GOAL: *Ensure Environmental Protection and Sensitivity*

DELIVER SUSTAINABLE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS THAT PROTECT AND REDUCE IMPACTS TO MARYLAND'S NATURAL, HISTORIC, AND CULTURAL RESOURCES

OBJECTIVES:

- Protect and enhance the natural, historic, and cultural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure, including support for broader efforts to improve the health of the Chesapeake Bay
- Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets
- Implement initiatives to reduce fossil fuel consumption, mitigate Greenhouse Gas (GHG), and improve air quality

MDOT continues to streamline its business processes, minimizing any adverse impacts on the environment, while conserving natural resources, and integrating sustainability into various aspects of transportation systems at the policy, program, and project levels of implementation. MDOT's comprehensive systems approach to environmental stewardship covers programs in air quality and climate change mitigation by reducing GHG and increasing climate adaptation and resiliency, land and water resources, energy management, and sustainable community enhancement in the agency's operations and practices. MDOT's Transportation Business Units (TBUs) continue to reduce effects of transportation and the built-environment by way of effective planning, an interdisciplinary approach to project development, sustainable operations, and maintenance procedures.

MDOT's commitment to environmental protection is manifested through its plans, projects, and initiatives integrated into the day-to-day operations of the TBUs. Examples of the far-reaching environmental initiatives of the department include, the MDOT MPA Innovative and Beneficial Reuse of Dredged Material Initiative, the Port of Baltimore Dray Truck Replacement Program, and MDOT SHA's tracking of Bay restoration projects toward the 20% goal for impervious surfaces during their five-year permit term. MDOT MPA was honored for its continued commitment and stewardship of wildlife habitat through outreach and educational programming. MDOT SHA's efforts to intensify environmentally friendly practices during winter operations won the MDOT TSO Environmental Hero Award. MDOT SHA, through its comprehensive Statewide Salt Management Plan determined that a reduction in overall salt usage on MDOT SHA-maintained roadways could help the TBU achieve its fiscal, environmental, and level of service goals. In July 2020, the World Resources Institute (WRI) recognized Maryland as the top GHG-reducing state in the U.S., successfully reducing emissions by 38% between 2005 and 2017 while consistently maintaining economic growth.

MDOT also has been recognized as a 2020 EPEAT Purchaser Award winner, which celebrates leaders in sustainable electronics procurement. The Maryland General Assembly has codified the Maryland Commission on Climate Change (MCCC) into law and charging the Commission with advising the Governor and General Assembly on ways to mitigate the causes of, prepare for, and adapt to the consequences of climate change. The MCCC recently finalized the 2020 Annual Report, detailing the latest successes and recommendations related to mitigating and managing climate change in Maryland.

All MDOT TBUs incorporate environmental Best Management Practices (BMPs) as part of the Chesapeake Bay Restoration efforts. MDOT SHA partnered with Living Classrooms in launching a pilot education program that will encourage activities to reduce pollution and restore the Chesapeake Bay under the oversight of the Maryland Department of the Environment (MDE), which provides rigorous testing of the program and its results.

MDOT continues to lead by example in its solar program with the potential to install photovoltaic (PV) systems on more than 874 facilities it owns or controls. MDOT currently has five PV systems installed on its properties at MDTA, MDOT MAA, MDOT MTA, and MDOT MPA, with a total installed capacity of 1.8 megawatts. MDOT makes continued commitment to environmental compliance, enhances improvement of its environmental performance through established and innovative processes, and adherence to sustainable practices, while maintaining outreach and communication about its environmental activities with project stakeholders and the general public.

MDOT MAA: Continues its initiative to incorporate alternative fueled buses into its fleet of ground support vehicles at BWI Marshall Airport. The replacement of older vehicles with Clean Natural Gas (CNG) buses over the last couple of years has resulted in 33% of BWI Marshall Airport's entire fleet being alternative fuel. MDOT MAA acquired 22 new clean diesel buses in FY 2020 for passenger shuttle services between the terminals, airport parking facilities, and the BWI Marshall Airport Rail Station. Under the Volkswagen Clean Air Act Civil Settlement Program, MDOT MAA is also pursuing grant funds to obtain several fully electric buses and is starting to plan support infrastructure for implementation by 2023.

To meet the increasing traveler and employee demand for green infrastructure, MDOT MAA conducted a feasibility study to determine the number and type of electric vehicle (EV) charging stations needed at BWI Marshall Airport over the next 30 years. This study identified the extent of infrastructure upgrades needed to accommodate the different types of EV charging stations and provided key data and information that will guide the systematic addition of charging stations at MDOT MAA facilities.

