TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)
Second Performance Period Targets

The Maryland Department of Transportation (MDOT) established performance targets for Safety, Infrastructure Condition, System Performance, and Congestion Mitigation and Air Quality (CMAQ), per 23 C.F.R. 490 – National Performance Management Measures.

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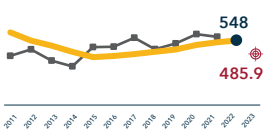
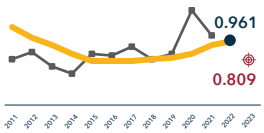
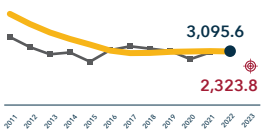
Fatalities



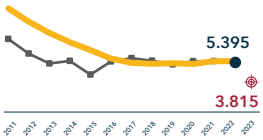
Fatality Rate
per hundred million vehicles traveled



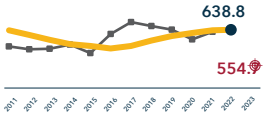
Serious Injuries



Serious Injury Rate
per hundred million vehicles traveled



Non-Motorized Fatalities and Serious Injuries



Yearly average
5-year rolling average

TPM 2: Infrastructure Condition

Infrastructure condition targets are set for the entire National Highway System (NHS) in Maryland, which is owned and maintained by a partnership of federal, state, and local agencies. The MDOT SHA Office of Structures led bridge condition target setting and the Office of Materials Technology led pavement condition target setting. Targets were based on performance achievable with reasonably available funding over the performance period. They are updated every two years and reported in a Biennial Performance Report to the Federal Highway Administration (FHWA).

Interstate Pavement Condition

	Good	Fair	Poor
PP2 Baseline	55.4%	44.0%	0.6%
2-Year Target	48.0%	51.0%	1.0%
4-Year Target	45.0%	54.0%	1.0%

Non-Interstate NHS Pavement Condition

	Good	Fair	Poor
PP2 Baseline	30.4%	63.4%	6.2%
2-Year Target	29.0%	63.0%	8.0%
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NHS Bridge Condition

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PP2 Baseline	24.3%	73.1%	2.6%
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TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)
Second Performance Period Targets

TPM 3: System Performance, Freight Movement, and Air Quality

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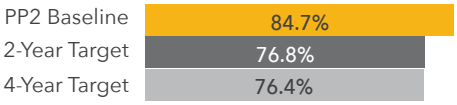
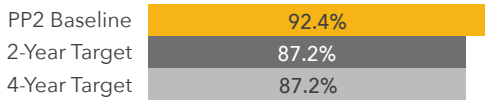
Reliability

Percent of the Person-Miles Traveled on the Interstate That Are Reliable



Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable



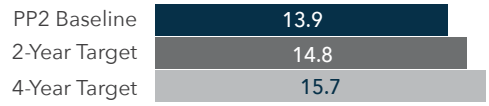
Truck Travel Time Reliability (TTTR) Index

Congestion

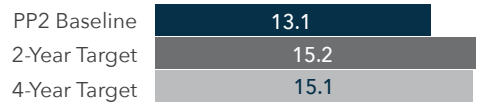
Measures and Targets for Urbanized areas (as applicable)

Annual Hours of Peak Hour Excessive Delay Per Capita

Baltimore, MD

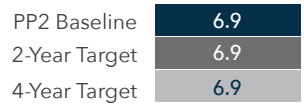


Philadelphia, PA



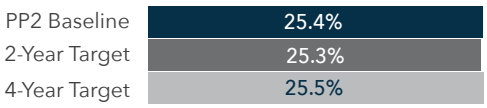
Washington, DC

Aberdeen



Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Baltimore, MD



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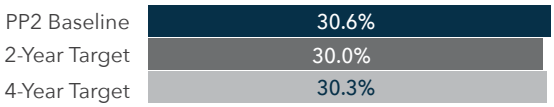

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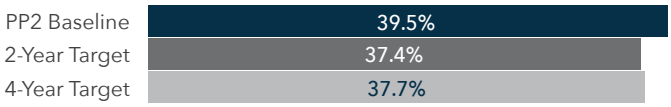

