



STATE HIGHWAY  
ADMINISTRATION

MWCOG and BMC

April 25, 2018

TPM 3. Urbanized Area

Performance Measures Discussion

Transportation Performance Management (TPM)

# TPM 3. Measures and 2- and 4-Year Targets

- TPM – 3. (May 20, 2018)

- System Performance (reliability)

- Urbanized Area (unified target)

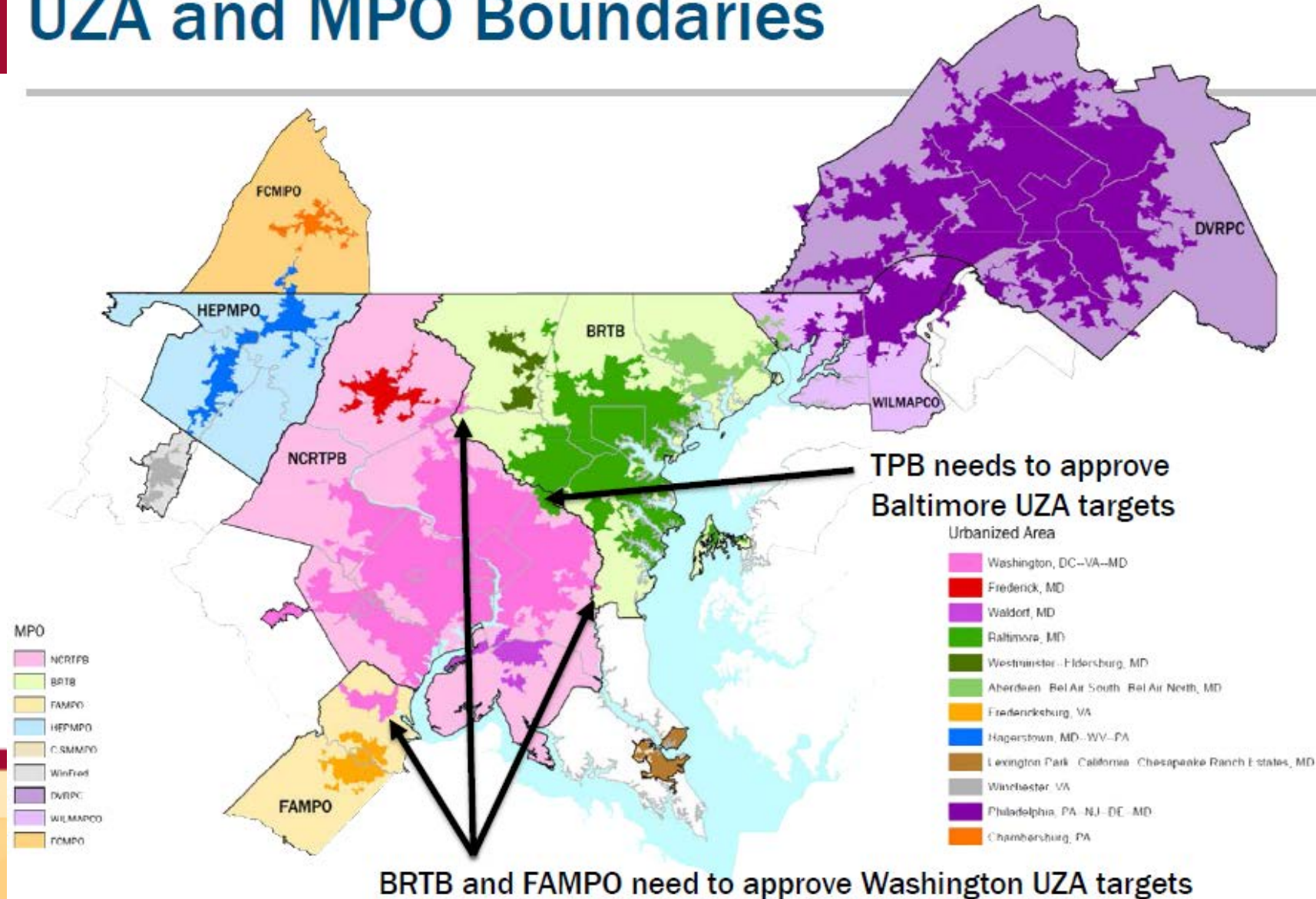
- CMAQ

Measure	Component	MDOT	BRTB	Baltimore, MD
Percent of person-miles traveled on the Interstate System that are reliable	2- & 4-Year	20-May-18	16-Nov-18	Not Applicable
Percent of person-miles traveled on the non-Interstate NHS that are reliable	4-Year			
Percentage of the Interstate System mileage providing for reliable truck travel times	2- & 4-Year			
Annual hours of peak-hour excessive delay per capita	2- & 4-Year	20-May-18	Not Applicable	16-Nov-18
Percent of non-SOV travel	2- & 4-Year			16-Nov-18
On-road mobile source emissions reduction (2- & 4-Year where applicable)	PM2.5 (2006) Ozone (2008) CO	X 20-May-18 X	X 16-Nov-18 X	Not Applicable

