Transportation Performance Management (TPM)
## TPM 3. Measures and 2- and 4-Year Targets

### TPM – 3. (May 20, 2018)

**System Performance (reliability)**

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

**Urbanized Area (unified target)**

**CMAQ**
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
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

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

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-Year Targets</th>
<th>4-Year Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual hours of peak-hour excessive delay (PHED) per capita</td>
<td>&lt;15 hours</td>
<td>&lt;15 hours</td>
</tr>
<tr>
<td>Percentage of non-SOV (single-occupancy vehicle) travel</td>
<td>25%</td>
<td>25%</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>DRAFT TARGETS</th>
<th>2016</th>
<th>Baseline 2017</th>
<th>2018</th>
<th>2-Year Target 2019</th>
<th>2020</th>
<th>4-Year Target 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHED (Baltimore UZA)</td>
<td>20.3 hours</td>
<td>20.2 hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-SOV Travel</td>
<td>25.1 %</td>
<td>24.85 %</td>
<td>24.85 %</td>
<td>24.85 %</td>
<td>24.85 %</td>
<td>24.85 %</td>
</tr>
</tbody>
</table>

- **Next Steps in May 2018**
  - 7th: Brief MDOT Leadership
  - 8-11th: Confirm targets with MPOs
  - 14-18th: Finalize transmittal memo from MDOT to FHWA with copies to MPOs
  - 20th: Submit established targets to FHWA Maryland Division Office
More Information or Questions

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