
Technical Advisory Committee

Thursday, February 9, 2023

Regular Session

Item H4

Approval of Recommendation of MPO Targets for Infrastructure Condition Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
February 9, 2023

Agenda Item No. H4

ISSUE

VOTE: MPO Targets for Infrastructure Condition Performance Measures

BACKGROUND

The Federal Highway Administration requires State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt targets for six performance measures every four years relating to infrastructure condition on the National Highway System (NHS). There are four performance measures for pavement condition and two performance measures for bridge condition (see attached TPM fact sheets). State DOTs were required to establish performance targets for these measures by December 16, 2022. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and Nebraska MPOs based on collected data.

The Grand Island Area Metropolitan Planning Organization (GIAMPO) adopted to support the state's infrastructure condition targets for the 4-year period of 2018 to 2021.

GIAMPO staff recommends to support the NDOT targets for infrastructure condition performance measures for the 4-year period of 2022 to 2025 (see attached NDOT Infrastructure Condition Performance Measures) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- For the 4-year period of 2018 to 2021, Nebraska's actual performances met the 4-year targets for the six performance measures.
- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.
- The statewide 2022 baselines for the performance measures (pavement condition) meet the 2-year and 4-year targets for the 4-year period of 2022 to 2025. The baselines are the following:
 - 77.5% of pavements of the Interstate System in Good condition
 - 0.1% of pavements of the Interstate System in Poor condition
 - 56.0% of pavements of the Non-Interstate NHS in Good condition
 - 2.3% of pavements of the Non-Interstate NHS in Poor condition
- The State is the owner of the NHS bridges in the GIAMPO region.
- Statewide, 57.9% of NHS bridges by bridge area are classified as Good condition (3/11/2022 data), which meet the 2-year and 4-year targets for the 4-year period of 2022 to 2025.

- Statewide, 2.0% of NHS bridges by bridge area are classified as Poor condition (3/11/2022 data), which meets the 2-year and 4-year targets for the 4-year period of 2022 to 2025.

POLICY CONSIDERATIONS/DISCUSSION

Federal regulations require State DOTs and MPOs to adopt targets for infrastructure condition.

With supporting the statewide targets for the 4-year period of 2022 to 2025, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT infrastructure condition targets.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve to support the NDOT targets for infrastructure condition performance measures for the 4-year period of 2022 to 2025.

STAFF CONTACT

Allan Zafft

PAVEMENT

PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- | | |
|---|---|
| ✓ | % of Interstate pavements in Good condition |
| ✓ | % of Interstate pavements in Poor condition |
| ✓ | % of non-Interstate NHS pavements in Good condition |
| ✓ | % of non-Interstate NHS pavements in Poor condition |

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

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.

Note - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



U.S. Department of Transportation
Federal Highway Administration

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Performance Measures

- ✓ % of NHS bridges by deck area classified as in Good condition
- ✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification 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).

Note - The above dates in 2018 and 2020 relate to the first performance period of 2018 to 2021.

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



NDOT Infrastructure Condition Performance Measures
Performance Period 2022-2025

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	77.5%	65.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	5.0%	5.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	56.0%	40.0%	40.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.3%	10.0%	10.0%
Percentage of NHS Bridges Classified as in Good Condition	57.7%	55.0%	55.0%
Percentage of NHS Bridges Classified as in Poor Condition	2.0%	10.0%	10.0%