# TPM 3. Urbanized Areas

- One unified target for each urbanized area (UZA)
  - Agreement by May 20, 2018 between MDOT, Host MPO and cross boundary MPO
- Cross-MPO coordination discussions
  - MDOT, BMC, and MWCOG staff
- MPO Board action by November 16, 2018
  - Must adopt and cross-adopt agreed upon unified target

## UZA and MPO Boundaries



# TPM 3. Urbanized Area

- Peak Hour Excessive Delay (PHED) – Coverage area
  - Posted speed limit data into RITIS tool for
  - Average Vehicle Occupancy
- Non-SOV Travel
  - U.S. Census, ACS 5-year data
  - MPO(s) coordination
  - Cross programming

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

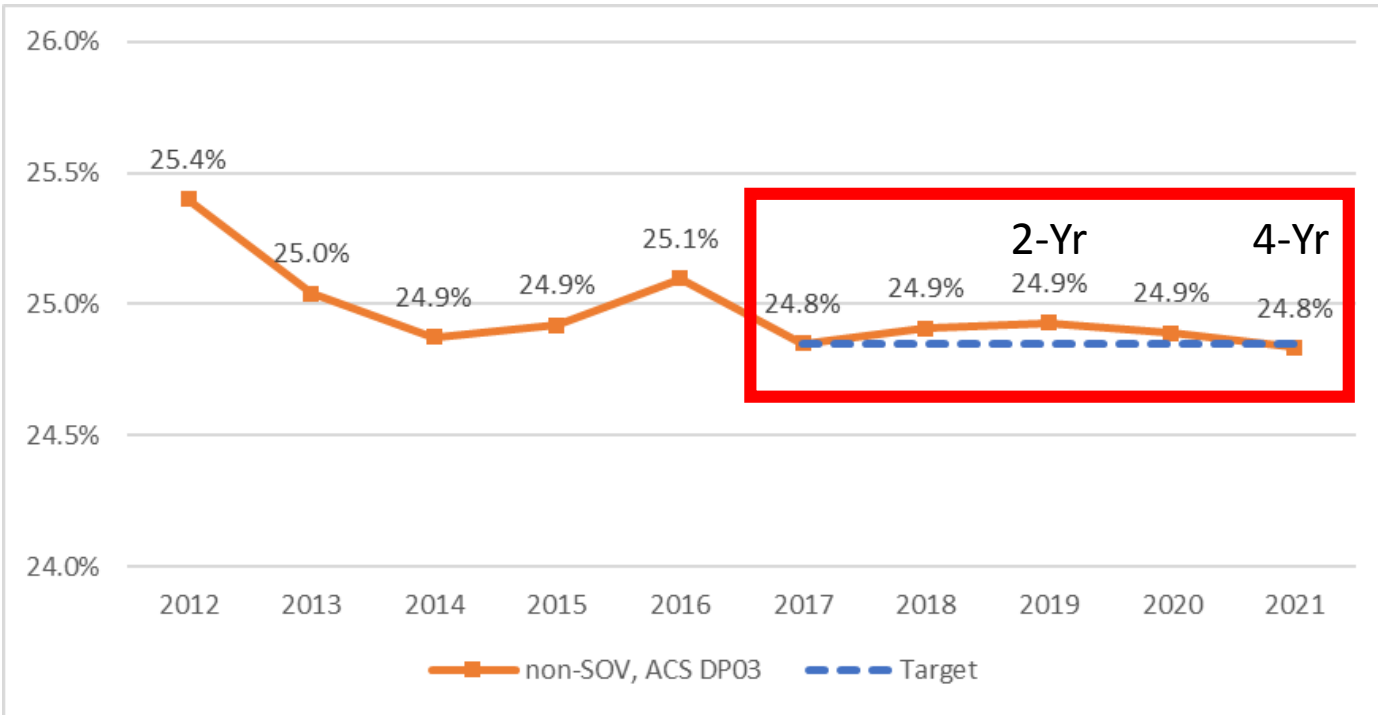
**RESOLUTION #18-16  
ADOPTING TWO SYSTEM PERFORMANCE TARGETS RELATED TO TRAFFIC CONGESTION  
FOR THE BALTIMORE URBANIZED AREA**

Attachment 1

**System Performance Targets Related to Traffic Congestion for the Baltimore Urbanized Area**

<b>Performance Measure</b>	<b>2-Year Targets</b>	<b>4-Year Targets</b>
Annual hours of peak-hour excessive delay (PHED) per capita	<15 hours	<15 hours
Percentage of non-SOV (single-occupancy vehicle) travel	25%	25%

# TPM 3. Non-SOV Travel



2012-2016 ACS five year estimates have remained relatively steady at 24.85%.

