MARYLAND DEPARTMENT OF TRANSPORTATION

EXCELLERATOR

Performance Management System

State Highway Administration
Quarterly Report
April 2018

State of Maryland

A Message From the Governor

"Our administration is committed to developing innovative solutions that deliver what Marylanders want – an affordable and reliable transportation system. By implementing a comprehensive program of accountability and continual improvements, we will deliver a better transportation system for the citizens of Maryland."

"This is another step our administration is taking to Change Maryland for the Better!"

– **Larry Hogan**, *Governor*

CHANGING
Maryland
for the Better

The Maryland Department of Transportation and its
Transportation Business Units proudly present the official mission statement.

MARYLAND DEPARTMENT
OF TRANSPORTATION

MISSION STATEMENT

"The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."

A Message From the Secretary

My Fellow Marylanders,

Pete K. Rahn
Secretary

I am proud that the Maryland Department of Transportation Excellerator Performance Management System is in its third year. We have made great strides in developing and implementing performance measures, refining strategies and focusing on delivering results for our customers.

We have created more than 150 individual performance measures that touch every aspect of our business throughout the organization. Whether we are building and maintaining our roads and bridges, running safe and efficient bus and rail systems, operating an international port and airport or improving the vehicle and driver registration process for Marylanders, we stand strong in our commitment and responsibility to deliver the best transportation products and services for our customers.

Every quarter we review our progress and share our results online for public inspection and within the organization through a live stream of our quarterly review meeting. This allows all 10,271 MDOT employees the opportunity to see the impact of the work they do each day and how they contribute to running a safe and secure transportation system.

Most importantly, we are delivering results. As we respond faster to customer inquiries, become increasingly efficient in using our resources wisely and providing a stronger foundation for economic development for the State, we will continue to deliver exceptional customer service and create more value for those who live and travel throughout Maryland.

I invite you to continue to review our MDOT Excellerator program as we continue down the path of constant progress towards outstanding results.

"Provide a safe, well-maintained, reliable highway system that enables mobility choices for all customers and supports Maryland's communities, economy and environment."

A Message From the Administrator

Dear Valued Customer,

Gregory Slater
SHA Administrator

The MDOT State Highway Administration (SHA) stands proud of our history rich in excellence and public service. SHA's future will build upon that foundation, harnessing innovation with our collective work ethic to deliver Governor Hogan's Customer Service Promise.

Our focus is and always will be on communication, customer service, innovation and modernization. We will sharpen that focus throughout the organization by keeping the needs of Maryland citizens at the center of every decision we make, every project we build, and every service we provide to the public.

I firmly believe what makes SHA run is not an Administrator. Employees are the key to SHA's success – the people who work hard in every division… every day… throughout the State. My goal is to provide our SHA team with the tools they need to continue to make SHA an agency of "character and consequence." We will promote innovation, implementing the latest technology and creative problem solving.

With the MDOT Excellerator as our roadmap, we can make a difference for the future of our state. I assure you we will not be an organization that merely applauds innovative ideas. We will lead and implement them. This collaborative approach will incorporate new and diverse viewpoints and ideas and will guide this organization going forward.

We will continue to listen to our customers, partners and each other, clearly communicating expectations. Our customers need to hear from us with clarity, urgency and most importantly… empathy. We will hold each other accountable in meeting goals and our customer service promise. The good people of Maryland deserve our very best, and we will provide nothing less.

Table of Contents

Message from Governor Larry Hogan ii

Maryland Department of Transportation Mission Statement iii

Message from Secretary Pete K. Rahn iv

Message from Administrator Gregory Slater vi

Table of Contents vii

Performance Measure Index viii

Tangible Result 2: Use Resources Wisely 1

Tangible Result 3: Provide a Safe and Secure Transportation Infrastructure 3

Tangible Result 4: Deliver Transportation Solutions and Services of Great Value 9

Tangible Result 5: Provide an Efficient, Well-Connected Transportation Experience 15

Tangible Result 7: Be Fair and Reasonable To Our Partners 17

Tangible Result 10: Facilitate Economic Opportunity in Maryland 19

Glossary 22

Please refer to the MDOT wide Quarterly Performance Management Report for more performance measures for each of the 10 Tangible Results across all of the Transportation Business Units.

Tangible Results		Frequency	Driver
Tangible Result # 2: Use Resources Wisely			**Scott Pomento, SHA**
SHA 2.1	Overall Level of Service	Annually (Jan.)	Russ Yurek, SHA Sandi Sauter, SHA
Tangible Result # 3: Provide a Safe and Secure Transportation Infrastructure			**Scott Pomento, SHA**
SHA 3.1	Annual Number of Temporary Traffic Control (TTC) Zone Traffic Fatalities on All Maryland Roads	Annually (July)	Cedric Ward, SHA
SHA 3.4	Amount of Documented Illegal Truck Parking Along Maryland State Roadways	Annually (May)	Karuna Pujara, SHA
Tangible Result # 4: Deliver Transportation Solutions and Services of Great Value			**Scott Pomento, SHA**
SHA 4.1	Percent of Projects (Valued at More Than $1 Million) Advertised Within 30 Days of the Original Established Financial Advertisement Date	Quarterly	Eric Marabello, SHA
SHA 4.2	Percent of Projects (Valued at More Than $1 Million) with a Bid Opening Date on Target with the Bid Opening Date at the Time of Actual Advertisement Date	Quarterly	Eric Marabello, SHA
Tangible Result # 5: Provide An Efficient, Well Connected Transportation Experience			**Scott Pomento, SHA**
SHA 5.3	Percent of SHA Signs Functioning (Reflectivity)	Annually (TBD)	Cedric Ward, SHA
Tangible Result # 7: Be Fair and Reasonable To Our Partners			**Scott Pomento, SHA**
SHA 7.1	Time to Complete Architectural and Engineering (A&E) Services Contracts	Annually (Jan.)	Eric Lomboy, SHA
Tangible Result # 10: Facilitate Economic Opportunity in Maryland			**Scott Pomento, SHA**
SHA 10.1	Number of Qualifying Superload Permits Up to and including 200,000 Pounds Issued Within Two Business Days in the Maryland One Hauling Permit System	Annually	Dave Czorapinski, SHA

TANGIBLE RESULT #2

Use Resources Wisely

MDOT receives resources from customers and they expect products and services in return. To better serve customers, MDOT must maximize the value of every dollar spent.

