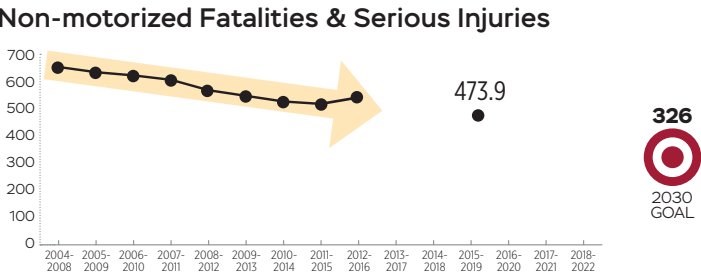
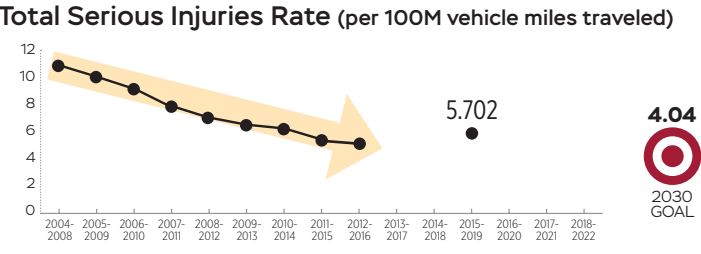
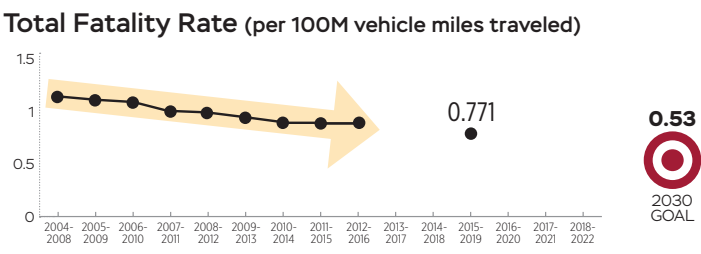
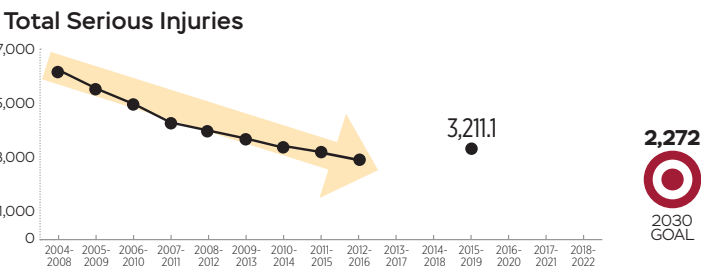
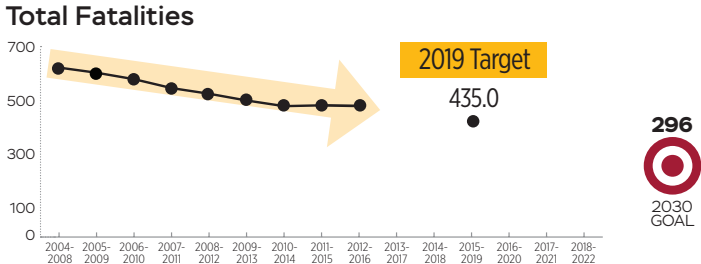


The Maryland Department of Transportation (MDOT) established performance targets for Safety, Infrastructure Condition, System Performance, and Congestion Mitigation and Air Quality (CMAQ), as specified under 23 U.S.C. 490 - National Performance Management Measures.

## TPM 1: SAFETY

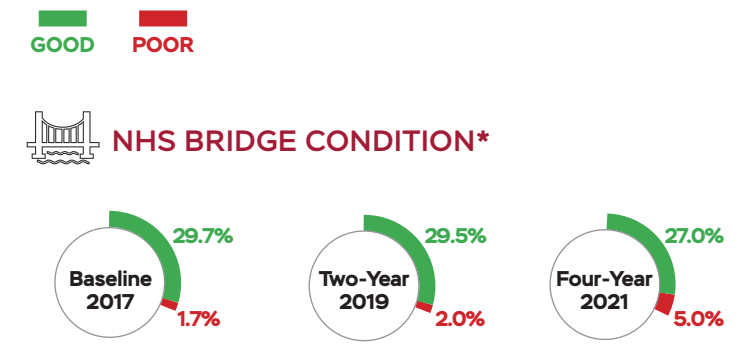
Maryland has set highway safety performance targets, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030. Five-year rolling averages are used to calculate five-year-average targets for each of the safety measures.



