

PERFORMANCE BASED PLANNING & PROGRAMMING

Draft 2022-2025 Targets:

- Highway Assets (Pavement & Bridge Condition)
- Highway System Performance: Travel Time Reliability

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TPB Technical Committee
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Contents of Presentation

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Action Items – Accomplished / In-Progress

- Technical Committee briefed in March 2022
- Coordination on the PBPP requirements: DDOT-MDOT-VDOT-TPB
 - Validation of recent actual performance data
 - Discussed methodology for forecasting future performance and setting targets
- Developed draft MPO regional targets for Highway Asset (Pavement and Bridge Condition) measures and for Highway Systems Performance: Travel Time Reliability measures
 - Adoption of 2022-2025 targets
 - TPB briefing on draft targets - September 21
 - TPB approval of final targets - October 19
 - Report on performance vs 2018-2021 targets
 - Plan to update Visualize 2045 LRTP System Performance Report (Dec 2022) ahead of FHWA/FTA certification review of MPO (early 2023)

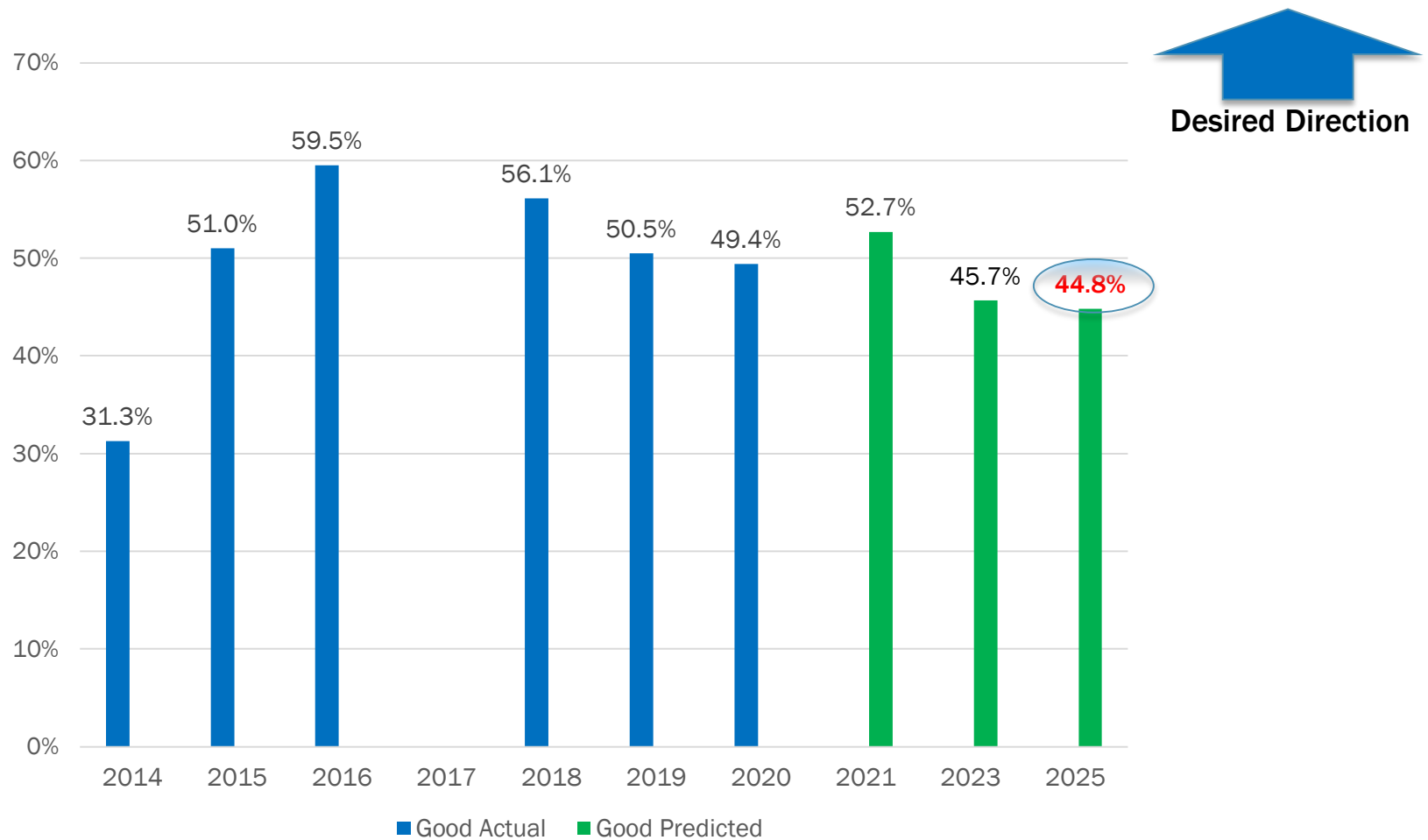


2022-2025 Highway Asset Target Methodology

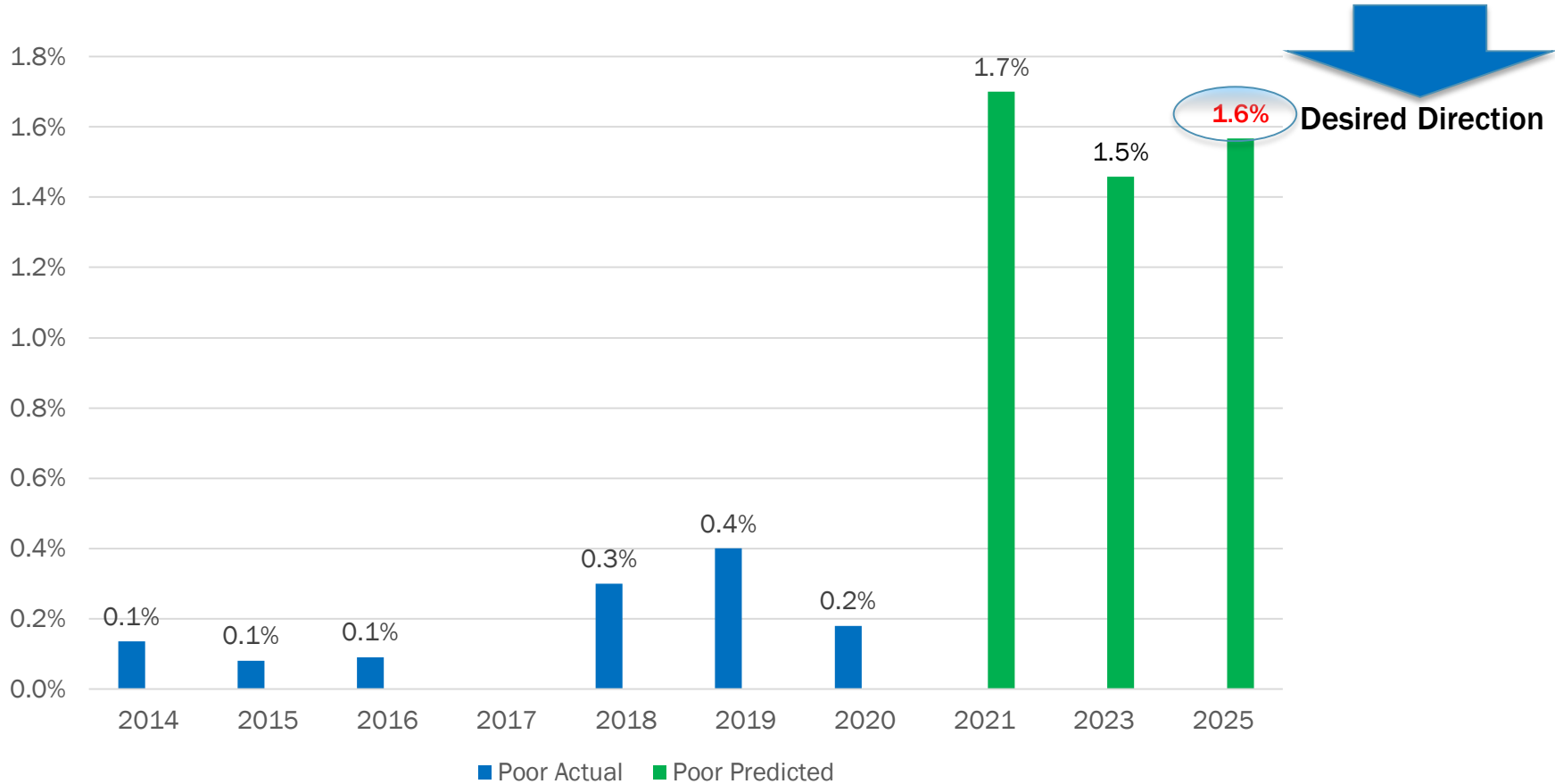
- TPB staff used same general methodology as used in 2018
 - Apply DOT forecasts (targets) to respective sub-region
 - Apply DDOT forecasts in entirety
 - Apply MDOT forecast prediction for the four MD counties in the TPB planning area
 - Apply VDOT statewide prediction to conditions in TPB area
- ❖ In general, DOTs planning for slowly degrading asset condition
 - ❖ Decreased focus on Interstate condition
 - ❖ Increased focus on other NHS and on other state-maintained roads
 - ❖ Constrained budgets vs increasing costs
 - ❖ IIJA federal funds have increased but there is uncertainty with discretionary grant awards



