

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO ADOPT REGIONAL PAVEMENT AND BRIDGE  
PERFORMANCE MEASURE TARGETS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, The Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Final Rule on January 18, 2017, with an effective date of May 20, 2018, at which time the state departments of transportation (State DOTs) adopted their initial performance targets in accordance with the rule; and

**WHEREAS**, State DOTs must submit a Baseline Performance report by October 1, 2018; and

**WHEREAS**, MPOs must work in coordination with state DOTs to determine whether the MPO will support the state DOTs' targets or develop their own quantifiable four-year targets; and

**WHEREAS**, MPOs must adopt targets within 180 days after state DOTs adopt initial targets; and

**WHEREAS**, the performance measures that require the establishment of targets are: 1) Percentage of pavements of the Interstate System in Good condition, 2) Percentage of pavements of the Interstate System in Poor condition, 3) Percentage of pavements of the non-Interstate on the National Highway System (NHS) in Good condition, 4) Percentage of pavements of the non-Interstate on the National Highway System (NHS) in Poor condition, 5) Percentage of National Highway System (NHS) bridges classified as in Good condition, and 6) Percentage of National Highway System (NHS) bridges classified as in Poor condition; and

**WHEREAS**, the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) were required to establish a four-year target for the condition of pavement for the Interstate roadways, and two and four-year targets for the condition of pavement for non-Interstate roadways on the National Highway System (NHS); and

**WHEREAS**, DDOT, MDOT, and VDOT were required to establish two-year and four-year targets for the condition of National Highway System (NHS) bridges; and

**WHEREAS**, the TPB staff has coordinated with the state DOTs and reviewed the option of either supporting the state DOTs' targets or establishing regional quantifiable four-year targets for pavement and bridge conditions; and

**WHEREAS**, TPB staff has coordinated with the state DOTs to develop and establish regional pavement and bridge targets that are evidence based, consistent with the targets adopted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

**WHEREAS**, the TPB encourages every jurisdiction in the region to adopt similar goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve good pavement and bridge conditions; and

**WHEREAS**, the TPB will use the four-year regional pavement and bridge target setting process to evaluate the region's progress toward achieving said goals going forward with each future performance period; and

**WHEREAS**, these pavement and bridge targets have been reviewed and recommended for TPB approval by the TPB Technical Committee at its June 1 and July 6 meetings, and recommends that the TPB approve these targets, and the TPB received a briefing on the draft pavement and bridge targets at its June 20 meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of four-year pavement and bridge targets for the National Capital Region, as described in the attached materials.

**Approved by the Transportation Planning Board at its regular meeting on July 18, 2018.**

**Table 1: Regional Pavement Targets for Interstate and Non-Interstate Roadways**

<b>Interstate</b>	<b>CY 2018 – 2021 Four Year Target</b>
(1) Percentage of pavements on the <b>Interstate System</b> in <b>Good</b> condition	<b>52.7%</b>
(2) Percentage of pavements on the <b>Interstate System</b> in <b>Poor</b> condition	<b>1.7%</b>
<b>NHS (Non-Interstate)</b>	<b>CY 2018 – 2021 Four Year Target</b>
(3) Percentage of pavements on the <b>NHS</b> (excl. Interstate) in <b>Good</b> condition	<b>31.1%</b>
(4) Percentage of pavements on the <b>NHS</b> (excl. Interstate) in <b>Poor</b> condition	<b>7.0%</b>

**Table 2: Regional Bridge Targets for NHS**

<b>Bridges</b>	<b>CY 2018 – 2021 Four Year Target</b>
(5) Percentage of <b>NHS</b> Bridges Classified as in <b>Good</b> Condition	<b>29.8%</b>
(6) Percentage of <b>NHS</b> Bridges Classified as in <b>Poor</b> Condition	<b>3.5%</b>