MDOT TSO: MDOT issued Master Services Agreements (MSAs) to six qualified contractors to design, construct, commission, finance, operate, and maintain PV energy facilities at MDOT locations throughout Maryland, generating 1.8 megawatts. The MSAs provide MDOT with the flexibility of developing PV energy systems quickly and efficiently. The GHG benefit has increased by 10% over the last year and resulted in 15 metric tons of reductions.

MDOT's leadership of the Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) continues to build opportunities, financial incentives, and promotion of the purchase of EVs and the installation of EV supply equipment (EVSE) to support the State's EV goals. Total EVs registered in Maryland, as of August 2020, is 26,299 vehicles, of which 15,370 are Battery Electric Vehicles (BEVs) and 10,929 are Plug-in Hybrid Electric Vehicles (PHEVs). As it continues to enhance charging infrastructure, MDOT has worked with the U.S. Department of Transportation (U.S. DOT) to designate a total of 21 EV charging corridors. MDOT's ZEEVIC 2020 public outreach efforts have included direct outreach to over 3,500 Maryland citizens in four counties and Baltimore City and included a Maryland Local Government EV Survey effort, seeking to identify challenges related to EVs and EVSEs, planned locations for EVSE, and optimal sites for future infrastructure.

MDOT MTA: As part of the MDOT MTA bus replacement program, 140 clean diesel buses began delivery in FY 2018 and FY 2019, with 350 additional clean diesel buses expected for delivery in the FY 2019–FY 2024 period. MDOT MTA is also updating the climate change focused Vulnerability Plan developed in 2016 as more refined and up-to-date projections for sea level rise has become available. Improvements to MARC are helping to enhance connectivity, reliability, and access to intercity passenger rail for all trips.

MDTA: MDTA has completed the installation of EV stations at the Baltimore Harbor Tunnel and Fort McHenry Tunnel customer service centers. Waste diversion efforts at MDTA focus mainly on recycling. In May 2018, Governor Hogan announced a program to encourage *E-ZPass*® holders to trade-in (or swap) their existing transponders for new units. MDTA managed these units and facilitated their shipment to a recycling facility in the Midwest. More than 30,000 decommissioned transponders were sent for recycling, where MDTA efforts diverted potentially harmful heavy metals from entering our environment or being sent to an incinerator or landfill.

MDOT MPA: MDOT MPA has replaced more than 200 drayage trucks and 110 pieces of cargo handling equipment with more environmentally friendly models, repowered 10 marine engines, and retrofitted 16 locomotive engines over a period of 11 years. They continue to progressively pursue Diesel Emission Reduction Act (DERA) grants to replace or repower diesel engines, marine vessels, and cargo handling equipment, thereby, reducing emissions from transportation used at and around the Port.

Two islands in the Chesapeake Bay that have long suffered erosion will be restored with clean sediment removed from the Bay channel segments serving the Port of Baltimore through a joint effort between the MDOT MPA and the U.S. Army Corps of Engineers, Baltimore District. A total of 2,144 acres of remote island habitat will be restored as part of the Mid-Chesapeake Bay Island Ecosystem Restoration Project. A four-year, $9 million engineering and design phase of the project is actively underway, which utilizes 65% federal funding and 35% State funding. Mid-Bay will provide an additional 90 to 95 million cubic yards of desperately needed long-term, sustainable dredged material placement capacity for Chesapeake Bay channel sediment in channels leading to the Port of Baltimore.

MDOT MVA: MDOT MVA continues its energy conservation efforts including management of its carbon footprint, mitigation of emissions, and reducing facility energy consumption by 20% by FY 2020, while providing comfortable cooling and heating temperatures aligned with Maryland's Energy Code. MDOT MVA conducts energy audits at branches throughout the State of Maryland to ensure that facilities continue to comply with Maryland's Energy Code.

MDOT SHA: As part of its climate adaptation and resilience planning efforts, MDOT SHA has updated the Climate Change Vulnerability Viewer data for nuisance flood depth grid data and modeling data for Hurricane Florence. A study on MD 450/US 50 was conducted to demonstrate a process for implementing quantitative risk assessment techniques to incorporate into a risk-based asset management program. The pilot supplied a methodology for assessing the criticality of the state-owned roadway network, statewide. MDOT SHA is implementing procedures to track and document repeat flooding events for Transit Asset Management Plan (TAMP) Part 667 analysis. A Climate Risk and Resiliency Strategic Plan is also in development.

