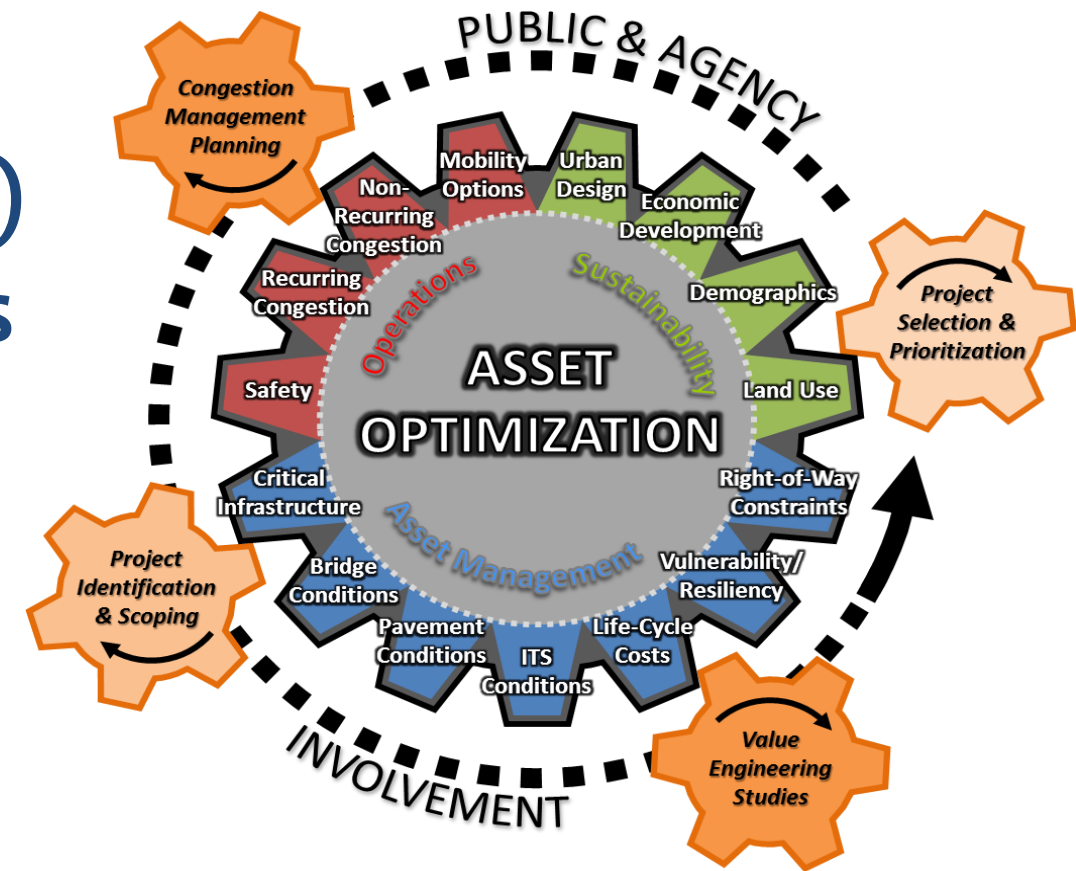# Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

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Streamlined Project Delivery & Data Management

NCTCOG Performance Measurement Activities
FAST Act – Performance Measures and Target Setting

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
LATER	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
NOW	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
YES	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
LATER	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
LATER	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities *(cont.)*
PM2 Performance Period Schedule

2018

First Performance Period began

November 8, 2018: RTC affirms TxDOT statewide PM2 targets for 2020 and 2022 on National Highway System (NHS) facilities

2020

Mid-Performance Period Report due October 1, 2020

If TxDOT adjusts PM2 statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets

2022

First Performance Period ends

Second Performance Period begins

MPOs adopt new targets (statewide or regional) for 2024 and 2026

NHS PM2 Pavement Analysis
Statewide vs. Regional Data/Targets – Good Condition

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
State of Texas [1]					
Good Pavement Condition					
Interstate National Highway System (NHS)	↗	66.8%	66.6%	66.4%	66.5%
Non-Interstate National Highway System (NHS)	↗	54.4%	55.2%	52.3%	54.1%
North Central Texas (NCTCOG) Region [1,2]					
Good Pavement Condition					
Interstate NHS (TxDOT)	↗	50.1% [2]	34.9%	52.7% [2]	19.8%
Non-Interstate NHS: On-System Freeways (TxDOT)	↗	43.2% [2]	48.8%	40.4% [2]	54.4%
Non-Interstate NHS: On-System Arterials (TxDOT)	↗	36.1% [2]	43.3%	34.5% [2]	50.9%
Non-Interstate NHS: Off-System Arterials (Local)	↗	1.2% [2]	1.1%	1.9% [2]	1.0%
Non-Interstate NHS: Off-System Toll Roads (NTTA) [3]	↗	93.4% [3]	91.4% [3]	91.0% [3]	90.9% [3]