RESULT DRIVER:

Corey Stottlemyer

The Secretary's Office (TSO)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Russ Yurek/Sandi Sauter
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To determine the percent of MDOT SHA Overall Level of Service because the condition of the network reflects how well the traveling public is provided with a quality roadway in Maryland.

FREQUENCY:
Annually (in January)

DATA COLLECTION METHODOLOGY:
The Maryland Condition Assessment Reporting System (MCARS) team compares actual maintenance condition against desired maintenance condition on a meets/does not meet basis. The MCARS team assesses the assets every year by examining each half-mile segment of a sample of MDOT SHA half-mile segments of roadway. This examination includes a visual assessment of any maintenance assets in the area.

NATIONAL BENCHMARK:
N/A

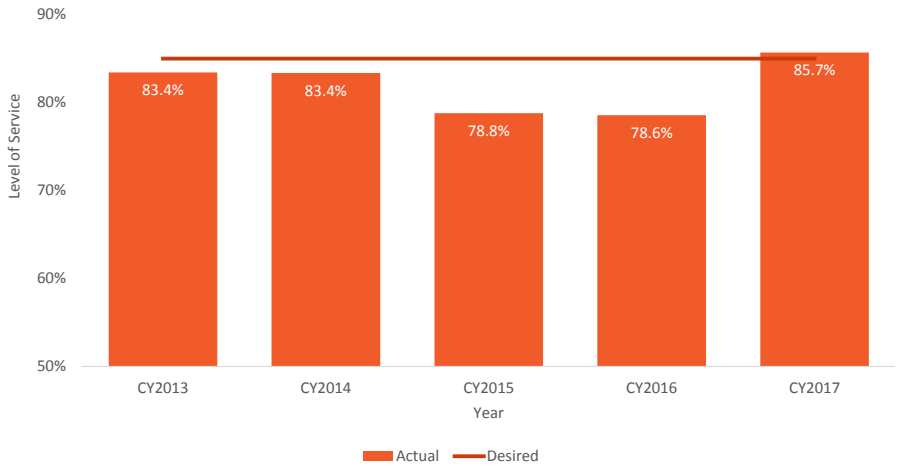
PERFORMANCE MEASURE SHA 2.1
Overall Level of Service

Maryland citizens require a safe, reliable, well-maintained and attractive roadway network. Maintaining and improving the level of service (LOS) is important to meet these requirements. Components such as line striping, pavement markings, guardrails, lighting, and signs provide clear delineation of the travel portion of the roadway and a sense of a safe and secure network, which is essential for the safe passage of SHA's customers.

Based on customer satisfaction surveys, SHA's customers have repeatedly focused on the attractiveness of SHA's roadsides. An attractive roadside conveys a sense of pride in the state, protection of the environment and natural resources, and displays a sense of a healthy and thriving community.

SHA's desired LOS is 85 percent. The statewide LOS for calendar year 2017 is 85.7 percent and the performance trend shows a slight increase in LOS over the past five years. SHA increased contract authority for all maintenance contracts by 20 percent in order to work towards meeting the desired LOS.

Chart 2.1.1: Overall Level of Service CY2013-CY2017



TANGIBLE RESULT #3

Provide a Safe and Secure Transportation Infrastructure

MDOT will not compromise on the commitment to continually improve the safety and security of customers and partners in everything we do.

RESULT DRIVER:
Sarah Clifford
Maryland Transportation Authority (MDTA)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Cedric Ward
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To reduce fatalities in work zones.

FREQUENCY:
Annually (in July)

DATA COLLECTION METHODOLOGY:
Based on law enforcement reported crashes in designated work zones (and maintenance areas).

NATIONAL BENCHMARK:
"Toward Zero Deaths"

PERFORMANCE MEASURE SHA 3.1

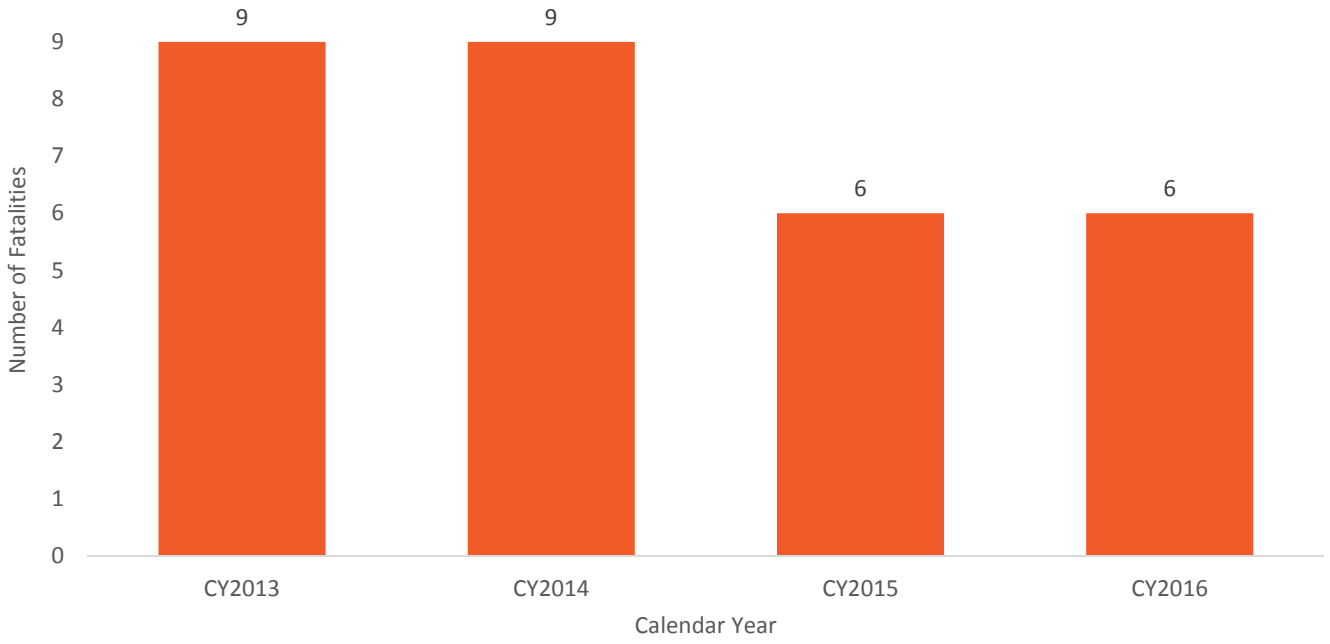
Annual Number of Temporary Traffic Control (TTC) Zone Traffic Fatalities on All Maryland Roads