MDOT SHA continued progress towards its FY 2020 goal of treating 20% of its impervious surface not previously treated by stormwater management controls, reporting 9% treated in its FY 2018 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) annual report to the MDE. The amount of wetland or wildlife habitat acres created, restored, or improved annually by MDOT SHA mitigation projects is dependent on the amount of mitigation obligated by project permits in a given year, as well as the construction completion date for the mitigation projects. MDOT SHA reported, in its FY 2018 NPDES MS4 annual report to MDE, that maintenance crews, contractors, and other MDOT SHA trash removal initiatives collected 1.93 million pounds of litter, an increase from the 1.77 million pounds reported in the FY 2017 NPDES MS4 annual report.

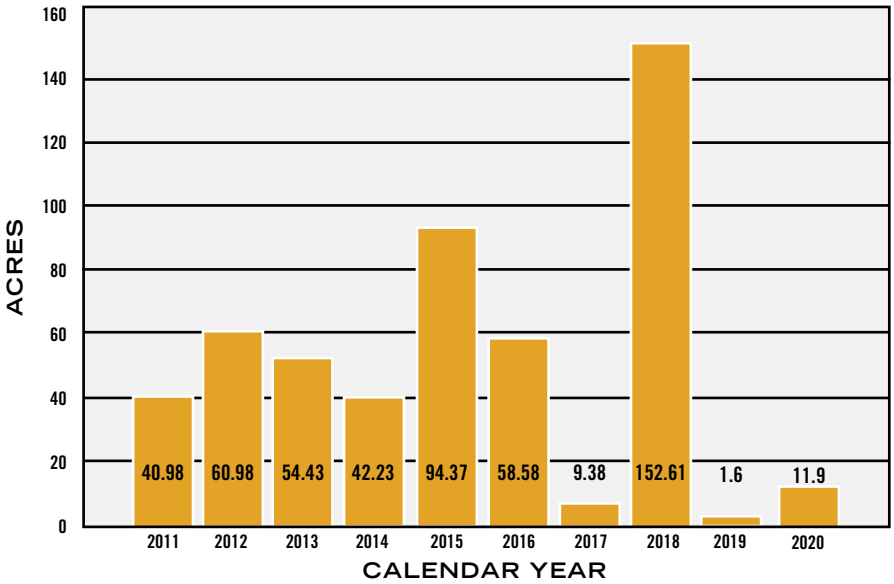
OBJECTIVE:

Protect and enhance the natural, historic, and cultural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure, including support for broader efforts to improve the health of the Chesapeake Bay

ACRES OF WETLANDS OR WILDLIFE HABITAT CREATED, RESTORED, OR IMPROVED*,**

ON TRACK

MDOT agencies are in compliance with the various permits that are granted to construct projects needed to improve the transportation system on land and offshore.



* Data for years 2011 - 2019 have changed from previous report to reflect annual data collection (data collection was previously reported cumulatively).

** Data is a sum of acres of wetlands or wildlife habitat created, restored, or improved by MDTA, MDOT MPA, or MDOT SHA. Acres created, restored, or improved depend on the amount of mitigation obligated by project permits in a given year, as well as the construction completion date for the mitigation projects.

Why Did Performance Change?

- Continued implementation of stormwater management and Total Maximum Daily Load (TMDL) improvements to reduce pollution entering local waterways and ultimately the Chesapeake Bay
- MDOT MPA partnered with the Maryland Department of Natural Resources (DNR) and the Maryland Zoo to restore a stream segment and install BMPs at the Zoo

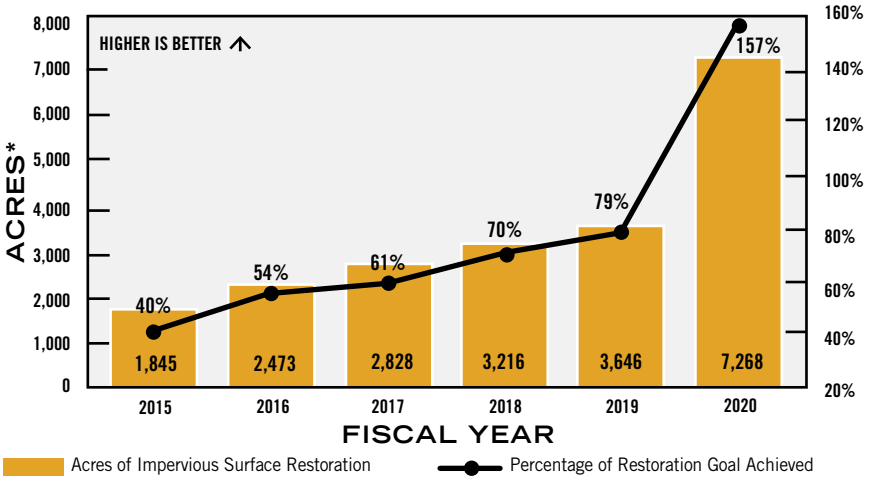
What Are Future Performance Strategies?

