Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021

2020

MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT

Maryland

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		54.7%		60.0%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition		0.7%		2.0%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition	57.3%	58.4%			
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		32.2%	35.0%	35.0%	30.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	17.8%	17.9%			
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		6.8%	7.0%	8.0%	
Percentage of NHS Bridges Classified as in Good Condition	27.4%	23.6%	29.5%	27.0%	28.4%
Percentage of NHS Bridges Classified as in Poor Condition	2.3%	2.7%	2.0%	5.0%	2.4%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	71.4%	69.0%	72.1%	72.1%	
Percent of the 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	335.770	88.888	123.961	
Total Emission Reductions: VOC	13.315	145.511	6.728	8.129	
Total Emission Reductions: PM10	0.000		0.000		
Total Emission Reductions: CO	0.000		0.000	0.000	

Overview

OVERVIEW SECTION 1

Question No	Description	Field Type
O1	Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].	MDOT balances the needs of the entire transportation system in Maryland, which is owned and maintained by federal, state, and local agencies, through ongoing collaboration with all transportation stakeholders to plan and program important system preservation, enhancements, and expansions. The financial plan for the national highway system (NHS) bridge and pavement assets included in the Maryland Transportation Asset Management Plan reflects the importance of the NHS to Maryland's economic health and all its users while respecting the needs of Maryland's entire multi-modal transportation system.
O2	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

OVERVIEW SECTION 2

Question No	Description	Field Type
O3	Who should FHWA contact with questions?	C. Scott Pomento
O4	What is the phone number for this contact? *Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)*	4105450411
O5	What is the email address for this contact?	SPomento@mdot.maryland.gov

Pavement

Pavement Performance Overview

Question No	Description	Field Type
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]*	54.7
P3	The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	60.0
P4	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)]	Yes
P4a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]*	50.0
P4b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The approach to setting 2- and 4-year Interstate System in Good condition targets during the 2018 Baseline Performance Period, consisted of an analysis of pavement deterioration model projections and expected performance based on reasonably available funding. The development of the Maryland Final Transportation Asset

| | | Management Plan (TAMP), certified by the Federal Highway Administration (FHWA) Maryland Division in August 2019, prompted MDOT SHA to reassess current and projected pavement performance and Maryland NHS partner Owners' approach to target setting and financial planning. The shortterm targets and TAMP longterm performance objective were aligned to demonstrate MDOT's objective/goal to maintain the stellar baseline performance. Also documented in the Final TAMP was the projected performance achievable based on reasonably available funding projections to demonstrate there will not be sufficient available funding to achieve Maryland's longterm performance objective.

While the mix of projects selected by MDOT SHA to achieve statewide (interstates, non-interstate NHS, and non-NHS) goals, interstates were not a primary focus. Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owner agencies. In addition, significant rain in 2018 led to many construction delays, negatively affecting pavement condition. This, coupled with significant budget reductions starting in calendar year 2020 and solidified in the state fiscal year 2021 budget lead to a projected decline in the percentage of pavements on the Interstate System in good condition. |
|---|---|---|

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition

Question No	Description	Field Type
P5	The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]

For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)] | 0.7 |
| P6 | The 4-year target for the statewide percentage of pavements | 2.0 |

	on the Interstate System in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
P7	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]	No
P7a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]*	
P7b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.

Question No	Description	Field Type
P8	The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	57.3
P9	The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	58.4
P10	If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine*	32.2

	whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]	
P11	The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	35.0
P12	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B) *For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.* *State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]* *-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).* *-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).*	Maryland did not meet the 2-year target for Non-Interstate NHS in good condition, achieving 32.2% compared to the target of 35.0% and compared to the baseline of 33.7%, based on Full Distress + IRI. However, Maryland decreased the inventory of non-interstate NHS pavement in poor condition by 0.2 percent and maintains over 90 percent of the system in good or fair condition, consistent with Maryland's 10-year performance objectives. While the mix of projects selected by MDOT SHA enabled them to achieve statewide (interstates, non-interstate NHS, and non-NHS) goals, non-interstate NHS was not a primary focus. Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have authority over the federal and local partner owners' planning and programming activities. In addition, significant rain in 2018 led to many construction delays, negatively affecting pavement condition. For non-Intertate NHS 2018 470 lane-miles (LM) treated for 4620 lane-mile-years (LMY) using $243M of construction funds. 2019 640 (LM) treated for 4950 LMY using $215M of construction funds. 2020 projected 440 (LM) treated for 3390 LMY using $147M of construction funds. 20210 projected 290 (LM) treated for 2230 LMY using $97M of construction funds.
P13	The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	35.0