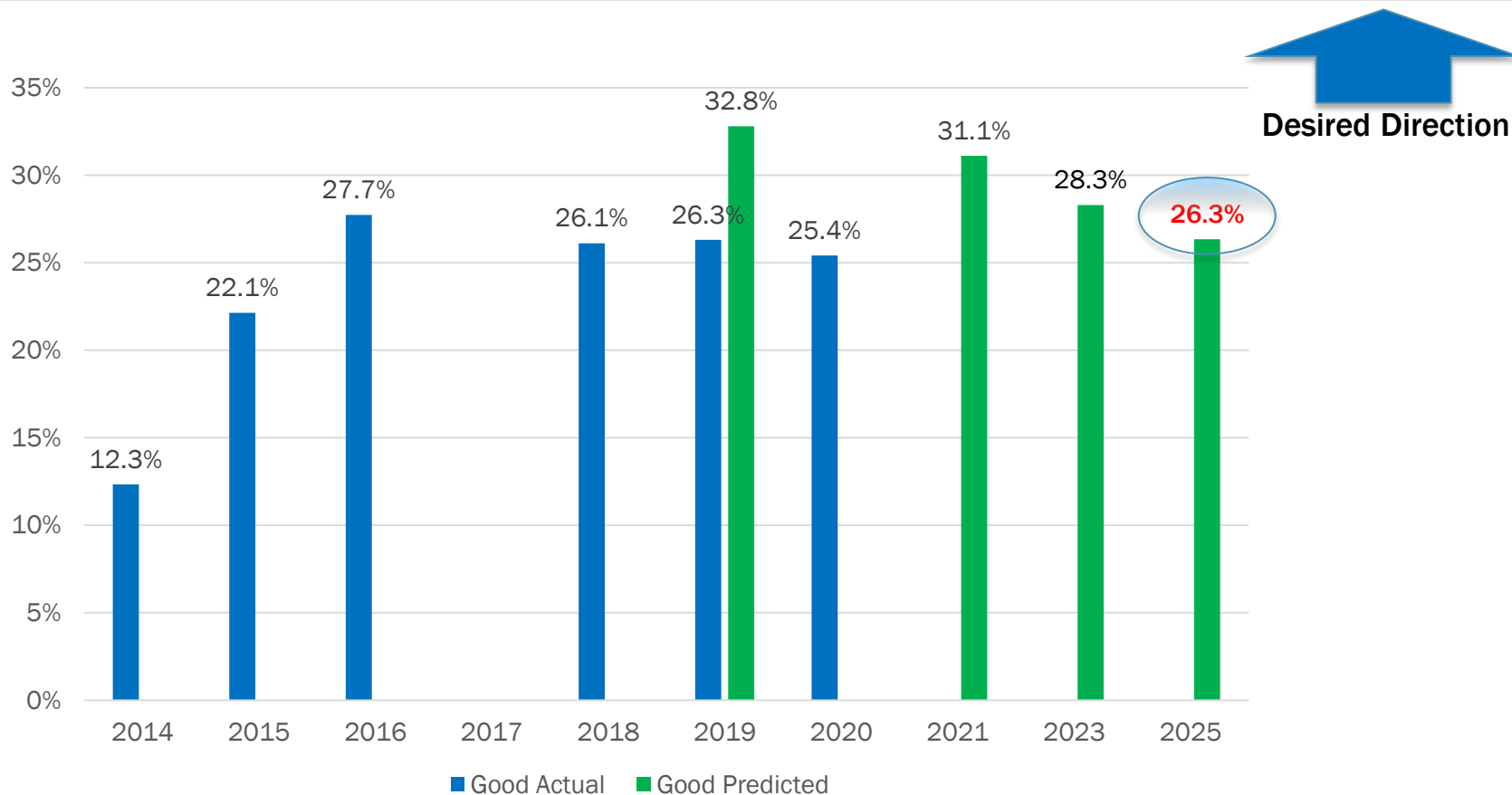
Interstate Pavement: Performance vs. Targets (Good Condition)