- MDOT MPA will seek to create and improve wildlife habitat wherever appropriate and in conformance with permit requirements; long term efforts include Hart-Miller Island North Cell restoration, Masonville's eastern uplands, and Poplar Island Expansion
- MDTA will target sustainable sites within future capital projects for restoration, establishment, or preservation and MDOT SHA continues to maintain compliance with regulations that can require minimization and/or mitigation of impacts to regulated wetland areas

WATER QUALITY TREATMENT TO PROTECT AND RESTORE THE CHESAPEAKE BAY*,**

TARGET ACHIEVED

This measure tracks MDOT compliance with achieving impervious surface restoration as required by the NPDES MS4 permit. This measure reports the acres of impervious surface treatment associated with Bay restoration projects to determine overall progress toward the 20% goal during their five-year permit term.



Target: 4,621 Acres by October 2020

* Data is reported cumulatively.

** Restoration BMPs have changed, resulting in additional credits for previous years, causing past data to change to reflect the updated BMPs.

Why Did Performance Change?

- MDOT SHA continued progress towards its FY 2020 goal of treating 20% of its impervious surface not previously treated by stormwater management controls, reporting 9% treated in its FY 2018 NPDES MS4 annual report to the MDE
- MDOT SHA reported that maintenance crews, contractors, and other MDOT SHA trash-removal initiatives collected 1.93 million pounds of litter, an increase from the 1.77 million pounds reported in the FY 2017 NPDES MS4 annual report

What Are Future Performance Strategies?

- MDOT anticipates an increase in FY 2020 and FY 2021 wetland or wildlife habitat acres created, restored, or improved because several projects are currently in various stages of construction
- Increase the reach of MDOT watershed restoration resources by developing approaches to empower local citizen stewardship groups pollutant removal

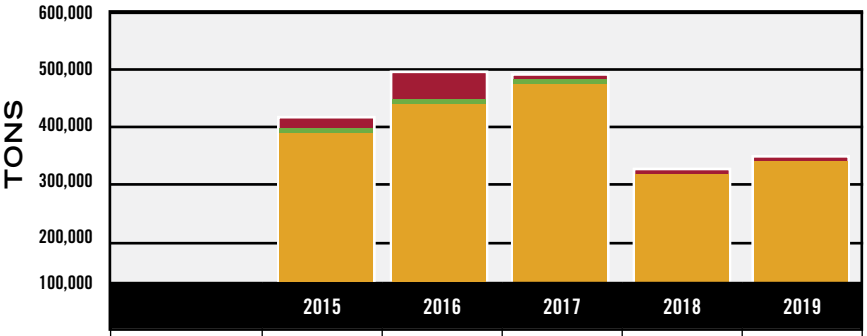
OBJECTIVE:

Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets

RECYCLED/REUSED MATERIALS FROM MAINTENANCE ACTIVITIES AND CONSTRUCTION/DEMOLITION PROJECTS

ON TRACK

MDE has established a "Zero Waste" Action Plan. This measure tracks the reduction of the TBU's impact on solid waste landfill through recycling/reuse of metal, asphalt, and concrete. Due to the number and type of construction/demolition activities and projects, we recognize that there may be variability among reporting periods and TBUs.



	2015	2016	2017	2018	2019
Concrete	28,508	59,901	7,164	10,180	12,490
Metals	5,382	18,652	16,679	647	617
Asphalt	370,590	416,652	457,873	300,580	354,518

CALENDAR YEAR

Why Did Performance Change?

- The use of recycled asphalt materials in Hot Mix Asphalt (HMA) in CY 2018 was 23%, which is consistent with usage in previous years (20%–22%); the variations in the tonnages per year reflect the changes in the yearly tonnage of asphalt mix placed
- The tonnage of recycled concrete-graded aggregate base (RC–GAB) used in CY 2018 (10,180 tons) was greater than the average for the period 2012–2018 (8,997 tons); this may be attributed to having two qualified plants producing RC-GAB (instead of only one in 2018)
- Contractors can choose RC-GAB instead of conventional GAB material provided the material specifications are met

What Are Future Performance Strategies?

