



# Measuring Transportation Investments: The Road to Results

**Maryland is one of 13 states leading the way** in having the essential tools—goals, performance measures and data—needed to help decision makers choose more cost-effective transportation funding and policy options.

Maryland is one of just five states leading the way in tracking how its transportation system is advancing all six policy goals identified in the Pew-Rockefeller study. In particular, Maryland illustrates the solid tools states can use to measure progress in the areas of mobility and environmental stewardship. In mobility, the state tracks the on-time performance of all major modes of public transit, including bus, subway, light rail, commuter rail and paratransit. It measures outcomes and sets targets to reduce highway congestion. In the area of environmental stewardship, Maryland tracks performance in several ways, such as transportation-related greenhouse gas emissions by region and reduction in vehicle miles traveled through park-and-ride use.

**\$3.37 BILLION** The state spent an estimated \$3.37 billion on transportation in fiscal year 2010.\*

## HOW IS THE STATE DOING?

Does it have the tools to ensure transportation spending and policy decisions are advancing six key goals?

- Leading the Way
- Mixed Results
- Trailing Behind

- SAFETY
- JOBS & COMMERCE
- MOBILITY
- ACCESS
- ENVIRONMENTAL STEWARDSHIP
- INFRASTRUCTURE PRESERVATION
- OVERALL

\*National Association of State Budget Officers State Expenditure Report 2010.

METHODOLOGY: States were given one of three ratings—leading the way, showing mixed results or trailing behind—based on whether they have the goals, performance measures and data needed to help decision makers ensure their surface transportation systems are advancing six key goals. The ratings are based on 10 criteria. Each state was rated for its performance in each of the six goal areas and given an overall rating.

SOURCES: Maryland Department of Transportation, “2010 Annual Attainment Report on Transportation System Performance,” 12, 31–36, [http://www.mdot.maryland.gov/Planning/CTP\\_10-15/Documents/2010\\_Attainment\\_Report.pdf](http://www.mdot.maryland.gov/Planning/CTP_10-15/Documents/2010_Attainment_Report.pdf); Maryland Transit Authority, “2009 Annual Report,” 21, [http://mta.maryland.gov/resources/MTA\\_09\\_AR.pdf](http://mta.maryland.gov/resources/MTA_09_AR.pdf); Maryland Department of Management and Budget, “Managing for Results: Annual Performance Report,” March 2010, 43, [http://dbm.maryland.gov/agencies/Documents/MFR\\_documents/MFR\\_Perf\\_Rpt.pdf](http://dbm.maryland.gov/agencies/Documents/MFR_documents/MFR_Perf_Rpt.pdf). Sources accessed February 14, 2011.