Nationally, there were 700 fatalities in work zones in CY2015. On average, four of the five people killed in work zones are motorists, not highway workers. The majority of work zone crashes occur during daylight hours. In Maryland, most work zone crashes occurred in the Baltimore and Washington DC metro areas. In CY2016, six people lost their lives in work zone crashes, including one highway worker. Major contributing factors include: not paying attention, going too fast for conditions, failure to yield the right-of-way, and following too closely. In CY2015, there were also six fatalities reported. Monitoring and reporting this performance measure annually demonstrates the effectiveness of statewide work zone safety efforts which include education, enforcement, and engineering. Training courses and outreach initiatives educate the workers and motorists. Work zone strategies are revised and implemented to best address specific needs and conditions while maintaining safety and mobility along the highways. Automated speed enforcement in work zones is used to change driver behavior.

PERFORMANCE MEASURE SHA 3.1

Annual Number of Temporary Traffic Control (TTC) Zone Traffic Fatalities on All Maryland Roads

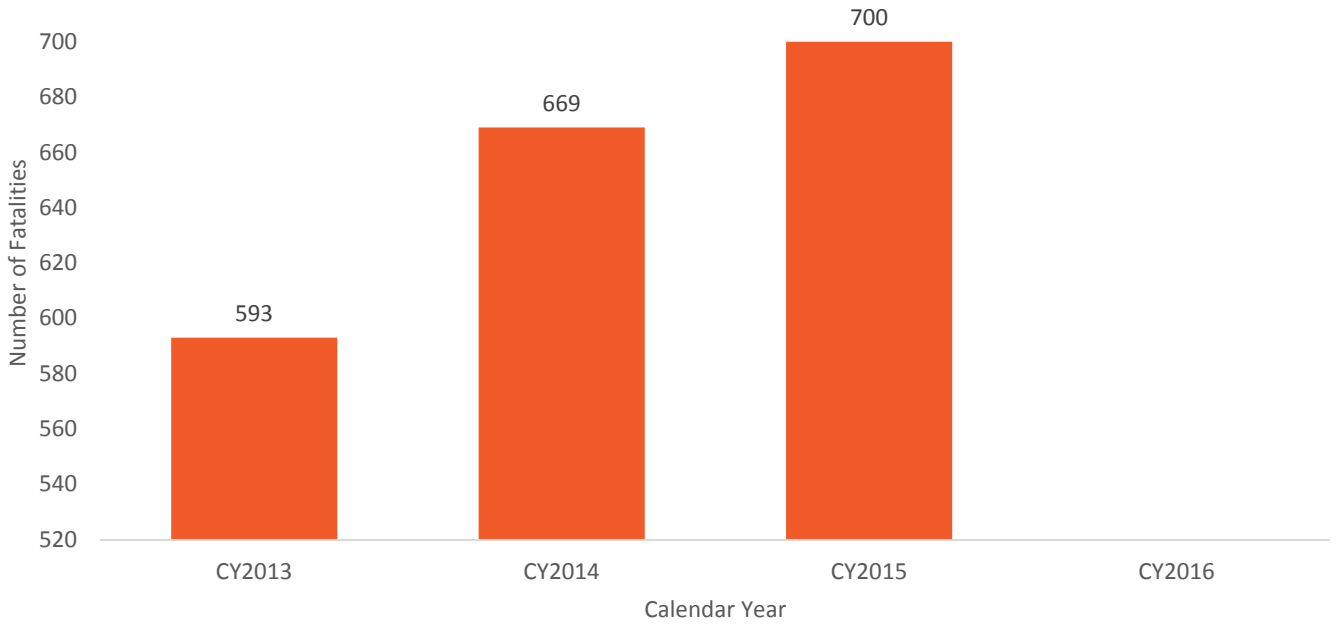
Chart 3.1.1 Annual Number of Temporary Traffic Control Zone Traffic Fatalities on all Maryland Roads CY2013-CY2016



PERFORMANCE MEASURE SHA 3.1

Annual Number of Temporary Traffic Control (TTC) Zone Traffic Fatalities on All Maryland Roads

Chart 3.1.2 Annual Number of Temporary Traffic Control Zone Traffic Fatalities on all National Roads CY2013-CY2016



TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Karuna Pujara
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To track annual trends related to illegal truck parking and determine where additional truck parking spaces would be feasible for design and construction within statewide facilities.

FREQUENCY:
Annually (in May)

DATA COLLECTION METHODOLOGY:
Annually identify locations where overnight truck parking occurs along the Maryland Statewide Truck Route System through the Maryland Freight Network Truck Parking Survey. Collect usage and overage information from observations and coordinate with MSP data on illegally parked trucks.

NATIONAL BENCHMARK:
National Priority

PERFORMANCE MEASURE SHA 3.4

Amount of Documented Illegal Truck Parking Along Maryland State Roadways

It is important to determine if sufficient and safe truck parking exists for Commercial Motor Vehicles (CMVs) to ensure that trucks park safely away from the roadway while getting their required rest. Past studies conducted by MDOT (2005) have determined that the number of legal parking spaces in Maryland for CMVs is insufficient. The Federal Highway Administration (FHWA) Jason's Law survey (2014) found that truck parking is a major challenge in every state, and Maryland's I-95 Corridor section was among the most problematic areas in the nation. The shortage of legal truck parking results in high volumes of illegally parked CMVs at truck stops, rest areas, truck weigh and inspection stations, ramps, shoulders and other locations that may be prohibited to truck parking and has been a cause of serious crashes on Maryland's highways. Additionally, lack of parking is a challenge for drivers who must maintain hours of service regulations but have no place to park near where they need to deliver. This presents safety, economic and congestion issues.