- Continue to encourage the use of recycled concrete and asphalt in construction
- Continue industry partnerships to identify areas where improvements can be made to increase the use of recycled materials
- Collaborate with pavement and highway design group to recommend placing more recycling road projects where applicable and explore potential for increased use of RC-GAB in road maintenance projects

UTILITY ELECTRICITY USE AND RENEWABLE ENERGY GENERATION

MAKING PROGRESS

MDOT has prioritized improving air quality, increasing the usage of renewable energy sources, and improving water quality for all current infrastructure and future projects. With these initiatives, MDOT can reduce electricity consumption, supporting Maryland as it moves toward its clean energy and GHG reduction goals. Reducing energy consumption and generating renewable energy benefits all Maryland residents, saving taxpayers money, generating economic revenue, and decreasing air pollutants. MDOT measures the consumption of utility energy, as well as the amount of renewable energy generated by MDOT.

MEGAWATT HOURS IN THOUSANDS (FY)	2015	2016	2017	2018	2019
Electricity Use	383	384	364	379	367
Renewable Energy Generation	1.759	1.998	1.629	1.431	1.274

Why Did Performance Change?

- MDOT issued MSAs to six qualified contractors providing MDOT the flexibility of developing PV energy systems quickly and efficiently
- The GHG benefit produced by MDOT has increased by 10% over the last year and resulted in 15 metric tons of reductions
- MDOT MAA is replacing outdated HVAC units and converting airfield lighting to LED where appropriate and is in the process of incorporating energy saving and sustainability considerations into development and tenant design standards

What Are Future Performance Strategies?

- MDOT continues to expand its Renewable Energy Program and has installed solar, wind, and geothermal energy systems at a number of MDOT facilities
- MDOT's Solar Program has recently established a Renewable Energy Development Contract, which will allow a number of PV systems to be installed on MDOT properties; MDOT has potential to install PV systems on more than 874 facilities under its purview

OBJECTIVE:

Implement initiatives to reduce fossil fuel consumption, mitigate greenhouse gases, and improve air quality

TRANSPORTATION-RELATED EMISSIONS BY REGION

ON TRACK

MDOT plans, programs, and projects continue to meet federal and state requirements for air quality by reducing vehicle emissions and improving air quality for Maryland residents. MDOT programs encourage more participation in the shared mobility economy, more usage of transit and EVs, and more safety and support for people riding bikes and walking. These initiatives reduce GHG emissions and assist Maryland in meeting its GHG goals.

		CALENDAR YEAR				
PERFORMANCE MEASURE	REGION	2008	2011	2014	2017	% CHANGE 2008-2017
Volatile Organic Compound (VOC) Tons per Day	Baltimore	52.8	45.5	41.3	25.9	-51%
	Washington**	44.2	39.2	35.4	23.9	-46%
	Other	25.8	20.7	21.1	13.4	-48%
Nitrogen Oxide (NOx) Tons per Day	Baltimore	107.8	89.5	79.5	53.7	-50%
	Washington**	84.0	74.4	63.3	45.3	-46%
	Other	52.7	44.4	44.2	32.8	-38%
Carbon Monoxide (CO) Tons per Day	Baltimore	541.9	445.1	431.8	365.0	-33%
	Washington**	433.4	363.6	352.6	335.5	-23%
	Other	273.2	202.4	229.1	180.1	-34%
Particulate Matter (PM2.5) Tons per Day	Baltimore	4.6	3.5	3.4	2.2	-52%
	Washington**	3.6	2.9	2.7	1.9	-48%
	Other	1.9	1.4	1.5	1.1	-44%

* All emission estimates developed as part of the USEPAs National Emissions Inventory (NEI). The NEI is published every three years, 2020 data will be available in 2021.

** All Washington data represents Maryland's share of emissions in the Washington region non-attainment areas, including Charles, Frederick, Montgomery, and Prince George's counties.

Why Did Performance Change?