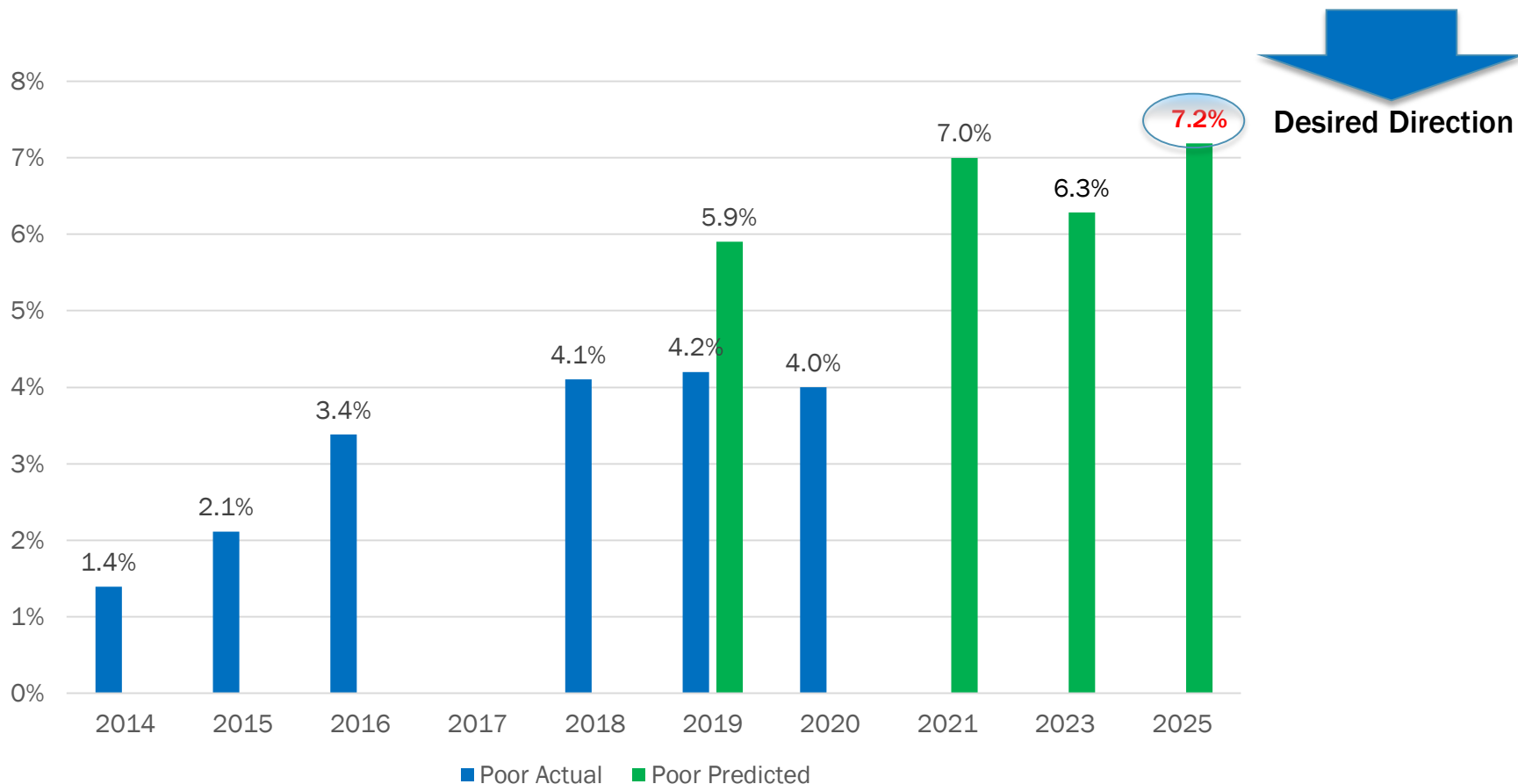
Interstate Pavement: Performance vs. Targets (Poor Condition)