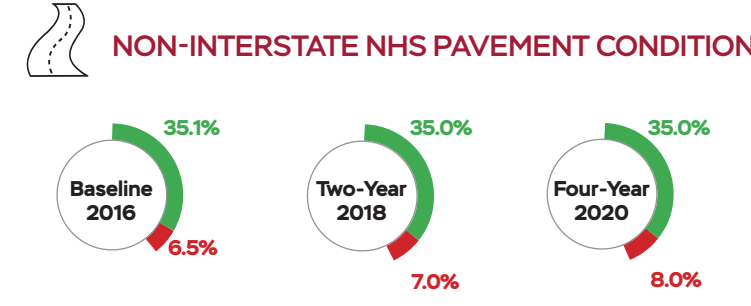
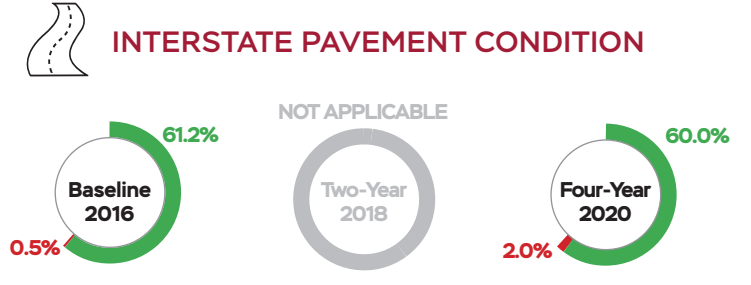
October 2018

## TPM 2: INFRASTRUCTURE CONDITION

Infrastructure condition targets for the National Highway System (NHS) in Maryland were developed through the Transportation Asset Management Plan (TAMP) process for the entire system, regardless of ownership. The NHS in Maryland is owned and maintained by federal, state, and local agencies.



\*Baselines were generated using conditions as reported in 2018 with best information available on federally-owned bridges.



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.

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.

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

The MDOT SHA Office of Planning and Preliminary Engineering led development of system performance/reliability targets for the NHS and Freight movement using national performance management research data set (NPMRDS) version 2 data accessed on May 7, 2018 through the University of Maryland Center for Advanced Transportation Technology MAP-21 Tool. Targets for applicable urbanized area were established by work groups with MDOT SHA 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 in March 2018.

|   | Baseline | Two-Year | Four-Year |
|---|----------|----------|-----------|
| <b>CONGESTION MITIGATION</b>  |          |          |           |
| <b>MEASURE AND TARGETS</b>  | 2017     | 2019     | 2021      |
| Percent of person-miles traveled on the <b>Interstate System</b> that are reliable  | 71.5%    | 72.1%    | 72.1%     |
| Percent of person-miles traveled on the <b>non-Interstate NHS</b> that are reliable | 82.0%    | N/A      | 81.7%     |

|                                     | 2017 | 2019 | 2021 |
|-------------------------------------|------|------|------|
| <b>TRAVEL TIME RELIABILITY</b>      |      |      |      |
| <b>MEASURE AND TARGETS</b>          | 2017 | 2019 | 2021 |
| Truck travel time reliability index | 1.87 | 1.87 | 1.88 |

|   | 2017 | 2019 | 2021 |
|---|------|------|------|
| <b>AIR QUALITY (CMAQ)</b>   |      |      |      |
| <b>MEASURE AND TARGETS for Urbanized Areas (as applicable)</b>                          | 2017 | 2019 | 2021 |
| Annual hours of peak-hour excessive delay per capita - <b>Baltimore, MD</b>             | 20.2 | N/A  | 22.6 |
| Annual hours of peak-hour excessive delay per capita - <b>Washington, DC/MD/VA</b>      | 23.0 | N/A  | 26.7 |
| Annual hours of peak-hour excessive delay per capita - <b>Philadelphia, PA/DE/MD/NJ</b> | 16.9 | N/A  | 17.2 |

|  | 2016  | 2019  | 2021  |
|--|-------|-------|-------|
| <b>MEASURE AND TARGETS for Urbanized Areas (as applicable)</b>                     | 2016  | 2019  | 2021  |
| Percent of non-single occupancy vehicle travel - <b>Baltimore, MD</b>              | 25.1% | 24.8% | 24.8% |
| Percent of non-single occupancy vehicle travel - <b>Washington, DC/MD/VA</b>       | 36.6% | 36.9% | 37.2% |
| Percent of non-single occupancy vehicle travel - <b>Philadelphia, PA/DE/MD/NJ*</b> | 27.9% | 28.0% | 28.1% |

|  | 2017  | 2019  | 2021   |
|--|-------|-------|--------|
| <b>MEASURE AND TARGETS</b>   | 2017  | 2019  | 2021   |
| On-road mobile source emissions reduction (volatile organic compounds) | 4.91  | 6.73  | 8.14   |
| On-road mobile source emissions reduction (nitrogen oxides)            | 53.24 | 88.91 | 124.00 |

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

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

For more information, please visit our MDOT SHA Transportation Performance Management website at <http://arcg.is/1r04uH>

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