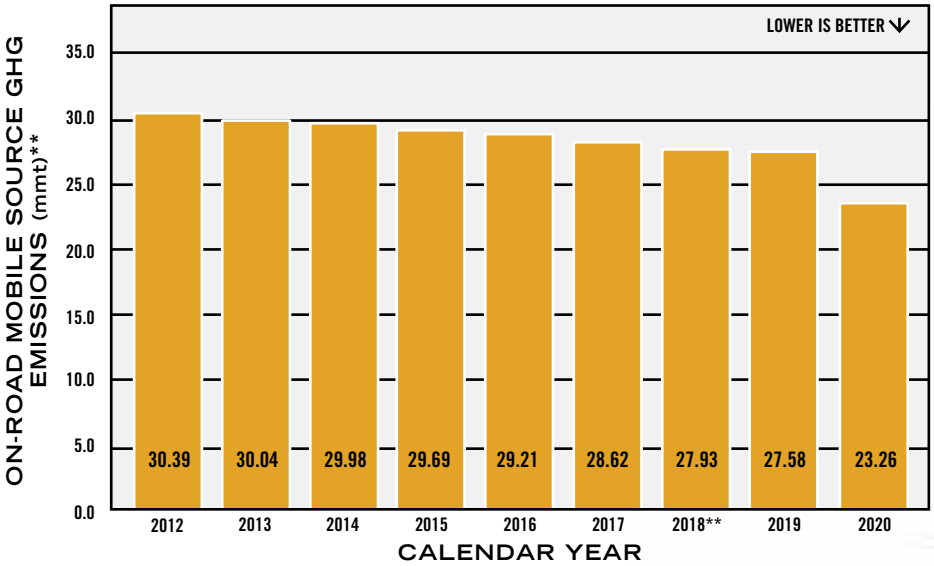
- MDOT has installed and operates 1.8 megawatts of PV energy at facilities at MDOT, increasing the GHG benefit by 10% over the last year and resulting in 15 metric tons of reductions
- Continued to promote and implement alternative transportation mode choices, including transit improvements, bicycle and pedestrian infrastructure, and Commuter Choice programs, to reduce emissions in non-attainment areas
- Begun implementing the MDTA toll modernization plan, which includes all-electronic (cashless) tolling (AET) and reduced emissions from idling and congestion
- Implemented emission-reduction strategies in non-attainment areas to foster transportation alternatives to single occupancy vehicles
- MDOT MAA acquired 40 clean diesel buses through the shuttle bus replacement project to be used at the BWI Marshall Airport in place of older shuttle buses

What Are Future Performance Strategies?

- Continue to make investments through the Congestion Mitigation and Air Quality (CMAQ) program, with $224 million set aside in the FY 2021-FY 2026 CTP
- Continue implementation of the MDTA toll modernization plan, which will save Marylanders $28 million over the next five years and continue to reduce emissions
- Invest money awarded from the Volkswagen funds in 2020 to replace 41 older vehicles with electric and clean diesel models; use 2020 Low No Grant award to pilot the introduction of Zero Emissions Vehicle (ZEV) buses into the MDOT MTA fleet
- MDOT MAA plans to continue its shuttle bus replacement program, including the acquisition of zero-emission electric buses through the Volkswagon Clean Air Civil Settlement Program

TRANSPORTATION-RELATED GREENHOUSE GAS (GHG) EMISSIONS

Maryland continues to make progress in reducing its emissions footprint and working towards GHG reduction goals and MDOT remains an active participant in the Maryland Commission on Climate Change, working with stakeholders to mitigate carbon emissions and support long-term lower carbon air quality goals.



Target: 25% below 2006 emissions by 2020. For on-road transportation, the goal equals 23.5 mmt CO2e in 2020 and 40% below 2006 emissions by 2030*

* The MDOT selected GHG emission reduction goal is consistent with the statewide target set in the 2009 Greenhouse Gas Reduction Act and the subsequent 2016 Greenhouse Gas Reduction Act reauthorization.

** MMT CO2e stands for million metric tons of carbon dioxide equivalents, the standard unit of measurement for GHG emissions. Emissions are calculated using the most recent data and version of EPAs MOVES model available at time of analysis. MOVES2014a is used for analysis year 2016, 2017, 2018 and 2019. 2018 annual VMT revised to reflect actual MDOT SHA reported 2018 HPMS VMT.

Why Did Performance Change?

- COVID-19 dramatically reduced Vehicle Miles Traveled (VMT) and travel generally, leading to widespread reductions in transportation-related emissions though VMT and travel are expected to increase in the future
- MDOT MTA continues to reduce emissions from transit, with the purchase of 140 clean diesel buses
- The North Avenue Rising project, a suite of transportation investments to improve corridor and regional mobility, began in Summer 2019 and is supported by a U.S. DOT Better Utilizing Investments to Leverage Deployment (BUILD) Grant (as of 2018) program with $1.6 million coming from FHWA, $1.0 million from Baltimore City, and $14.7 million from MDOT

What Are Future Performance Strategies?