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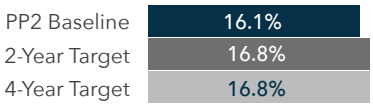
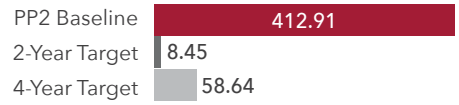


Emissions

Total Emission Reductions - Nitrogen Oxides



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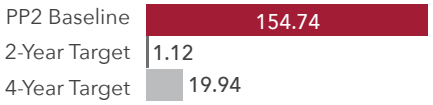

For more information, please visit our MDOT SHA Transportation Performance Management website at http://arcg.is/1r04uH or email us at IPPD@mdot.maryland.gov

MARYLAND DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)
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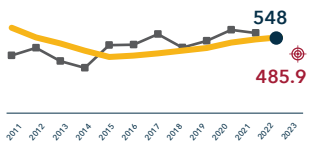

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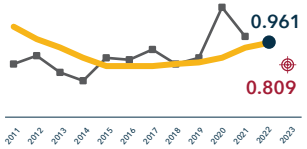

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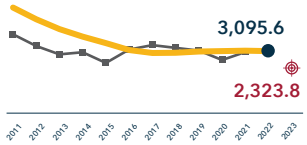

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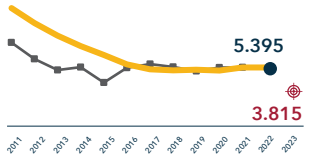

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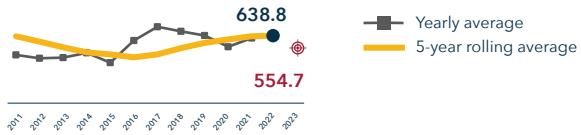

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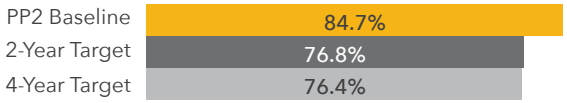

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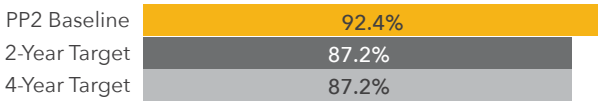

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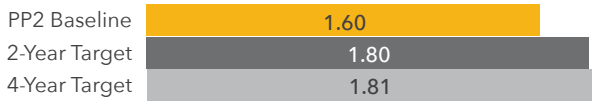

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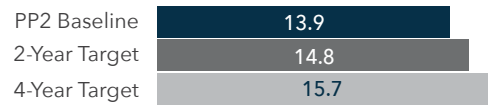

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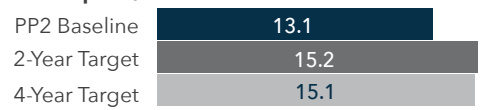

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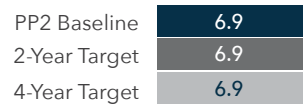

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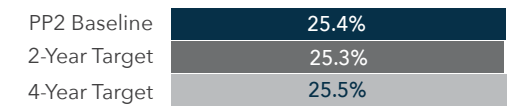

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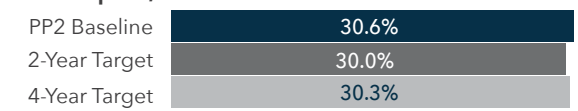

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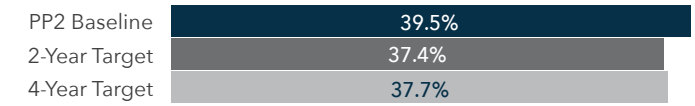

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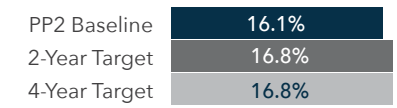
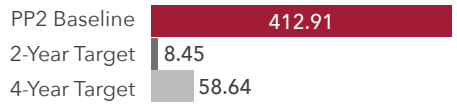


Emissions

Total Emission Reductions - Nitrogen Oxides



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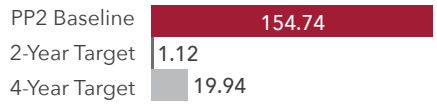

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