

Vision: Maximize mobility and reliable travel for people and goods within Maryland by efficient use of management and operations of transportation systems

Mission: To establish and maintain a TSM&O program and implement supporting projects within Maryland SHA improving mobility and reliability for all people and goods through planned operations of transportation facilities

Goal 1.
Develop and implement a sustainable TSM&O program at SHA

Goal 2.
Improve travel time reliability for both people and freight

Goal 3.
Develop data- and performance-driven approaches to support TSM&O planning, programming, implementation and evaluation decisions

Goal 4.
Improve the travelling public's experience on Maryland highways

Objective 1.1.
Incorporate TSM&O oriented practices in routine planning and programming business processes by 2018

Objective 1.2.
Promote culture supporting TSM&O both inside and outside of SHA and raise overall TSM&O awareness

Objective 2.1.
Develop freeway and arterial master plans by April 2018

Objective 2.2.
Develop Integrated Corridor Management (ICM) plans by December 2018

Objective 3.1.
Implement a comprehensive, system level performance measurement program to monitor mobility and reliability targets by June 2017

Objective 3.2.
Develop a TSM&O Program Performance Monitoring System

Objective 3.3.
Coordinate and ensure TSM&O is considered in SHA's Asset Management Program

Objective 3.4.
Include reliability in existing traffic analyses and travel forecasting modelling tools

Objective 4.1.
Achieve a user cost savings of at least \$1 billion annually by effective congestion management and TSM&O

Objective 4.2.
Enhance travelling public's knowledge and understanding of TSM&O operational strategies and their respective benefits

Strategy 1.1.a.
Identify and implement means of incorporating TSM&O into relevant agency policies

Strategy 1.2.a.
Identify staffing resources within SHA

Strategy 2.1.a.
Develop Arterial System Master Plan

Strategy 2.2.a.
Focus on integrated freeway and arterial management and operations

Strategy 3.1.a.
Develop a data supported system for performance reporting

Strategy 3.2.a.
Develop a monitoring program to assess progress, benefits and challenges

Strategy 3.3.a.
Incorporate TSM&O into Transportation Asset Management Plan (TAMP) and TAMP Implementation

Strategy 3.4.a.
Develop modelling tools that effectively incorporate travel time reliability and can be used to provide a framework for evaluating tradeoffs of various TSM&O operational strategies

Strategy 4.1.a.
Provide reliable and accessible real-time modal choice information to travelers and other stakeholders at all times

Strategy 4.2.a.
Develop education and outreach tools, including use of web-based and social media applications, targeted to the travelling public

Strategy 1.1.b.
Determine current and future TSM&O improvements and strategies that should be included in the planning process and estimate their relative effectiveness in responding to the specific causes of recurring and non-recurring congestion

Strategy 1.2.b.
Develop a communications and outreach strategy and associated training, outreach, and communication products

Strategy 2.1.b.
Develop Freeway Master Plan

Strategy 2.2.b.
Develop ICM Program Master Plan for consistent consideration of ICM on corridors that possess attributes necessary to apply ICM

Strategy 3.1.b.
Continue participation in research and collaboration efforts to advance TSM&O practices through TRB, FHWA, AASHTO, ITS America, University research centers, and consultants

Strategy 4.1.b.
Coordinate activities with other modes, MPOs, and local agencies to incentivize changing travel behavior

Strategy 4.2.b.
Conduct regular surveys targeted towards the traveling public to determine level of customer satisfaction with SHA's application of TSM&O operational strategies

Strategy 1.1.c.
Develop modifications to the SHA Project Development Process (PDP) to accommodate TSM&O

Strategy 1.2.c.
Coordinate TSMO activities with other modes, MPOs, and local agencies with clear common objectives

Strategy 2.1.d.
Work with MdTA, MDOT/MVA, and the private sector to develop and implement a connected and automated vehicle program in Maryland

Strategy 1.1.d.
Develop a comprehensive ITS asset management process

Strategy 2.1.e.
Establish a framework for an institutionalized approach to support funding and deployment of operational improvements (including freight) on freeways and arterials