable)                    | 2018   | 2020   | 2022   |
|--|--------|--------|--------|
| Annual hours of peak-hour excessive delay per capita - Baltimore, MD       | 20.2   | 20.6   | 22.6   |
| Annual hours of peak-hour excessive delay per capita - Phila., PA/DE/MD/NJ | 16.9   | 14.6   | 17.2   |
| Annual hours of peak-hour excessive delay per capita - Wash., DC/MD/VA     | 23.0   | 24.5   | 26.7   |
| MEASURE AND TARGETS for Urbanized Areas (as applicable)                    | 2018   | 2020   | 2022   |
| Percent of non-single occupancy vehicle travel - Baltimore, MD             | 25.1%  | 25.2%  | 24.8%  |
| Percent of non-single occupancy vehicle travel - Phila., PA/DE/MD/NJ*      | 27.9%  | 28.2%  | 28.1%  |
| Percent of non-single occupancy vehicle travel - Wash., DC/MD/VA           | 36.6%  | 36.6%  | 37.2%  |
| MEASURE AND TARGETS  | 2018   | 2020   | 2022   |
| On-road mobile source emissions reduction (volatile organic compounds)     | 13.32  | 145.48 | 8.13   |
| On-road mobile source emissions reduction (nitrogen oxides)                | 140.68 | 335.66 | 123.96 |

\*Two and four-year targets for the Philadelphia, PA/DE/MD/NJ urbanized area were established for 2018 and 2020, respectively.

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](mailto:IPPD@mdot.maryland.gov).

## MARYLAND MID-PERFORMANCE PERIOD PROGRESS REPORT SUMMARY

| PERFORMANCE MEASURE  | BASELINE | TWO-YEAR PERFORMANCE | REPORTED IN 2018 |                  | FOUR-YEAR ADJUSTED TARGET |
|--|----------|----------------------|------------------|------------------|---------------------------|
|  |          |                      | TWO-YEAR TARGET  | FOUR-YEAR TARGET |                           |
| Percent of Pavements of the Interstate System in Good Condition                        | -        | 54.7%                | -                | 60.0%            | 50.0%                     |
| Percent of Pavements of the Interstate System in Poor Condition                        | -        | 0.7%                 | -                | 2.0%             | -                         |
| Percent of Pavements of the Non-Interstate NHS in Good Condition                       | 57.3%    | 58.4%                | -                | -                | -                         |
| Percent of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI) | -        | 32.2%                | 35.0%            | 35.0%            | 30.0%                     |
| Percent of Pavements of the Non-Interstate NHS in Poor Condition                       | 17.8%    | 17.9%                | -                | -                | -                         |
| Percent of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI) | -        | 6.8%                 | 7.0%             | 8.0%             | -                         |
| Percent of NHS Bridges in Good Condition   | 27.4%    | 23.6%                | 29.5%            | 27.0%            | 28.4%                     |
| Percent of NHS Bridges in Poor Condition   | 2.3%     | 2.7%                 | 2.0%             | 5.0%             | 2.4%                      |
| Percent of person-miles traveled on the Interstate System that are reliable            | 71.4%    | 69.0%                | 72.1%            | 72.1%            | -                         |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable           | -        | 82.8%                | -                | 81.7%            | 82.0%                     |
| Truck Travel Time Reliability (TTTR) Index   | 1.88     | 1.86                 | 1.87             | 1.88             | -                         |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1                 | -        | 20.6%                | -                | 22.6%            | -                         |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2                 | -        | 14.6%                | -                | 17.2%            | -                         |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 3                 | -        | 24.5%                | -                | 26.7%            | -                         |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1             | 25.1%    | 25.2%                | 24.8%            | 24.8%            | -                         |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2             | 27.9%    | 28.2%                | 28.0%            | 28.1%            | -                         |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 3             | 36.6%    | 36.6%                | 36.9%            | 37.2%            | -                         |
| Total Emission Reductions: PM2.5   | 0.000    | -                    | 0.000            | 0.000            | -                         |
| Total Emission Reductions: NOx   | 140.678  | 335.660              | 88.888           | 123.961          | -                         |
| Total Emission Reductions: VOC   | 13.315   | 145.481              | 6.728            | 8.129            | -                         |
| Total Emission Reductions: PM10  | 0.000    | -                    | 0.000            | 0.000            | -                         |
| Total Emission Reductions: CO  | 0.000    | -                    | 0.000            | 0.000            | -                         |