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional targets in 2018 based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Pavement Analysis *(cont.)*
Statewide vs. Regional Data/Targets – Poor Condition

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
State of Texas [1]					
Poor Pavement Condition					
Interstate National Highway System (NHS)	⬊	0.3%	0.2%	0.3%	0.2%
Non-Interstate National Highway System (NHS)	⬊	13.8%	14.2%	14.3%	14.2%
North Central Texas (NCTCOG) Region [1,2]					
Poor Pavement Condition					
Interstate NHS (TxDOT)	⬊	5.8% [2]	0.7%	8.0% [2]	1.3%
Non-Interstate NHS: On-System Freeways (TxDOT)	⬊	6.8% [2]	6.8%	8.9% [2]	7.2%
Non-Interstate NHS: On-System Arterials (TxDOT)	⬊	18.5% [2]	20.4%	18.4% [2]	22.1%
Non-Interstate NHS: Off-System Arterials (Local)	⬊	73.7% [2]	74.3%	69.8% [2]	74.1%
Non-Interstate NHS: Off-System Toll Roads (NTTA) [3]	⬊	0.0% [3]	0.0% [3]	0.0% [3]	0.0% [3]

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original regional targets in 2018 based on 5-year (2013-17) moving average (poor condition <u>only</u>).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Bridge Analysis
Statewide vs. Regional Data/Targets – Good/Poor Condition

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
State of Texas					
Good Bridge Condition					
All NHS Facilities [1]	↗	50.7%	50.7%	50.4%	50.4%
Poor Bridge Condition					
All NHS Facilities [1]	↘	0.9%	1.3%	0.8%	1.5%
North Central Texas (NCTCOG) Region					
Good Bridge Condition					
All NHS Facilities [1]	↗	55.3%	56.0%	58.4% [2]	57.9% [3]
Poor Bridge Condition					
All NHS Facilities [1]	↘	1.9%	2.3%	1.5% [2]	2.0% [3]

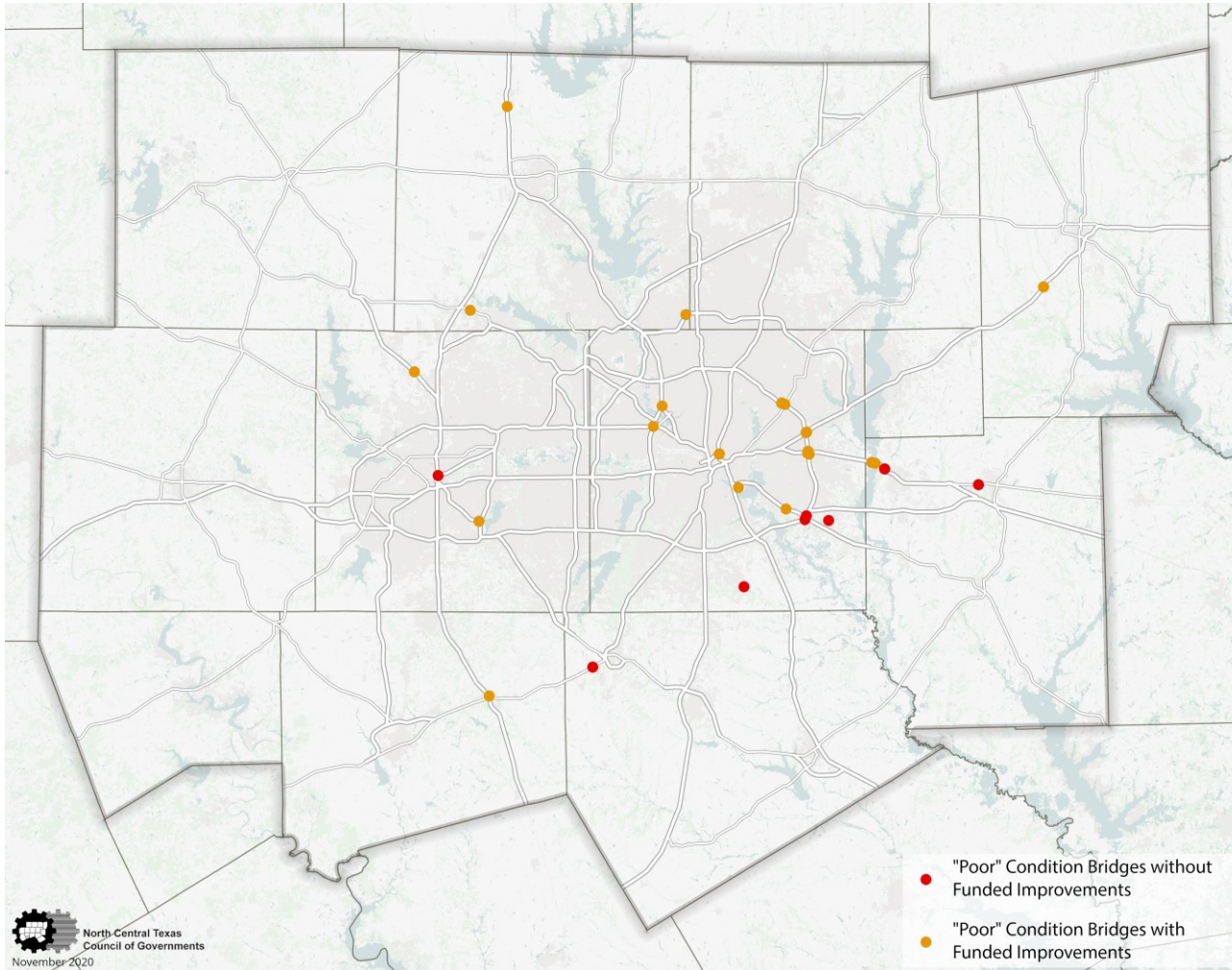1. All percentages based on total deck area.