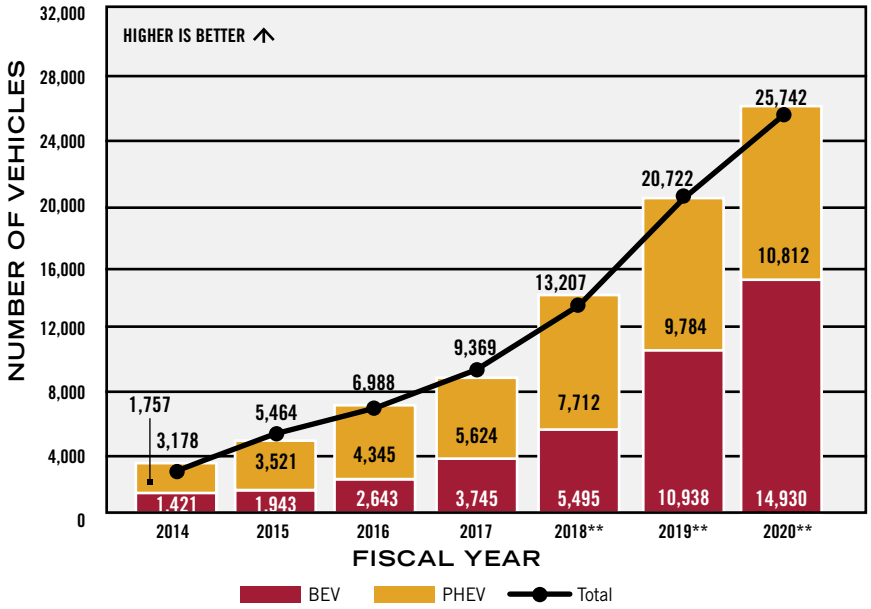
- Continue to promote Commuter Choice Maryland, particularly as the COVID-19 pandemic has increased the usage of strategies such as telework and alternative schedules
- MDOT MTA will continue to regularly renew their bus fleets to maintain the average age of the fleet, yielding reliability benefits, and environmental benefits through reduced emissions, fuel consumption, and noise
- The Climate Change Commission released the 2020 Annual Report, this report detailed strategies for mitigating climate change in 2021

TOTAL EVS REGISTERED IN MARYLAND AND TOTAL PUBLICLY AVAILABLE ELECTRIC VEHICLES (EVS) CHARGING INFRASTRUCTURE*

ON TRACK

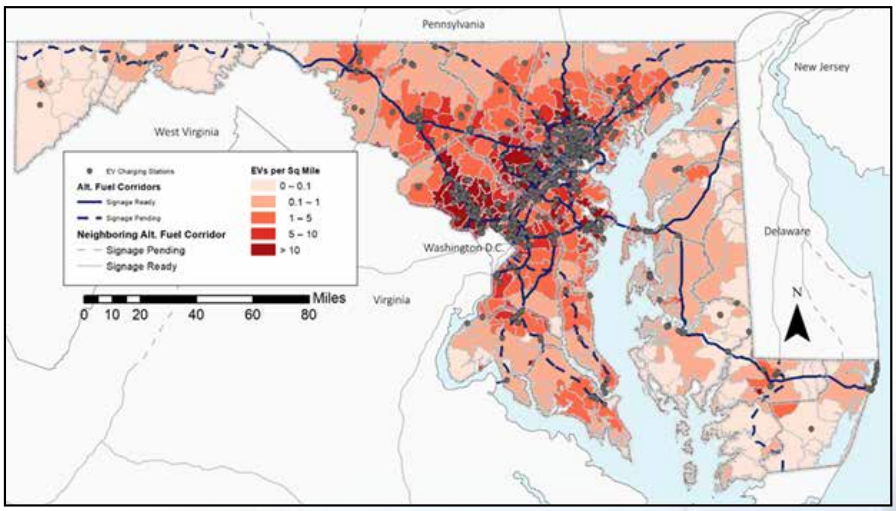
Maryland has a goal of 60,000 EV registrations in the State by 2020 and 300,000 by 2025. These goals represent a key component of ensuring that Maryland meets a GHG emission reduction goal of 40% from 2006 levels by 2030. Drivers in Maryland are encouraged to buy EVs through educational efforts, tax benefits, and rebates, leading to an increase in EVs registered across the State. The installation of EVSE will continue to be critical in addressing range anxiety and ensuring that adequate EV charging infrastructure is in place as EV adoption accelerates.

MDOT continues to lead the ZEEVIC to promote EV usage and the installation of EV infrastructure in Maryland.



*2018, 2019, and 2020 data are through July 31st of their respective years.

** 2018-2019 data has been revised from previous report.



Why Did Performance Change?