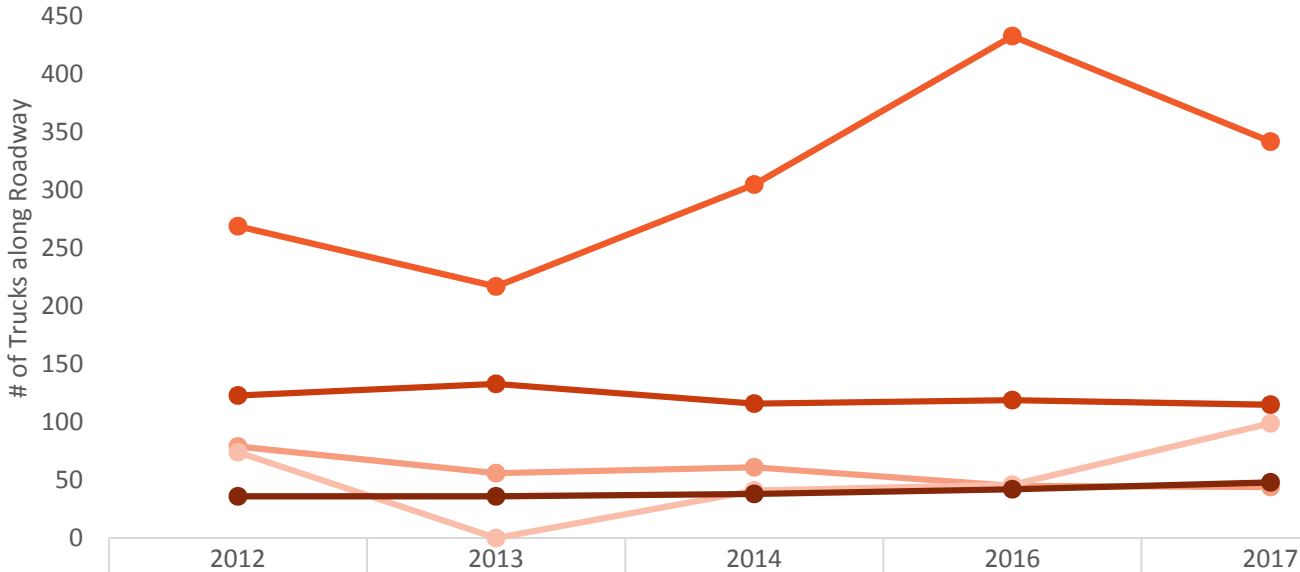
With the passage of The Moving Ahead for Progress in the 21st Century (MAP-21), Jason's Law was established by the U.S. Department of Transportation (DOT) FHWA to make the shortage of truck parking a national priority. Jason's Law specifies that the USDOT perform three main tasks as part of a survey and comparative assessment: 1) evaluate state capacity to provide adequate truck parking; 2) assess truck volumes in each state and 3) develop a system of metrics to measure parking in each state. FHWA collected truck parking information from each state in 2014, and FHWA requires states to submit truck parking information routinely under this law.

The Maryland Freight Strategic Plan was developed in 2012 to address the anticipated increase of truck traffic on the statewide freight roadway network. This plan included Annual Overnight Truck Parking counts, which have been conducted since 2012 except for 2015. The annual Maryland Freight Network Truck Parking Survey was used to identify baseline conditions and track trends related to illegal truck parking on the Maryland Truck Route system. The top five high volume locations have consistently included I-95, I-70 and I-68 along with US 301, I-83 and I-270 varying within the list over the last 3 years. The 2018 parking analysis is underway and provides usage information to determine the statewide parking availability including public and private facility truck parking spaces.

PERFORMANCE MEASURE SHA 3.4

Amount of Documented Illegal Truck Parking Along Maryland State Roadways

Chart 3.4.1: Amount of Documented Illegal Truck Parking Along Selected Maryland State Roadway Corridors CY2012-CY2017



	2012	2013	2014	2016	2017
I-95	269	217	305	433	342
I-70	123	133	116	119	115
I-68	79	56	61	45	44
US 301	74	0	41	46	99
I-83	36	36	38	42	48

No data for 2015 due to contract changeover.

TANGIBLE RESULT #4

Deliver Transportation Solutions and Services of Great Value

MDOT will deliver transportation solutions on time and within budget. We will use strategies to ensure that the transportation solution meets the needs of customers and eliminates unnecessary costs.

RESULT DRIVER:
Jason Ridgway
State Highway Administration (SHA)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Eric Marabello
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To track on-time performance of project advertisement date for construction contract procurement.

FREQUENCY:
Quarterly

DATA COLLECTION METHODOLOGY:
Monthly advertisement date reporting publication/ advertisement date collected manually using SHA's project database.

NATIONAL BENCHMARK:
N/A

PERFORMANCE MEASURE SHA 4.1

Percent of Projects (Valued at More Than $1 Million) Advertised Within 30 Days of the Original Established Financial Advertisement Date

On time project delivery is critically important to the Administration and our customers, contractors and users. The Administration can properly manage project budgets and flow the appropriate funds which will allow for better prediction of funding for future projects. The contracting community is responsible for implementation of our public commitments on projects and a predictable advertisement schedule is important for contractors to establish resource needs to compete for and complete construction of these projects. The roadways users will be in a better position to reliably predict the impacts of the construction and make necessary business or personal decisions.

For the current reporting period (Q3 FY2018), SHA is at 75% and trending down. The goal for this project is 90%.

Review of data from SHA measure 4.2 (Bid Opening) identified that completeness of contract documents at advertisement have a direct correlation to an on-time bid opening. It is expected that this measure will continue to trend down until revisions are made to the project deliverables. Starting January 1, 2017, a requirement to have permits in-hand or at least substantially complete at advertisement was applied to projects resulting in downward trend to SHA 4.1. As design schedules are adjusted to meet this requirement, it is anticipated that this measure will start to trend up toward the goal.

