BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #23-18

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 Annapolis Transit; and

WHEREAS, the BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Infrastructure Investment and Jobs Act (IIJA), preceded by the Fixing America's Surface Transportation Act, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the IIJA 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 measures related to Bridge performance — (1) percent of NHS bridges in Good Condition; (2) percent of NHS bridges in Poor Condition; and Pavement performance - (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 October 1, 2022 due date established for these performance targets and communicated the relevant information and targets to the FHWA. 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 March 31, 2023].

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 March 28, 2023 meeting.

3-28-23

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Date

_____
Sam Snead, Chair
Baltimore Regional Transportation Board

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

BRIDGE CONDITIONS ON NHS

Performance Period 2 baseline and targets for the **State**:

State	Good	% Change	Poor	% Change
2022 PP1 4-year Target	28.4%		2.4%	
2022 PP2 Baseline	24.3%		2.6%	
2024 2-Year Target	24.5%	0.8%	2.5%	-3.8%
2026 4-Year Target	24.8%	1.2%	2.2%	-12.0%

2022 PP2 Baseline condition for the **Baltimore Region** and PP1 4-Year Target:

Region	Good	Poor
2022 PP1 4-year Target	20.0%	5.0%
2022 PP2 Baseline	18.2%	4.8%

Propose to set PP2 targets for the region by applying the % change of State targets to Regional targets, starting at **Regional** PP2 baseline:

Region	Good	% Change used by State	Poor	% Change used by State
2022 PP2 Baseline	18.2%		4.8%	
2024 2-Year Target	18.3%	0.8%	4.6%	-3.8%
2026 4-Year Target	18.6%	1.2%	4.1%	-12.0%

Comments: Regional bridge targets were developed to follow the same path as State targets. Questions about target setting and large changes in targets (e.g., -12.0% change in Poor from 2024 to 2026) will be directed to the State.

PAVEMENT CONDITIONS ON NHS INTERSTATE AND NHS NON-INTERSTATE

Performance Period 2 (PP2) baseline and targets for the **State**:

State Interstate	Good	% Change	Poor	% Change
2022 PP1 4-year Target	50.0%		2.0%	
2022 PP2 Baseline	55.4%		0.6%	
2024 2-Year Target	48.0%	-13.4%	1.0%	40.0%
2026 4-Year Target	45.0%	-6.3%	1.0%	--

State Non-Interstate	Good	% Change	Poor	% Change
2022 PP1 4-year Target	30.0%		8.0%	
2022 PP2 Baseline	30.4%		6.2%	
2024 2-Year Target	29.0%	-4.6%	8.0%	29.0%
2026 4-Year Target	28.0%	-3.4%	9.0%	12.5%

Note: 2-year (2022) and 4-year (2024) targets use condition data from CY 2020 as the baseline as reported by MDOT SHA.

2022 PP2 Baseline Pavement Condition for the **Baltimore Region** and PP1 4-Year Target:

Region Interstate	Good	Poor
2022 PP1 4-year Target	60.0%	2.0%
2022 PP2 Baseline	52.3%	1.2%

Region Non-Interstate	Good	Poor
2022 PP1 4-year Target	30.0%	8.0%
2022 PP2 Baseline	23.6%	10.6%

Note: 2022 PP2 Baseline for the region uses 2021 data because 2022 data are not yet available.

Propose to set PP2 targets for the region by applying the % change between target years (2022 to 2024; 2024 to 2026) of State targets to **Regional** targets, starting at Regional PP2 baseline:

Region Interstate	Good	% Change used by State	Poor	% Change used by State
2022 PP2 Baseline	52.3%		1.2%	
2024 2-Year Target	45.3%	-13.4%	1.7%	40.0%
2026 4-Year Target	42.5%	-6.3%	1.7%	--

Region Non-Interstate	Good	% Change used by State	Poor	% Change used by State
2022 PP2 Baseline	23.6%		10.6%	
2024 2-Year Target	22.5%	-4.6%	13.7%	29.0%
2026 4-Year Target	21.7%	-3.4%	15.4%	12.5%

Comment: Regional pavement targets were developed to follow the same path as State targets. Questions about target setting and large changes in targets (e.g., -13.4% change in Good Interstate from 2022 to 2024 or 29.0% change in Poor Non-Interstate from 2022 to 2024) will be directed to the State.