P14	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]	Yes
P14a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]*	30.0
P14b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The approach to setting 4-year Non-Interstate NHS in Good condition targets during the 2018 Baseline Performance Period, consisted of an analysis of pavement deterioration model projections and expected performance based reasonably available funding. The development of the Maryland Final Transportation Asset Management Plan (TAMP), certified by the Federal Highway Administration (FHWA) Maryland Division in August 2019, prompted MDOT SHA to reassess current and projected pavement performance and Maryland NHS partner Owners' approach to target setting and financial planning. he shortterm targets and TAMP longterm performance objective were aligned to demonstrate MDOT's objective/goal to maintain the stellar baseline performance. Also documented in the Final TAMP was the projected performance achievable based on reasonably available funding projections to demonstrate there will not be sufficient available funding to achieve Maryland's longterm performance objective. While the mix of projects selected by MDOT SHA enabled MDOT SHA to achieve statewide (interstates, non-interstate NHS, and non-NHS) goals, non-interstate NHS roadways were not a primary focus. Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and

		collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owners' planning and programming activities. In addition, significant rain in 2018 led to many construction delays, negatively affecting pavement condition. This, coupled with significant budget reductions starting in calendar year 2020 and solidified in the state fiscal year 2021 budget will lead to a projected decline in the percentage of pavements on the Non-Interstate NHS System in good condition.
P15	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	For non-Intertate NHS 2018 470 lane-miles (LM) treated for 4620 lane-mile-years (LMY) using $243M of construction funds. 2019 640 (LM) treated for 4950 LMY using $215M of construction funds. 2020 projected 440 (LM) treated for 3390 LMY using $147M of construction funds. 20210 projected 290 (LM) treated for 2230 LMY using $97M of construction funds.
P16	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]	No
P16a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
P16b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.

Question No	Description	Field Type
P17	The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed*	17.8

	is less than 40 mph). [23 CFR 490.313(e)]	
P18	The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	17.9
P19	If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]*	6.8
P20	The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	7.0
P21	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)] *For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.* *State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]* *-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).* *-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).*	MDOT SHA has exceeded the 2-year target for Non-Interstate NHS in poor condition by 0.2% with a 2-year actual performance of 6.8% in poor condition. Maryland decreased the inventory of non-interstate NHS pavement in poor condition by 0.2 percent between CY2017 and CY2018 and maintains over 90 percent of the system in good or fair condition, consistent with Maryland's 10-year performance objectives. While the mix of projects selected by MDOT SHA enabled them to achieve statewide (interstates, non-interstate NHS, and non-NHS) goals, non-interstate NHS were not a primary focus. Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owners' planning and programming activities. In addition, significant rain in 2018 led to many construction delays, negatively affecting pavement condition.

		For non-Intertate NHS 2018 470 lane-miles (LM) treated for 4620 lane-mile-years (LMY) using $243M of construction funds. 2019 640 (LM) treated for 4950 LMY using $215M of construction funds. 2020 projected 440 (LM) treated for 3390 LMY using $147M of construction funds. 20210 projected 290 (LM) treated for 2230 LMY using $97M of construction funds.
P22	The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	8.0
P23	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]	No
P23a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]*	
P23b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P24	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	For non-Intertate NHS 2018 470 lane-miles (LM) treated for 4620 lane-mile-years (LMY) using $243M of construction funds. 2019 640 (LM) treated for 4950 LMY using $215M of construction funds. 2020 projected 440 (LM) treated for 3390 LMY using $147M of construction funds. 20210 projected 290 (LM) treated for 2230 LMY using $97M of construction funds.
P25	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period? [23 CFR	No

	490.107(b)(2)(ii)(G)]	
P25a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
P25b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Bridge