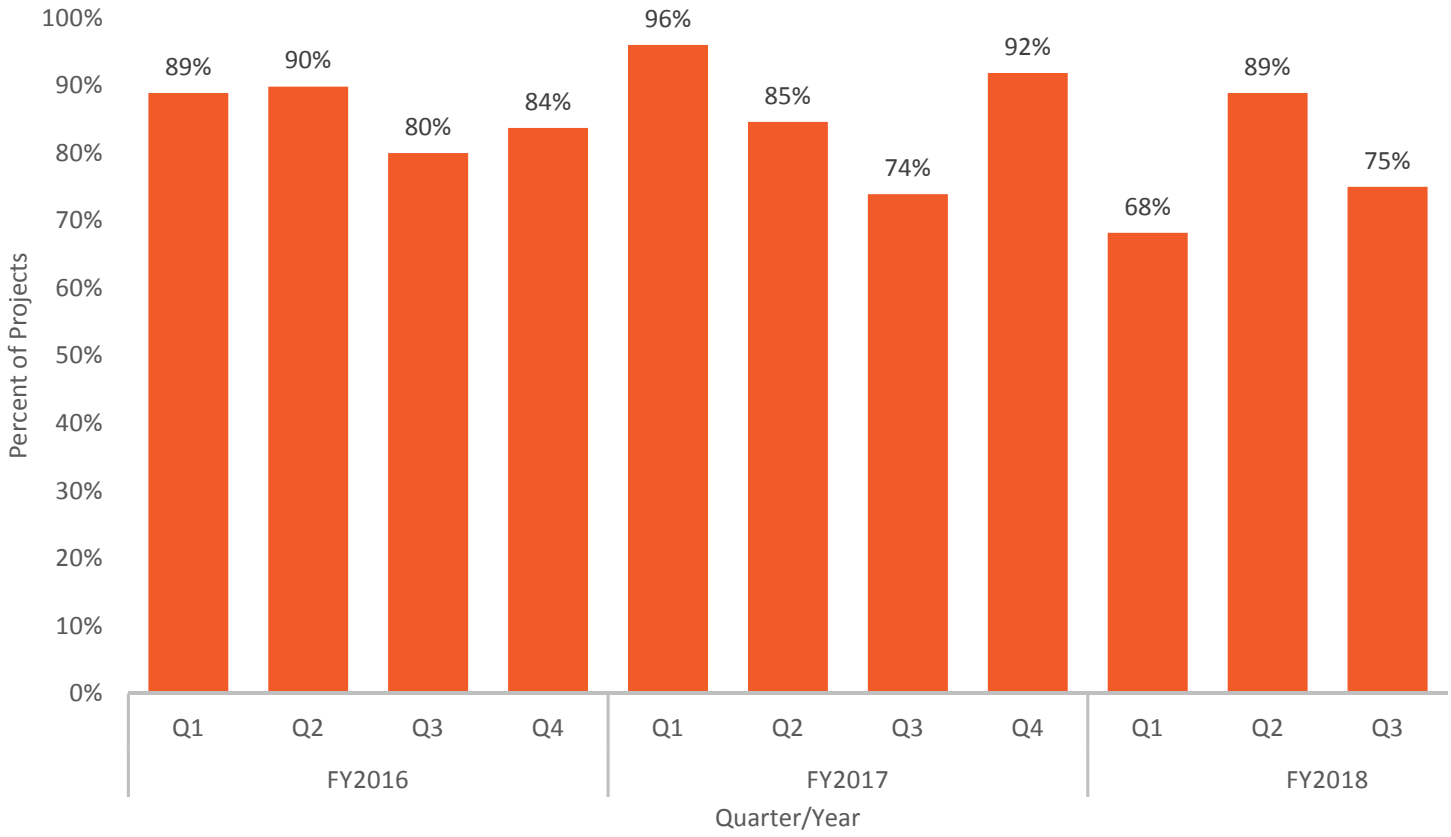
The efforts taking place now are the following:

- Identifying reasons for advertisement slips
- Better identification of needed documents for advertisement submittals
- Revised project development milestones to ensure common issues for delaying advertisements are being addressed at the correct milestone
- Identifying advertisement date only after 30% completion of design with SWM/ESC Concept Development approval

PERFORMANCE MEASURE SHA 4.1

Percent of Projects (Valued at More Than $1 Million) Advertised Within 30 Days of the Original Established Financial Advertisement Date

Chart 4.1.1: Projects Advertised within 30 Days FY2016-FY2018



TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Eric Marabello
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To track on-time performance of project bid opening date for construction contract procurement.

FREQUENCY:
Quarterly

DATA COLLECTION METHODOLOGY:
Monthly advertisement data collected using SHA project and procurement database.

NATIONAL BENCHMARK:
N/A

PERFORMANCE MEASURE SHA 4.2

Percent of Projects (Valued at More Than $1 Million) with a Bid Opening Date on Target with the Bid Opening Date at the Time of Actual Advertisement Date

On time bid opening is critically important to the Administration and our customers, contractors and users. The Administration can properly manage project budgets and flow the appropriate funds which will allow for better prediction of funding for future projects and identify the need for construction resources. The contracting community, responsible for implementation of our public commitments, relies on predictable bid opening to establish resource needs to complete construction on time. Our users benefit from on time bid opening to ensure that projects are completed on time.

For the current reporting period (Q3 FY2018), SHA is at 65% and trending down from last quarter. The goal for this project is 90%

This measure is directly affected by the completeness of documents at advertisement. When documents are incomplete at advertisement, the bid opening date will likely slip. Starting January 1, 2017, projects did not open bids without approved or substantially complete permits. Projects opening bids without approved permits lead to delayed construction start, impacting the travelling public and increasing construction costs.