What will affect change?

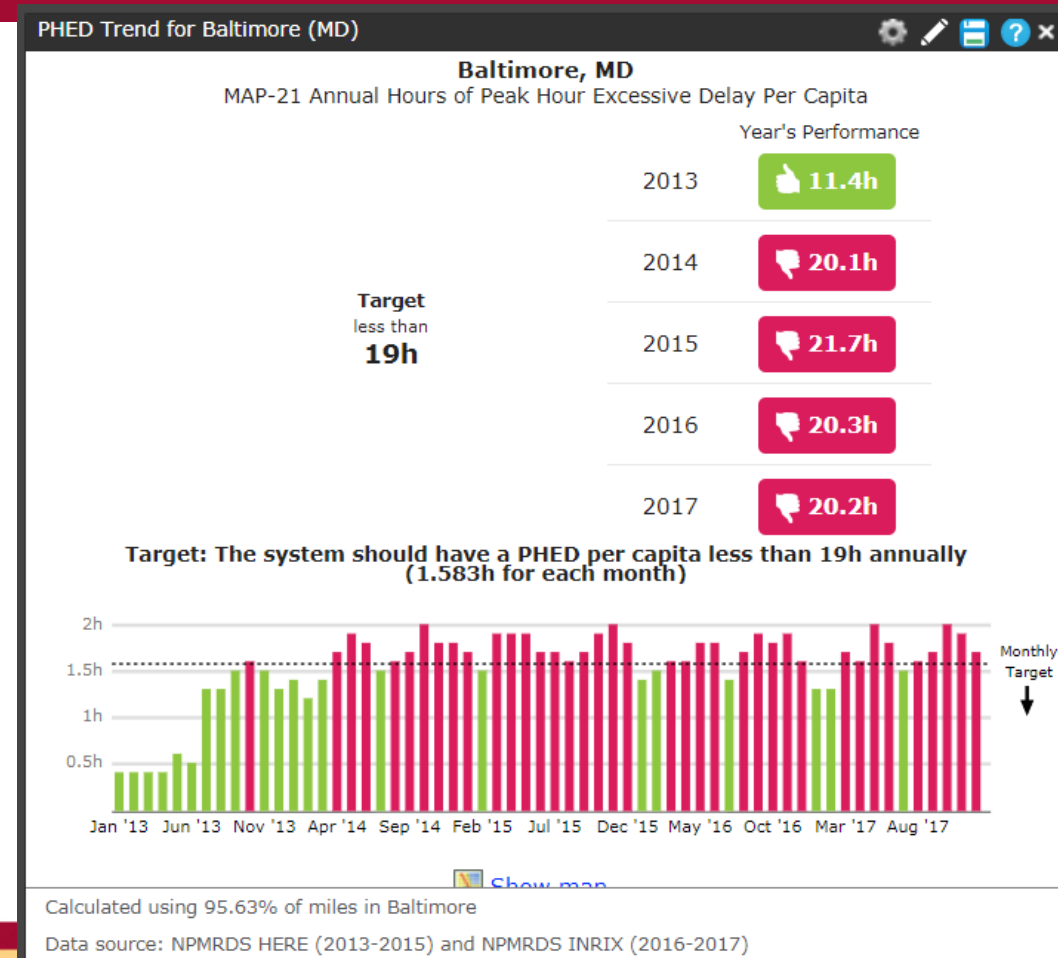
- Population growth
- VMT growth
- Land use and development patterns
- Transit ridership
- Commute Choice Maryland (TDM)
- Multimodal infrastructure

Source: U.S. Census Bureau, ACS DP03  
2012-2016 American Community Survey 5-Year Estimates

# TPM 3. Peak Hour Excessive Delay

(images from RITIS tool)

- Cumulative hours of excessive delay experienced by all people traveling through all reporting segments during peak hours (3-7PM)
- Data
  - National Performance Management Research Data Set (NPMRDS)
    - Average travel time
    - Hourly traffic volumes
    - Posted speed limit
    - Average vehicle occupancy
    - Total population of the urbanized area



# TPM 3. Urbanized Area Targets

DRAFT TARGETS	2016	Baseline 2017	2018	2-Year Target 2019	2020	4-Year Target 2021
PHED (Baltimore UZA)	20.3 hours	20.2 hours				
Non-SOV Travel	25.1 %	24.85 %	24.85 %	24.85 %	24.85 %	24.85 %

- Next Steps in May 2018

7<sup>th</sup>

Brief MDOT Leadership

8-11<sup>th</sup>

Confirm targets with MPOs

14-18<sup>th</sup>

Finalize transmittal memo from MDOT to FHWA with copies to MPOs

20<sup>th</sup>

Submit established targets to FHWA Maryland Division Office

# More Information or Questions

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<http://arcg.is/1r04uH>