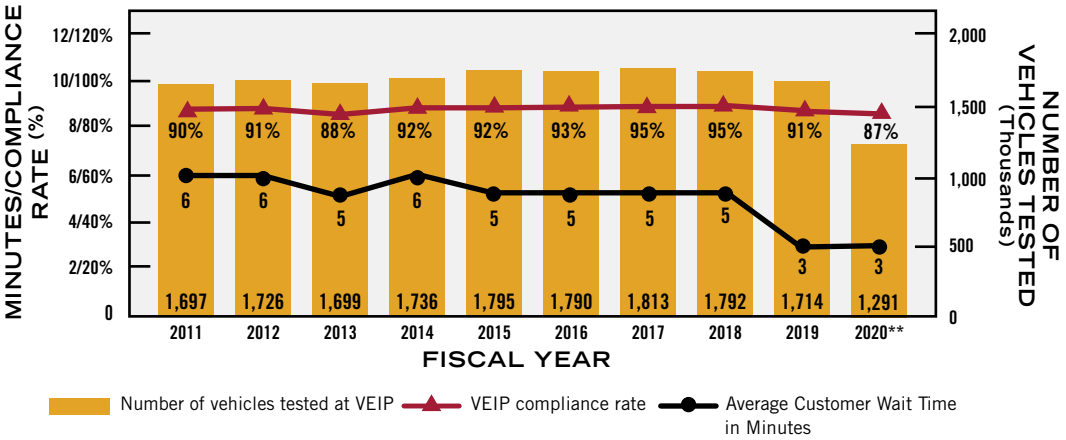
- MDTA completed the installation of EV charging stations at the Baltimore Harbor Tunnel and Fort McHenry Tunnel customer service centers
- June 2020, MD 295 was designated an EV Charging Corridor and I-70's designation changed from "Corridor Pending" to "Corridor Ready"; Maryland now has 21 EV Charging Corridors with over 1,000 centerline miles under the designation approach within the Fixing America's Surface Transportation (FAST) Act
- MDOT launched the Maryland Local Government EV Survey targeting counties and local planning partners to identify EV- and EVSE-related challenges, planned locations for EVSE, and optimal sites for future infrastructure
- MDOT is working on an EV signage plan to install EV signage on Maryland's FHWA designated alternative fuel corridors

What Are Future Performance Strategies?

- Through the ZEEVIC, MDOT will continue to review State fleet procurement procedures and practices and will provide direction on procurement of EVs and other ZEVs and associated charging/filling station installation guidance and targets
- MDOT is working to complete the MDOT Fleet Innovation Plan to support the conversion of MDOT's light-duty and bus fleet to ZEVs; the plan will establish a timeline for fleet replacement and identify ZEV fleet and infrastructure opportunities
- The Maryland Public Service Commission (PSC) initiated PC44 to launch a targeted review of electric distribution systems in Maryland; utilities in Maryland have clearance to install over 5,000 EV chargers statewide as a result
- Maryland will continue to provide educational materials through the **MarylandEV.org** and #MarylandEV platforms, as well as outreach and educational webinars
- Maryland, with 15 other states signed an memorandum of understanding (MOU) in a commitment to phase out fossil fuel-burning medium and heavy-duty trucks and buses with a target for 30% of new sales to be zero-emission by 2030

COMPLIANCE RATE AND NUMBER OF VEHICLES TESTED FOR VEHICLE EMISSIONS INSPECTION PROGRAM (VEIP) VERSUS CUSTOMER WAIT TIME*

Monitoring the VEIP testing compliance rate ensures system effectiveness and identifies vehicles exceeding allowable standards. Tracking the average wait time at VEIP stations ensures that the 15-minute average wait time requirement is met. Timely and efficient customer service helps the State meet federal clean air standards by identifying polluting vehicles and encouraging regular vehicle maintenance.



* 14 counties offer VEIP tests: Anne Arundel, Baltimore, Baltimore City, Carroll, Harford, Howard, Queen Anne's, Cecil, Washington, Calvert, Charles, Frederick, Montgomery, and Prince George's.

** 2020 data is preliminary and subject to change.

Why Did Performance Change?

- In response to COVID-19, MDOT MVA VEIP stations were shut down from March through October in order to convert many of the stations to COVID-19 testing centers
- VEIP testing compliance decreased slightly as extensions were given to customers in response to the Maryland State of Emergency; extensions are currently not calculated within the testing compliance rate

What Are Future Performance Strategies?

- MDOT MVA will continue to make operational improvements to self-serve kiosks to ensure that the maximum number of eligible customers have reliable access to testing
- MDE and MDOT MVA continue to identify new technologies and services for testing, such as telematics, repair effectiveness assistance, and remote testing for future enhancements to our centralized program