Bridge Performance Overview

Question No	Description	Field Type
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. *This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	27.4
B3	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition. *This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]*	23.6
B4	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	29.5
B5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	Maryland did not meet the 2-year target of 29.5% for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report, with actual performance of 23.6%. Major projects expected to come online during the performance period experienced construction delays which slowed projected progress to increase the share of NHS deck area in good condition into the 4-year performance period.Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner

		owner agencies.
B6	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	27.0
B7	Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]	Yes
B7a	Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. *The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]*	28.4
B7b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The development of the Maryland Final Transportation Asset Management Plan (TAMP), certified by the Federal Highway Administration (FHWA) Maryland Division in August 2019, prompted MDOT SHA to reassess current and projected bridge performance and the organizations' approach to target setting and financial planning. The targets and TAMP narrative were revised to demonstrate MDOT's objective of maintaining the stellar performance it had achieved and that reasonably available funding projections will not be sufficient to maintain that level of performance. Additionally, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owner agencies.
B8	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	MDOT SHA has 24 NHS bridges under construction for major rehabilitation or replacement. It is anticipated that these bridges will move to the good condition overall rating which will aid in meeting the four year target. There are 11 NHS bridges under design for major rehabilitation or replacement. It is anticipated that percentage of

		deck area of bridges on the NHS classified as in Good condition will continue to fall with all MDOT SHA bridge system preservation projects not currently in construction delayed two years due to funding cuts resulting from the economic downturn. Additionally, while MDOT SHA has the largest inventory of NHS bridges in Maryland and thus its program has a large influence on overall system performance, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owner agencies programs.
B9	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
B9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
B9b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

Question No	Description	Field Type
B10	The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. *This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	2.3
B11	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition. *This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]*	2.7
B12	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR	2.0

	490.107(b)(1)(ii)(A)]	
B13	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	Maryland did not meet the 2-year target of 2.0% for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report, with actual performance of 2.7%. However, while current performance did not meet the 2-year target, it is on track to meet or exceed the original 4-year target. There was a 0.1 percent increase in poor rated deck area between CY 2018 and CY 2019, which is primarily the result of a 1 percent increase in local government poor rated deck area. Less than 1 percent of MDOT SHA's NHS deck area is rated poor. This is one of the lowest percentages in the United States and reflects the effectiveness of its strategy to address currently poor rated bridges and preventing others from falling into that rating. The single year change in NHS bridge condition between Calendar Year 2018 and 2019 demonstrates Maryland's performance objective to continue to deliver a primer system of NHS bridges, measured by keeping the inventory of poor condition below 5 percent. Even with the reduction in funding due to the economic downturn, MDOT continues prioritize keeping bridges on the NHS in a state of good repair and address poor rated bridges on the system. MDOT SHA has over $275M in replacement, major rehabilitation, and preservation work under construction or funded for construction in the current 6 year funding cycle to address 59 bridges on the NHS.
B14	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	5.0
B15	Does the State DOT wish to adjust the 4-year target for the	Yes

	statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]	
B15a	Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. *The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]*	2.4
B15b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The development of the Maryland Final Transportation Asset Management Plan (TAMP), certified by the Federal Highway Administration (FHWA) Maryland Division in August 2019, prompted MDOT SHA to reassess current and projected bridge performance and the organizations' approach to target setting and financial planning. The targets and TAMP narrative were revised to demonstrate MDOT's objective of maintaining the stellar performance it had achieved and that reasonably available funding projections will not be sufficient to maintain that level of performance. Additionally, MDOT seeks to maintain the commitment not to let the system fall into the percentage of poor rated bridges that exceeds the federal limit of 5%.
B16	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	MDOT SHA has less than 1% of its NHS deck area as poor rated. This is one of the lowest percentages in the United States and reflects its strategy of addressing poor rated bridges and preventing bridges from becoming poor rated. Overall, at 2.7% poor rated, Maryland is well below the 10% max. threshold for the mandated performance measure. MDOT SHA has 24 NHS bridges under construction for major rehabilitation or replacement. It is anticipated that these bridges will move to the good condition overall rating which will aid in meeting the four year target for poor rated bridge decks. There are 11 NHS bridges under design for major rehabilitation or replacement. It is anticipated that percentage of

		poor rated bridges will continue to rise with all MDOT SHA bridge system preservation projects not currently in construction delayed two years due to funding cuts resulting from the economic downturn. These poor rated bridge decks were projected to be addressed and factored into the development of the 4 year targets. Additionally, while MDOT SHA has the largest inventory of NHS bridges in Maryland and thus its program has a large influence on overall system performance, MDOT SHA is not the sole owner of Statewide NHS and while through partnership and collaboration with other partner owners to maintain the NHS, MDOT does not have the authority over the federal and local partner owner agencies programs.
B17	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
B17a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
B17b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Reliability