The efforts taking place now are the following:

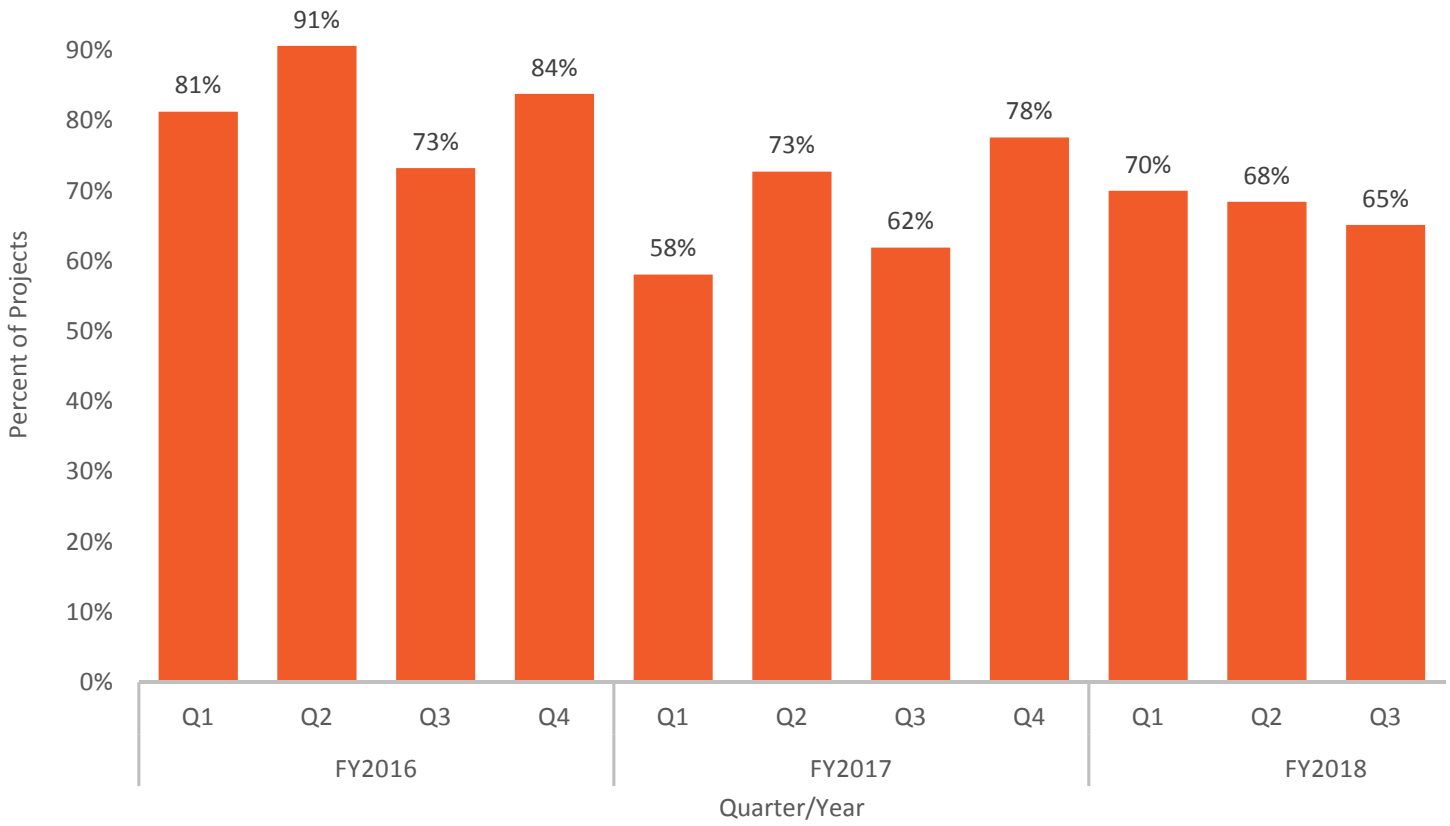
- Identifying and documenting reasons for bid slips
- Advertisements are not moving forward without permits (affecting SHA 4.1)
- Revised project development milestones to ensure common issues for delaying advertisements are being addressed at the correct milestone.

Project managers are coming to weekly ad schedule meetings to report on delays and reasons behind the delays.

PERFORMANCE MEASURE SHA 4.2

Percent of Projects (Valued at More Than $1 Million) with a Bid Opening Date on Target with the Bid Opening Date at the Time of Actual Advertisement Date

Chart 4.2.1: Bid Openings On Time FY2016-FY2018



Deliver Transportation Solutions and Services of Great Value

TANGIBLE RESULT #5

Provide an Efficient, Well-Connected Transportation Experience

MDOT will provide an easy, reliable transportation experience throughout the system. This includes good connections and world class transportation facilities and services.

RESULT DRIVER:
Phil Sullivan
Maryland Transit Administration (MTA)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Cedric Ward
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To ensure that highway signs meet the minimum level of retroreflectivity established in the Manual on Uniform Traffic Control Devices (MUTCD).

FREQUENCY:
Annually (TBD)

DATA COLLECTION METHODOLOGY:
Yearly nighttime retroreflectivity evaluation.

NATIONAL BENCHMARK:
Under development. Minimum levels of reflectivity published in the MUTCD.

PERFORMANCE MEASURE SHA 5.3

Percent of SHA Signs Functioning (Reflectivity)

Maintaining retroreflectivity levels is a new FHWA requirement. The minimum levels are published in the Manual on Uniform Traffic Control Devices (MUTCD). Retroreflectivity evaluation is a new program for SHA and there is no data to indicate the performance trend. The SHA is in the final stages of developing a statewide contract to evaluate signs to ensure that they meet the Federal requirements.

TANGIBLE RESULT #7

Be Fair and Reasonable to Our Partners

MDOT will provide an easy, reliable procurement experience throughout the system.

RESULT DRIVER:
Wanda Dade
State Highway Administration (SHA)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Eric Lomboy
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To decrease the time it takes to complete A/E services contracts and develop a more eficient procurement process.

FREQUENCY:
Annually (February)

DATA COLLECTION METHODOLOGY:
A/E contract tracking database under development.