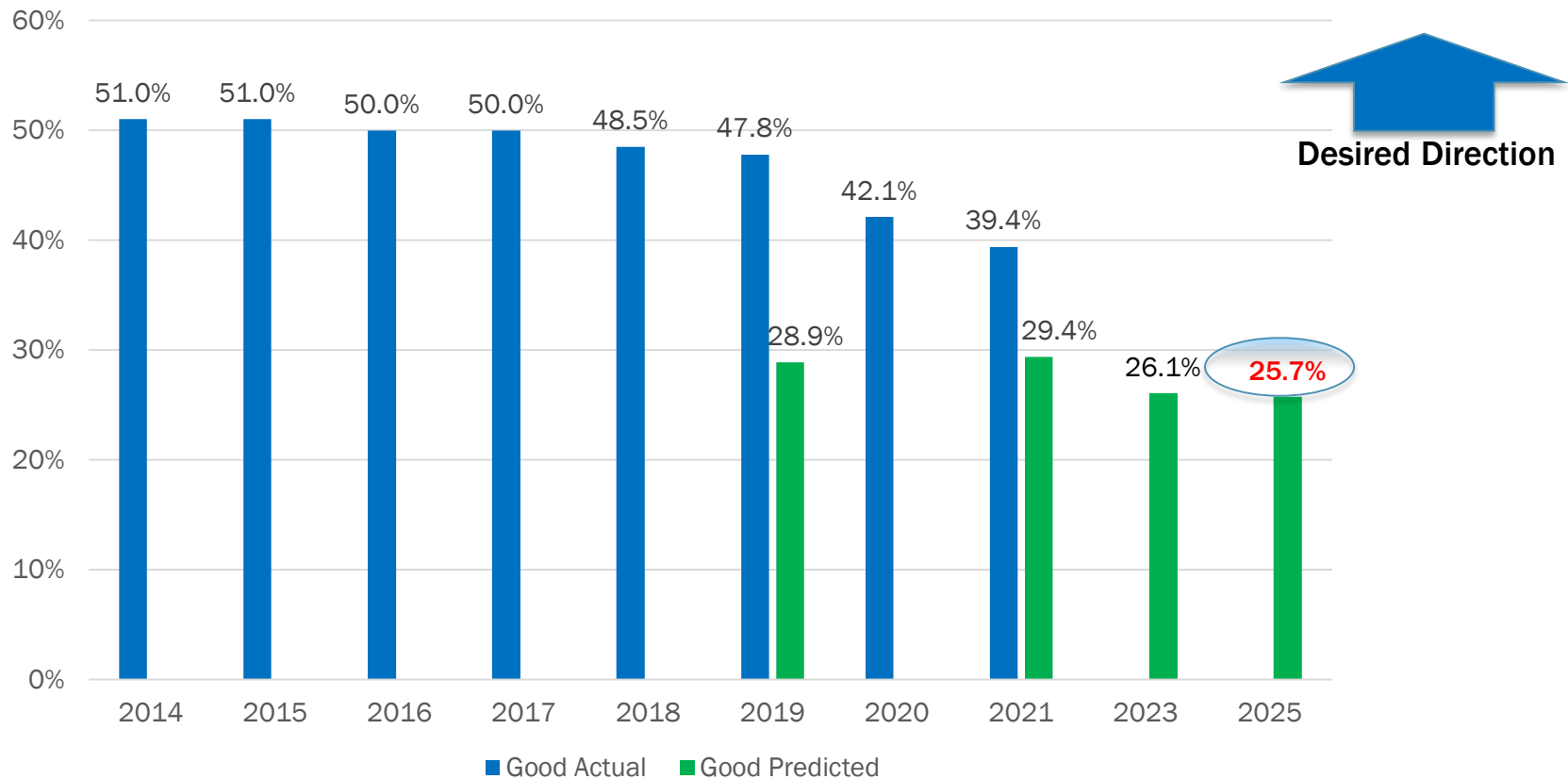
NHS (Non-Interstate) Pavement: Performance vs. Targets (Good)



NHS (Non-Interstate) Pavement: Performance vs. Targets (Poor)