Travel Time Reliability Performance Overview

Question No	Description	Field Type
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	The baseline statewide percent of the person-miles traveled on the Interstate that are reliable. *This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	71.4
R3	The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable. *This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]*	69.0
R4	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	72.1
R5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	Maryland's two-year target for Interstate Reliability was 72.1%. Actual performance (as calculated by FHWA) was 69.0%. The gap in performance between targeted performance and actual performance is attributable to changes in the TMC network (which disproportionately removed reliable segments) and due to worse-than-expected performance along Maryland's I-270 corridor. Construction impacts negatively impacted performance in 2019 and some anticipated improvements were removed from the project scope. MDOT SHA's mid-period reliability performance report is informed by the following factors • Changes in the TMC Network. The total length of

		Interstate TMCs in Maryland was reduced from 1006 miles in the 2017 shapefile to 930 miles in the 2019 shapefile. The removed segments of Intestate were disproportionately reliable segments. Likewise, the length of non-Interstate NHS TMCs was reduced from 3565 miles in the 2017 shapefile to 2968 miles in the 2019 shapefile. Comparing 2017 performance to 2019 performance on a significantly altered network is not an apples-to-apples comparison. • MDOT SHA's two- and four-year reliability targets were based on a forecasts of future system reliability that may have been overly optimistic due to several factors, including a failure to anticipate the negative impact of capacity expansion projects during construction and assignment of benefits to future improvements along the I-270 corridor which was ultimately removed from the project scope. • Finally, performance calculation methodologies evidently differ between FHWA, UMD CATT Lab's RITIS tool, and MDOT SHA's PM3 consultant. Owing to these discrepancies, the discussion below should all be considered with a margin of error of +/- 1% MDOT's decision to maintain its four-year targets is primarily related to COVID-19 traffic impacts. The COVID-19 related traffic drops have improved Maryland's system reliability and in all likelihood MDOT SHA will be able to meet its 2021 target. As the traffic and recovery is in flux MDOT SHA is not revising its 2021 targets.
R6	The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	72.1
R7	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]	No
R7a	Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.	

	The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]*	
R7b	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
R8	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]	Major Projects completed in calendar 2020 expected to contribute to the improvement of reliability performance listed in the 2021-2026 MDOT Consolidated Transportation Program (CTP) include • MD 175, Annapolis Road - Intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road • MD 175, Annapolis Road - Widening from Disney Road to Reece Road 24.5 • MD 2/4, Solomons Island Road - Widening from Fox Run Boulevard to MD 231 47.2 • I-270, Eisenhower Highway - New interchange at Watkins Mill Road 124.2 • MD 5, Branch Avenue - New interchange at MD 373 and Brandywine Road Relocated 58.8 • US 113, Worcester Highway - Widening from north of MD 365 to Five Mile Branch 73.0 Major Projects expected to be completed in 2021 expected to contribute to the improvement of reliability performance include • MD 175, Annapolis Road - Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. • US 1, Baltimore Avenue - Reconstruct US 1 from College Avenue to MD 193 (Segment 1) to improve traffic operations.

R9	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]	No
R9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
R9b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Question No	Description	Field Type
R10	The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable. *This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]* *For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]*	82.8
R11	The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	81.7
R12	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]	Yes
R12a	Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled the non-Interstate NHS that are reliable. *The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]*	82.0
R12b	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the	MDOT's 2-year performance for this measure has exceeded that of

non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	both the baseline performance of 82.0%, by 0.8%, and the 4-year target of 81.7, by 1.1%. MDOT proposes to adjust the 4-year target to 82.0% in alignment with its commitment to work to maintain the stellar performance we have achieved as purported in our long range planning documents, but in consideration of expected projected traffic growth.

