BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #19-10
ADOPTING SYSTEM PERFORMANCE TARGETS RELATED TO
PAVEMENT AND BRIDGE CONDITIONS

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated metropolitan planning organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including setting targets for future performance by states, providers of public transportation, and MPOs; and

WHEREAS, the Federal Highway Administration (FHWA) issued a final rule establishing performance measures for state departments of transportation (DOTs) and MPOs to use to assess the performance of the National Highway System (NHS) under the National Highway Performance Program (NHPP). These include two measures related to Bridge and Pavement performance — (1) percent of NHS bridges in Good Condition; (2) percent of NHS bridges in Poor Condition; (3) percent of NHS interstate pavement in Good Condition; (4) percent of NHS interstate pavement in Poor Condition; (5) percent of NHS non-interstate pavement in Good Condition; and (6) percent of NHS non-interstate pavement in Poor Condition; and

WHEREAS, the Maryland Department of Transportation (MDOT) has coordinated with the Baltimore Regional Transportation Board and Baltimore Metropolitan Council staff on a method for developing 2-year and 4-year targets for the Baltimore region (see Attachment 1); and
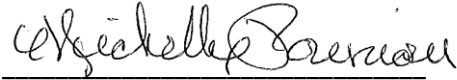
WHEREAS, MDOT developed information and targets toward compliance with the law and regulations by the May 20, 2018, due date established for these performance targets and will communicate the relevant information and targets to the FHWA.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region adopts these performance targets related to infrastructure condition for the Baltimore region, as described in Attachment 1.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its October 23, 2018 meeting.

_10/23/18_
Date

Michelle Pourciau, Chair
Baltimore Regional Transportation Board

System Performance Targets Related to Bridge and Pavement Conditions for the Baltimore Region

Performance Measure	2-Year Targets	Target Year	4-Year Targets	Target Year
Percent of NHS bridges in Good Condition	20.0%	2019	20.0%	2021
Percent of NHS bridges in Poor Condition	3.0%	2019	5.0%	2021
Percent of NHS Interstate pavement in Good Condition	60.0%	2018	60.0%	2020
Percent of NHS Interstate pavement in Poor Condition	2.0%	2018	2.0%	2020
Percent of NHS non-Interstate pavement in Good Condition	30.0%	2018	30.0%	2020
Percent of NHS non-Interstate pavement in Poor Condition	7.0%	2018	8.0%	2020

ABOUT BRIDGE CONDITION TARGETS:

The Bridge condition targets adopted by the BRTB are based on projecting current conditions out to the target-years considering planned and programmed maintenance. The targets do not necessarily represent the BRTB goals for NHS bridges, and the results of this target-setting may be considered as a factor in redirecting funds if deemed appropriate.

Background

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS.

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

If for three consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.

WHEN: State DOTs must establish 2- and 4-year targets for the NHS bridges by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October**

1, 2018. The State DOTs have the option to adjust 4-year targets in their mid-performance period progress report, due **October 1, 2020.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment [*i.e., in the case of the BRTB, by November 16, 2018*].

HOW: Bridge condition is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert. • Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.) • Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

ABOUT PAVEMENT CONDITION TARGETS:

The Pavement condition targets adopted by the BRTB are based on projecting current conditions out to the target-years considering planned and programmed maintenance. The targets do not necessarily represent the BRTB goals for NHS pavement, and the results of this target-setting may be considered as a factor in redirecting funds if deemed appropriate.

Background

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS.

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition. Minimum condition requirements are as follows:

Interstate System	No more than 5.0% in Poor Condition
Non-Interstate NHS	No minimum condition or penalty

WHEN: State DOTs must establish 2- and 4-year targets for the non-Interstate NHS pavements and 4-year targets for the Interstate NHS by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid-performance period progress report, due **October 1, 2020.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment [*i.e., in the case of the BRTB, by November 16, 2018*].

HOW: Pavement condition is based on a calculation using measures of international roughness index (IRI), cracking, and rutting or faulting. A pavement section condition rating (Good, Fair, Poor) is based on the worst measure (IRI, cracking, rutting or faulting) for the section.

Source: FHWA Fact Sheets, FHWA Computation Procedure for the Pavement Condition Measures; Final Rule Section 490.315 Minimum Condition Requirements