TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) ESTABLISHED TARGETS FOR MARYLAND

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

TPM 1: SAFETY

In support of Maryland's "Towards Zero Deaths" goal to halve fatalities and serious injuries by 2030, MDOT established annual targets in 2017 for five required safety performance measures using five-year rolling averages and exponential trend methodologies.
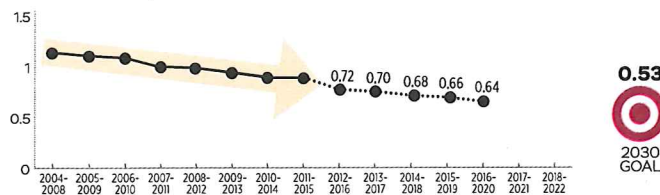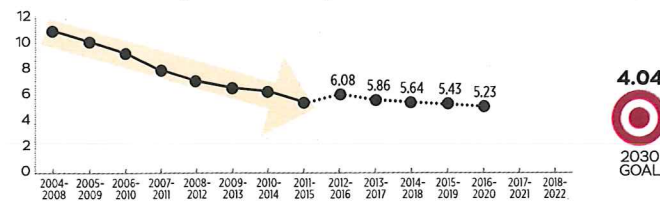
Total Fatalities

442 429 416 403 391
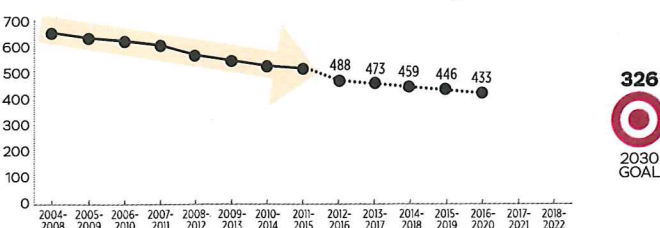
296
2030 GOAL

Total Serious Injuries

3,422 3,294 3,171 3,053 2,939

2,272
2030 GOAL
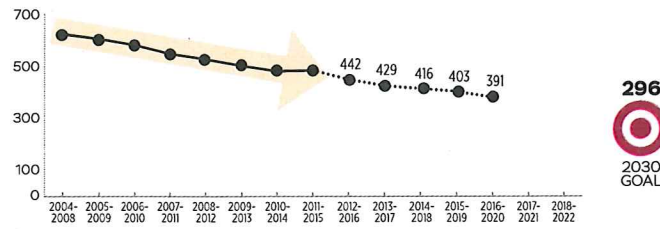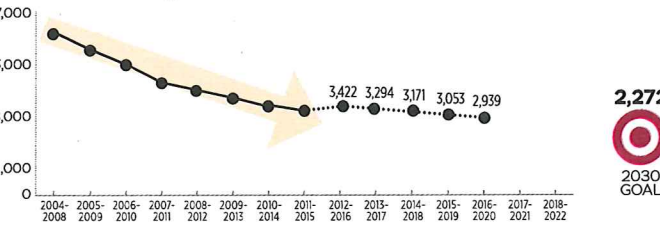
Total Fatality Rate (per 100M vehicle miles traveled)

0.72 0.70 0.68 0.66 0.64

0.53
2030 GOAL

Total Serious Injuries Rate (per 100M vehicle miles traveled)

6.08 5.86 5.64 5.43 5.23

4.04
2030 GOAL

Non-motorized Fatalities & Serious Injuries

488 473 459 446 433

326
2030 GOAL

TPM 2: INFRASTRUCTURE CONDITION

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

GOOD   **POOR**

NHS BRIDGE CONDITION*

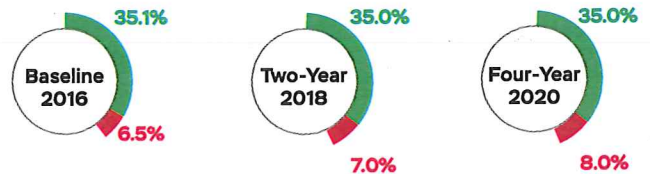| Baseline 2017	Two-Year 2019	Four-Year 2021
29.5% / 2.0%	29.5% / 2.0%	27.0% / 5.0%

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

INTERSTATE PAVEMENT CONDITION

Baseline 2016	Two-Year 2018	Four-Year 2020
61.2% / 0.5%	NOT APPLICABLE	60.0% / 2.0%

NON-INTERSTATE NHS PAVEMENT CONDITION

Baseline 2016	Two-Year 2018	Four-Year 2020
35.1% / 6.5%	35.0% / 7.0%	35.0% / 8.0%

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

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

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

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

CONGESTION MITIGATION

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

TRAVEL TIME RELIABILITY

MEASURE AND TARGETS	2017	2019	2021
Truck travel time reliability index	1.87	1.87	1.88

AIR QUALITY (CMAQ)

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

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

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

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

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

For more information, please contact SHA Innovative Planning and Program Division at MDMap21Fast@mdot.state.md.us