Freight

Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
F2	Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System. *If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]* *Please upload related document(s) in the "Attachment" tab.*	MDOT SHA addresses congestion through comprehensive freight improvement efforts, which are guided by the State Freight Plan (2017 Update), identified in the Annual CTP, and tracked in the annual Mobility Report. Additional regional and corridor level efforts; pre-planning and planning efforts; and operational and capital activities are targeted with the MPOs and local jurisdictions to improve freight movement on the Interstate System. Since the BPP, the following truck freight bottleneck areas have been improved as a result of projects completed in the vicinity during the performance period. #9 Ranked_I-95 SB US 40 to Key Hwy_BA_TTTR (4.97) #15 Ranked_I-695 IL I-83/MD25 to MD 542_BA_TTTR (3.90)

Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	The baseline statewide Truck Travel Time Reliability Index. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	1.88
F4	The 2-year statewide Truck Travel Time Reliability Index. *This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]*	1.86
F5	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.87
F6	Please provide a discussion of the progress made toward	Uploaded - "2020 Reliability

	achieving the 2-year target for the statewide Truck Travel Time Reliability Index. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	Forecast Update" document. Maryland's Truck Travel Time Reliability Index (TTTR Index) show that 2 and 4 year Targets were based on MDOT SHA's forecasted freight reliability performance applied to the 2017 baseline TTTR (1.88). Updated data was extracted on September 9, 2020. The results show that MDOT's TTTR 2-year Targets (1.87) are on track and have improved by 0.01 since the baseline was set.
F7	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.88
F8	Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]	No
F8a	Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index. *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]*	
F8b	Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
F9	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(F)]	Planned efforts to address freight congestion and reliability are identified int he State Freight Plan (2017 Update) and programmed annually through the CTP and state and local TIPs. Performance is evaluated annually and reported in the Maryland Mobility Report. Additional regional and corridor level efforts; pre-planning and planning efforts; and operational and capital activities are targeted with the MPOs and local jurisdictions to improve freight movement on the IS System. Since the baseline TTTR Index was set in 2017, the following areas have major projects with Construction,

| | | | Planning or Design underway
#3 Ranked I-495 IL I-270 West Spur to MD 185_MO_TTTR (5.74)
#6 Ranked_ I-695 OL MD 140 to MD 26_BA_TTTR (5.12)
#8 Ranked_I-695 I-95 to MD 147_BA_TTTR (5.02)
#9 Ranked_I-95 SB US 40 to Key Hwy_BA_TTTR (4.97)
#14 Ranked_I-83 SB Padonia Rd to I-695_BA _TTTR (3.93)
#15 Ranked_I-695 IL I-83/MD25 to MD 542_BA_TTTR (3.90)

The Annual CTP and Mobility Report list projects which fall within the TTTR bottleneck segments listed above and reflect where improvements to congestion and increased reliablity are anticipated along the MD Freight Network (roadway). The following major projects are currently in Construction/Design/Planning Phases
CTP 2018-2023
I-83, Bridge over Padonia Rd_ BA _Design/Construction
I-695, Bridge over Milford Mill Rd_ BA _Construction (Open to Service)   I-695, Traffic Relief Plan from I-70 to MD 43_BA _Planning   I-695, MD 41 to MD 147_BA_Construction (Open to Service)   I-495 IL, from I-270Y to Seminary Rd_MO_Construction (Open to Service)
2018 Mobility Report
I-695 @ MD 41 to MD 147_BA_Construction
CTP 2019-2024
I-83, Bridge over Padonia Rd_BA _Design/Construction
I-695, Traffic Relief Plan from I-70 to MD 43_BA _Planning
I-695, MD 41 to MD 147_BA_Construction (Open to Service)
2019 Mobility Report
I-95 SB MD 43 to S of I-695_BA_Construction
I-695 IL MD 41 to MD 147_BA_Construction |
| F10 | Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)] | No |

F10a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
F10b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	3

Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D3	Urbanized Area:	Baltimore, MD
D4	The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]*	20.6
D5	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	22.6
D6	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	No
D6a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]* *This adjusted target must be reported to the nearest tenth.*	

Question No	Description	Field Type
	For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]	
D6b	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D7	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
D8	The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]*	14.6
D9	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	17.2
D10	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	No
D10a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]* *This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]*	
D10b	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR	

	490.107(b)(2)(ii)(E)]	

Urbanized Area Target #3 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D11	Urbanized Area:	Washington, DC--VA--MD
D12	The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]*	24.5
D13	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	26.7
D14	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	No
D14a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]* *This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]*	
D14b	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	3

Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T3	Urbanized Area:	Baltimore, MD
T4	The baseline percent of Non-SOV travel. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	25.1
T5	The 2-year percent of Non-SOV travel. *This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]* *Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]*	25.2
T6	The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	24.8
T7	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV travel. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	"Since 2016, the non-SOV travel performance has remained relatively constant, increasing from 25.1% in 2016 to 25.2% in both 2017 and 2018. This performance has exceeded the two-year target of 24.8 by .4%. Baltimore area initiaitves that contributed to achievement of the two-year target include • In June 2017, the Maryland Department of

		Transportation's Maryland Transit Administration (MDOT MTA) implemented BaltimoreLink, a complete restructuring of the bus network serving the Baltimore region. The program included implementation of a 5.5-mile network of dedicated lanes on high volume bus corridors. A 2019 before-and-after study shows that since the launch of BaltimoreLink, on-time performance (OTP) has dramatically increased, making transit more attractive. • Creation of Commuter Choice Maryland, which encourages commuters to explore and use alternate means of transportation to and from work. • Guaranteed Ride Home, a free commuter insurance program for commuters who use public and alternative modes of transportation within the Baltimore and Washington D.C. Metropolitan Areas. The program Offers up to 4 free rides home per year when usual transportation options are limited."
T8	The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	24.8
T9	Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	No
T9a	Please provide the adjusted 4-year target for the percent of Non-SOV travel. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]*	
T9b	Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Urbanized Area Target #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T10	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
T11	The baseline percent of Non-SOV travel. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	27.9
T12	The 2-year percent of Non-SOV travel. *This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]* *Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]*	28.2
T13	The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	28.0
T14	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV travel. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	The Percent Non-SOV Travel measure was calculated for the interim performance period using the most recent U.S. Census ACS five-year estimates (2014-2018) with a result of 28.2 percent. The four-year linear trend value was based on the most recent non-overlapping five-year ACS estimates (2009-2013 and 2014-2018), that resulted in 28.5 percent, which was higher than the previously adopted four-year target set in 2018 of 28.1 percent (a difference of 0.4 percent), and exceeded target expectations. Since the four-year target and trend value were fairly close (0.4 percent), and because of the uncertainty in travel patterns in the foreseeable future due to the COVID-19 pandemic, there was consensus among the partners to not adjust the target.
T15	The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	28.1
T16	Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	No

T16a	Please provide the adjusted 4-year target for the percent of Non-SOV travel. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]*	
T16b	Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Urbanized Area Target #3 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T17	Urbanized Area:	Washington, DC--VA--MD
T18	The baseline percent of Non-SOV travel. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	36.6
T19	The 2-year percent of Non-SOV travel. *This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]* *Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]*	36.6
T20	The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	36.9
T21	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV travel. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance*	"In 2018 when the 2-year and 4-year targets were developed, the expectation was that the percentage of non-SOV travel would very slowly increase (improve) at a rate of 0.1% per year. Instead, the non-SOV

| | *with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]* | percentage has remained constant for three years at 36.6 percent. The 2-year target was therefore not met.

Possible reasons for the lack of progress in the measure and not meeting the 2-year target include 1) Gas prices have fallen and stayed low, which encourages driving. 2) Car ownership is up; particularly for low-income households now having access to at least one vehicle. 3) While trends in public transportation ridership appeared to be finally recovering just before the pandemic, ridership had been below projections at WMATA and other transit systems for several years with the growth in TNC/ride-hailing services being one factor that has affected transit ridership. 4) Telework had plateaued and in fact some major employers in the region had begun to backtrack on employee teleworking. The long-term impacts of the pandemic on telework and travel choices is unforeseeable at this time.

Despite not meeting the 2-year target, MDOT, other DOTs and the area MPO are committed to expanding Non-SOV Travel and therefore do not wish to revise the 4-year target in line with current trends. Planned work to meet the four-year target include
•   MDOT continues to promote Commuter Choice Maryland, which encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work
schedules. All of these options help to reduce commuter stress, reduce
congestion and conserve energy.
•   Transit Apps such as CharmPass Mobile Ticketing app, introduced in September 2018, which allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC Train, and Commuter Bus Services. |

			• STIP/TIP Programming"
T22	The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	37.2
T23	Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	No
T23a	Please provide the adjusted 4-year target for the percent of Non-SOV travel. *Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]* *The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]*	
T23b	Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Emissions

Emissions Reduction Performance Overview

Question No	Description	Field Type
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	Maryland exceeded its 2-year targets (and 4-year targets), and will not change targets in the current performance period. The State submitted a Data Change Request to the FHWA Division Office by 10/1/20. The Data Change Request did not change State (as a whole) cumulative reductions in emissions in FFY18 and FFY19 as submitted in fields E18 and E24. The request was approved by FHWA, and certain emissions reductions were reflected in cumulative FY18 and 19 reductions in the WILMAPCO MPO area. The completion of the WILMAPCO Mid-Period Progress Report was finalized upon approval and attached to the PMF submission 10/29/2020.
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5?

Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5. | No |
| **E3** | If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?

A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)] | |
| **E4** | Does the State include any areas designated as nonattainment or maintenance for PM10?

Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10. | No |
| **E5** | If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State? | |
| **E6** | Does the State include any areas designated as nonattainment or maintenance for CO?

Note: Based on the response to E6, the State is not required to establish a statewide target for annual | No |

	emissions reductions for CO.	
E7	Does the State include any areas designated as nonattainment or maintenance for ozone? *Note: Based on the response to E7, the State is required to provide statewide targets for annual emissions reductions for NOx and VOC.*	Yes
E8	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are:[23 CFR 490.107(b)(1)(ii)(G)]	3
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Baltimore Regional Transportation Board
E10.1	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	
E9.2	MPO required to submit a CMAQ Performance Plan to the State DOT:	National Capital Region Transportation Planning Board
E10.2	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E10.2a	Please explain why the plan was not uploaded to the PMF.	
E9.3	MPO required to submit a CMAQ Performance Plan to the State DOT:	Wilmington Area Planning Council
E10.3	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E10.3a	Please explain why the plan was not uploaded to the PMF.	

Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	The baseline emissions reductions (total daily kilograms) of PM2.5. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	0.000

	This value is carried over from the 2018 Baseline Performance Period Report.	
E12	Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] *The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.* *The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).* *The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]* *FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*	
E13	The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E14	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	
E15	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E16	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]	No
E16a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*	

Question No	Description	Field Type
E16b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]	

Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	The baseline emissions reductions (total daily kilograms) of NOx. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	140.678
E18	Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] *The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.* *The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).* *The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]* *FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*	335.770
E19	The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	88.888
E20	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	The State has exceeded its 2-year (and 4-year) targets for NOx emissions reduction due to implementation of transit improvement projects and ride sharing initiatives.
E21	The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	123.961

E22	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	No
E22a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx. *The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*	
E22b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E23	The baseline emissions reductions (total daily kilograms) of VOC. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	13.315
E24	Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] *The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.* *The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).* *The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]* *FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*	145.511
E25	The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR	6.728

	490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E26	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.

At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)] | The State has exceeded its 2-year (and 4-year) targets for VOC emissions reduction due to implementation of transit improvement projects and ride sharing initiatives. |
| E27 | The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] | 8.129 |
| E28 | Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)] | No |
| E28a | Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC.

The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]

This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] | |
| E28b | Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)]. | |

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	The baseline emissions reductions (total daily kilograms) of PM10.

This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)] | 0.000 |
| E30 | Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]

The current data for the performance period must include | |

	the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019. *The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).* *The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]* *FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*	
E31	The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E32	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	
E33	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E34	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10?[23 CFR 490.105(e)(6)]	No
E34a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10. *The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*	
E34b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	The baseline emissions reductions (total daily kilograms) of CO. *This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	0.000
E36	Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] *The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.* *The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).* *The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]* *FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*	
E37	The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E38	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO. *At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*	
E39	The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E40	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]	No

E40a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. *The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*	
E40b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Attachments

S.No	Section	Attachment Detail
1	Emissions	**Filename:** 2020_MD_Emissions_TPB CMAQ Performance Plan Final September 2020.pdf **Notes:** **Attachment Url:**
2	Emissions	**Filename:** 2020_MD_Emissions_BRTB CMAQ Mid Performance Plan 092420.pdf **Notes:** **Attachment Url:**
3	Freight	**Filename:** 2020_MD_Freight_2019_Truck Freight Bottleneck Locations.pdf **Notes:** **Attachment Url:**
4	Reliability	**Filename:** 2020_MD_Reliability_2020 Reliability Forecasts Tech Memo.pdf **Notes:** Reliability Forecast Technical Report **Attachment Url:**
5	Emissions	**Filename:** 2020_MD_Emissions_WILMAPCO CMAQ Mid Performance Plan_10.27.2020.pdf **Notes:** **Attachment Url:**