NATIONAL BENCHMARK:
TBD

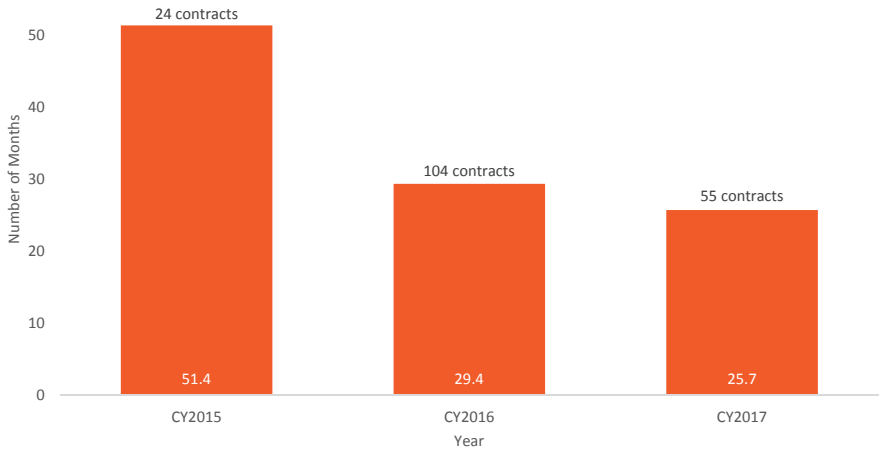
PERFORMANCE MEASURE SHA 7.1
Time to Complete Architectural and Engineering (A/E) Services Contracts

The A/E services contract procurement process is greatly influenced by procurement law. In February 2016, Governor Larry Hogan established the Commission to Modernize State Procurement. The Commission's final report to the Governor was released in December 2016 and its recommendations were passed in the 2017 Legislative session, many of which directly impact SHA's A/E procurement process. SHA's Office of Procurement and Contract Management is working diligently to incorporate the new changes to COMAR, as well as come into compliance with federal regulations.

SHA continues to procure the most A/E services contracts of all the MDOT TBUs. SHA is undertaking a comprehensive review of its A/E procurement processes, which we are certain will result in substantial reduction in the time to complete an A/E procurement. While SHA has diligently worked through the backlog of A/E procurements, wecontinue to look for ways to improve and shorten our procurement timelines.

SHA continues to produce an A/E Contract Advertisement Schedule with deadlines that capture the progress of every A/E procurement. This has been an invaluable tool in helping to monitor and track the progress of all active A/E procurements. We also hold monthly contract management meetings with internal stakeholders to ensure that SHA has ample time to adjust and react to issues as they arise, or even before they arise, to avoid creating a new backlog.

Chart 7.1.1: Average Number of Months to Complete Architecture/ Engineering Procurement CY2015-CY2017



TANGIBLE RESULT #10

Facilitate Economic Opportunity in Maryland

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place where people want to live, work and raise families, all critical to attracting a competent workforce.

RESULT DRIVER:
Jim Dwyer
Maryland Port Administration (MPA)

TBU COORDINATOR:
Scott Pomento
State Highway Administration (SHA)

PERFORMANCE MEASURE DRIVER:
Dave Czorapinski
State Highway Administration (SHA)

PURPOSE OF MEASURE:
To track the number of days to issue a superload hauling permit in the Maryland One hauling permit system.

FREQUENCY:
Annually

DATA COLLECTION METHODOLOGY:
Applications are entered, processed and tracked in the *Maryland One* hauling permit system.

NATIONAL BENCHMARK:
Surrounding states/ competitive ports

PERFORMANCE MEASURE SHA 10.1

Number of Qualifying Superload Permits Up to and including 200,000 Pounds Issued Within Two Business Days in the Maryland One Hauling Permit System

Hauling permits allow our customers to move loads that would otherwise exceed the legal size and weight limits, and provide general, route, and holiday restrictions as well as information specific to the move (such as crawl speeds if applicable, travel times, regulations) that maximize their safety and the safety of others on the highway. The Maryland One System provides a one stop shop for multi-jurisdictional permits processing all oversize overweight permits for the State of Maryland, including all Baltimore City permits. An average of 500 oversize/ overweight loads travel on Maryland roadways each day on hauling permits issued by SHA along with Baltimore City Department of Transportation. With nearly 150,000 hauling permits processed annually, it is important that they are reviewed quickly and accurately to ensure safe passage.