2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.

3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.

NHS PM2 Bridge Analysis *(cont.)*
Extent/Status of Regional Poor Condition Bridges

"Poor" Condition Bridges without Funded Improvements

"Poor" Condition Bridges with Funded Improvements

North Central Texas Council of Governments

November 2020

NCTCOG Region – Bridge Performance Status

BRIDGE PERFORMANCE	2018	2020
"Poor Condition" NHS Bridges	14	34
Funded – 2018 (UTP –or– TIP/STIP) [1]	12	
Repeat Listings		12
Funded – 2020 (UTP –or– TIP/STIP) [1]		25
Not Addressed (< 10 Years)	2	9

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program

NCTCOG Region – "Poor Condition" Bridges Not Addressed (2020)

FACILITY CARRIED	FEATURE(S) CROSSED	COUNTY	NHS CATEGORY
IH 20 EB Connector D	IH 20/US 175 Interchange	Dallas	Interstate
IH 20 WB Connector C	IH 20/US 175 Interchange	Dallas	Interstate
Belt Line Rd	Goff Branch	Dallas	Off-System Arterial
Belt Line Rd	Keller Branch	Dallas	Off-System Arterial
US 67 EB	Ward Branch	Ellis	Non-IH Freeway
US 80 EB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 WB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 EB	Bachelor Creek	Kaufman	Non-IH Freeway
SH 121 WB	IH 35W SB	Tarrant	Non-IH Freeway

PM2 Target Decision-Making
Proposed RTC Action – Reaffirming Statewide Support

Good

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 "Good Condition" NHS pavement and bridge targets

Poor

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 "Poor Condition" NHS pavement and bridge targets

- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:

  - **NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in "Poor Condition"** (*COVID-19 #00X Round 3 Program – Project #17*)

  - **NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in "Poor Condition"** (*North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program*)

PM2 Target Decision-Making *(cont.)*
Schedule

October 1, 2020 TxDOT Submits Mid Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets restarts 180-day MPO review)

October 23, 2020 STTC Information

November 9, 2020 Online Public Input Opportunity (comment period ends December 8, 2020)

November 12, 2020 RTC Information

December 4, 2020 STTC Action

December 10, 2020 RTC Action

March 30, 2021 Deadline for MPOs to Report to State DOTs Whether They Will <u>Either</u>:

(i.) Agree to plan/program projects contributing to adjusted State targets; or,
(ii.) Commit to new quantifiable targets for the Metropolitan Planning Area (MPA)

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