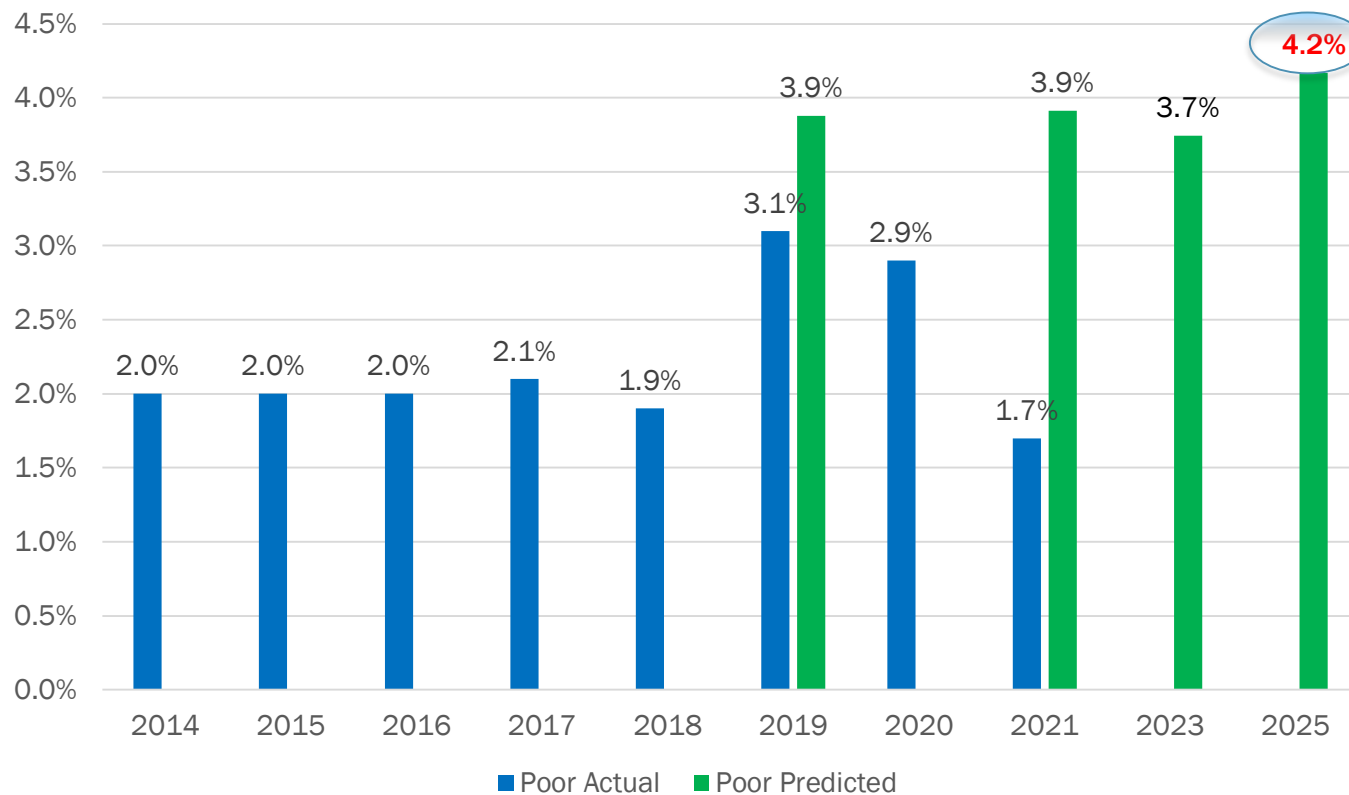
Bridges: Performance vs. Target (Good)



Bridges: Performance vs. Target (Poor)



Desired Direction



Highway Asset **DRAFT** 2022-2025 Targets for the NCR

Interstate Pavement	2022 – 2025 Four Year Target
(1) Percentage of pavements on the Interstate System in Good condition	44.8%
(2) Percentage of pavements on the Interstate System in Poor condition	1.6%
NHS (Non-Interstate) Pavement	
(3) Percentage of pavements on the NHS (excl. Interstate) in Good condition	26.3%
(4) Percentage of pavements on the NHS (excl. Interstate) in Poor condition	7.3%
Bridges	
(5) Percentage of NHS Bridges Classified as in Good Condition	25.7%
(6) Percentage of NHS Bridges Classified as in Poor Condition	4.2%