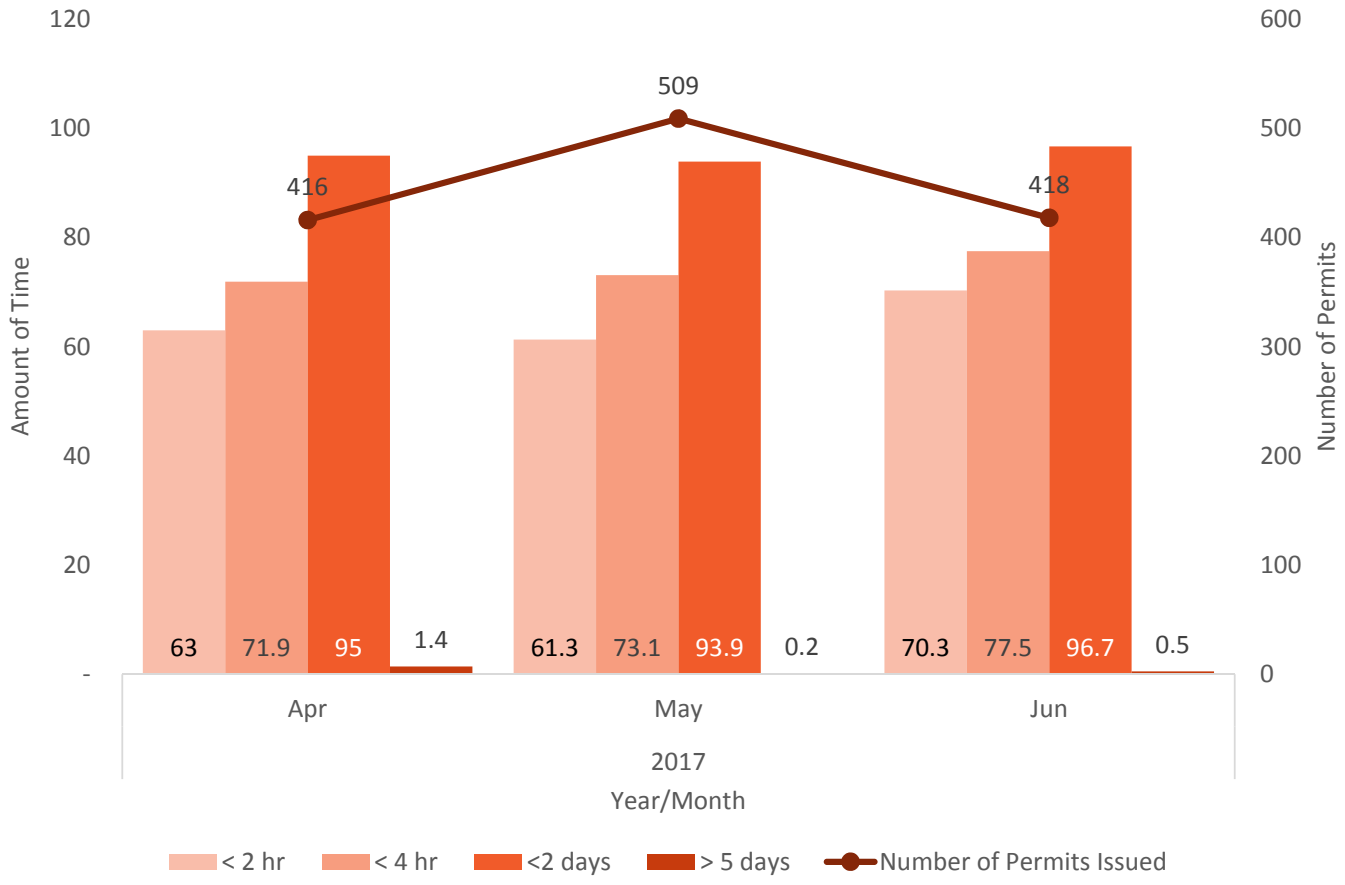
Loads up to and including 150,000 pounds are auto-issued by the Maryland One System. Loads exceeding 150,000 pounds currently require manual engineering review, but can be processed more timely now that auto-issued loads receive a system-generated engineering analysis. Recognizing that engineering reviews become more complex as load weight increases, the ability to process loads up to 200,000 pounds in two business days is the goal for applications that are correctly submitted and need no extraordinary engineering considerations. Safety, efficiency and customer service prosper as Maryland One keeps customers moving in and through Maryland. The Maryland One system went live in late May. 2016. Maryland One is currently auto-issuing permits up to and including loads meeting thresholds of 150k, 12’ wide, 14’6” high, and 90’ long. Any permit that is auto issued by this system up to the predetermined thresholds will not incur engineering fees as long as the route analysis passes evaluation. This system issues multi-jurisdictional permits and encompasses bridge analysis from SHA and MDTA.

As we grow, we continue to review processes, procedures and meet with our stakeholders to look for ways to improve program functionality. SHA Motor Carrier Division is implementing new features such as CVIEW which will provide information on carriers that have been flagged by the Federal Motor Carrier Safety Administration (FMCSA) for out of service conditions or inactive status prior to issuance of permits. We are also adding functionality for tracking of escorts for all jurisdictions.

PERFORMANCE MEASURE SHA 10.1

Number of Qualifying Superload Permits Up to and including 200,000 Pounds Issued Within Two Business Days in the Maryland One Hauling Permit System

Chart 10.1.1: Turnaround for Issuing Qualifying Superload Permits CY2017



**Issued Superloads between 150k-200k*

Glossary

All Electronic Tolling (AET) – Collection of tolls at highway speeds using *E-ZPass* transponders or video tolling; no toll booths or cash collection.

Annual Attainment Report on Transportation System Performance – Pursuant to Transportation Article Section 2-103.1 of the Annotated Code of Maryland, the State is required to develop or update an annual performance report on the attainment of transportation goals and benchmarks in the Maryland Transportation Plan (MTP) and Consolidated Transportation Program (CTP). The Attainment Report must be presented annually to the Governor and General Assembly before they may consider the MTP and CTP.

Calendar Year (CY) – The period of 12 months beginning January 1 and ending December 31 of each reporting year.

Coordinated Highways Action Response Team (CHART) – CHART is an incident management system aimed at improving real-time travel conditions on Maryland's highway system. CHART is a joint effort of the State Highway Administration, Maryland Transportation Authority and the Maryland State Police, in cooperation with other federal, state and local agencies.

Consolidated Transportation Program (CTP) – A six-year program of capital projects, which is updated annually to add new projects and reflect changes in financial commitments.

Fiscal Year (FY) – A yearly accounting period covering the time frame between July 1 and June 30 of each reporting year.

MPA General Cargo – Foreign and domestic waterborne general cargo handled at the public (MPA) terminals.

Port of Baltimore Foreign Cargo – International (Foreign) cargo handled at public and private terminals within the Baltimore Port District. This includes bulk cargo (e.g., coal, sugar, petroleum, ore, etc. shipped in bulk) and all general cargo (e.g., miscellaneous goods shipped in various packaging).

MAA – Maryland Aviation Administration operates Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport, a general aviation/reliever airport northeast of Baltimore.

MDTA – Maryland Transportation Authority operates and maintains the State's eight toll facilities.

Mode - Form of transportation used to move people or cargo (e.g., truck, rail, air).

MPA – Maryland Port Administration promotes the Port of Baltimore as a leading east coast hub for cargo and cruise activity.

MTA – Maryland Transit Administration provides Local Bus, Light Rail, Metro Rail, Paratransit services and regional services through commuter rail (MARC) and Commuter Bus, as well as grant funding and technical assistance.

MVA – Motor Vehicle Administration serves as the gateway to Maryland's transportation infrastructure, providing a host of services for drivers and vehicles, including registration, licensing and highway safety initiatives.

SHA – State Highway Administration manages the State's highway system which includes 17,117 lane miles of roads and 2,564 bridges

TBU – Transportation Business Unit

TSO – The Secretary's Office

Vehicle Miles of Travel (VMT) – A measurement of the total miles traveled by all vehicles.

The data contained herein is impacted by a number of variables and may vary and evolve depending on those variables.

Boyd K. Rutherford
Lt. Governor

Larry Hogan
Governor

Pete K. Rahn
Secretary of Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION

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