Highway System Performance: Travel Time Reliability Targets



Highway System Performance: Travel Time Reliability Performance Measures

- Three performance measures:

Travel Time Reliability (TTR) – Interstate
Percent of person-miles traveled on the Interstate System that are reliable

Travel Time Reliability (TTR) – Non-Interstate NHS
Percent of person-miles traveled on the non-Interstate NHS that are reliable

Truck Travel Time Reliability (TTTR) Index
Ratio of the Interstate System Mileage providing for Reliable Truck Travel Times

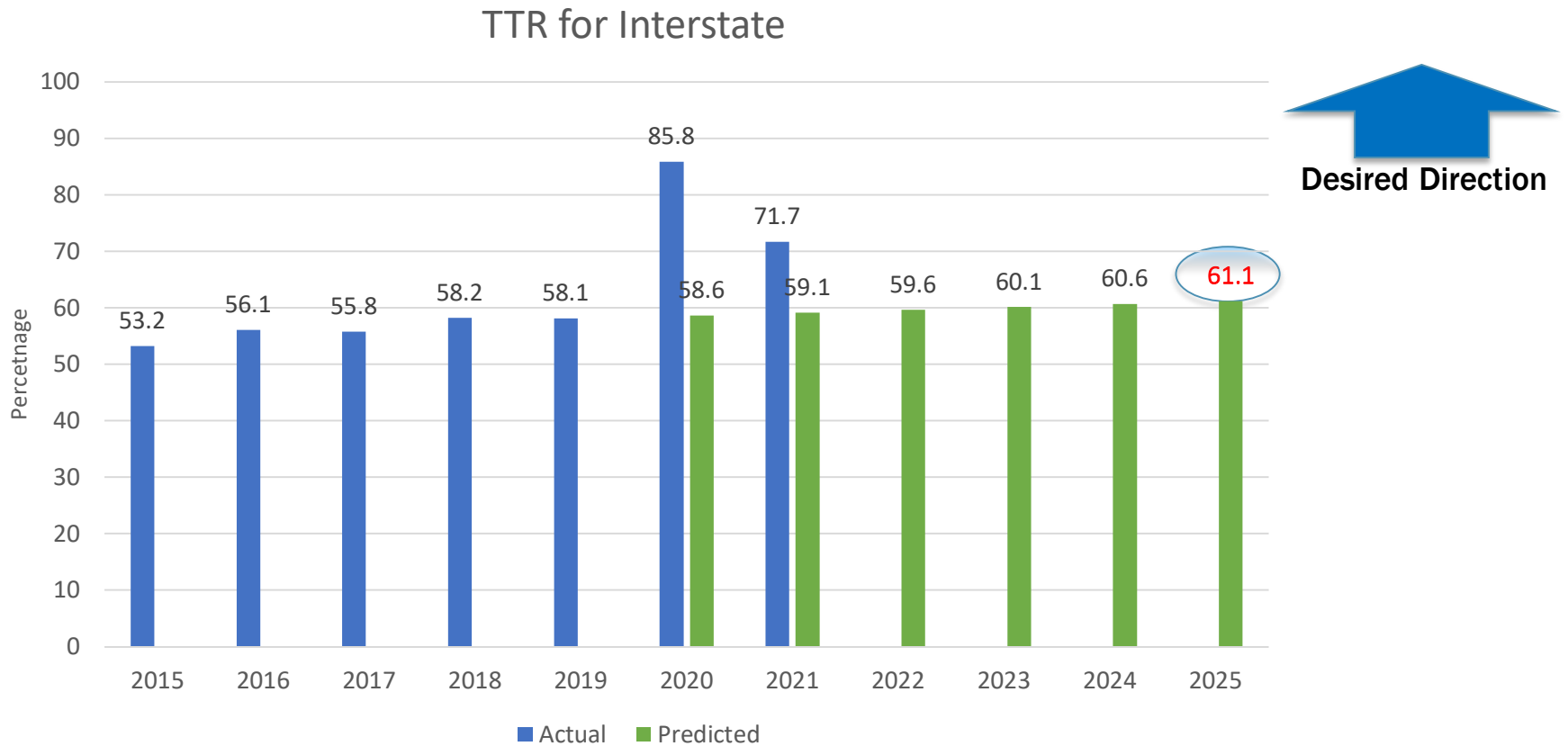


Highway System Performance: Travel Reliability 2022-2025 Target Methodology

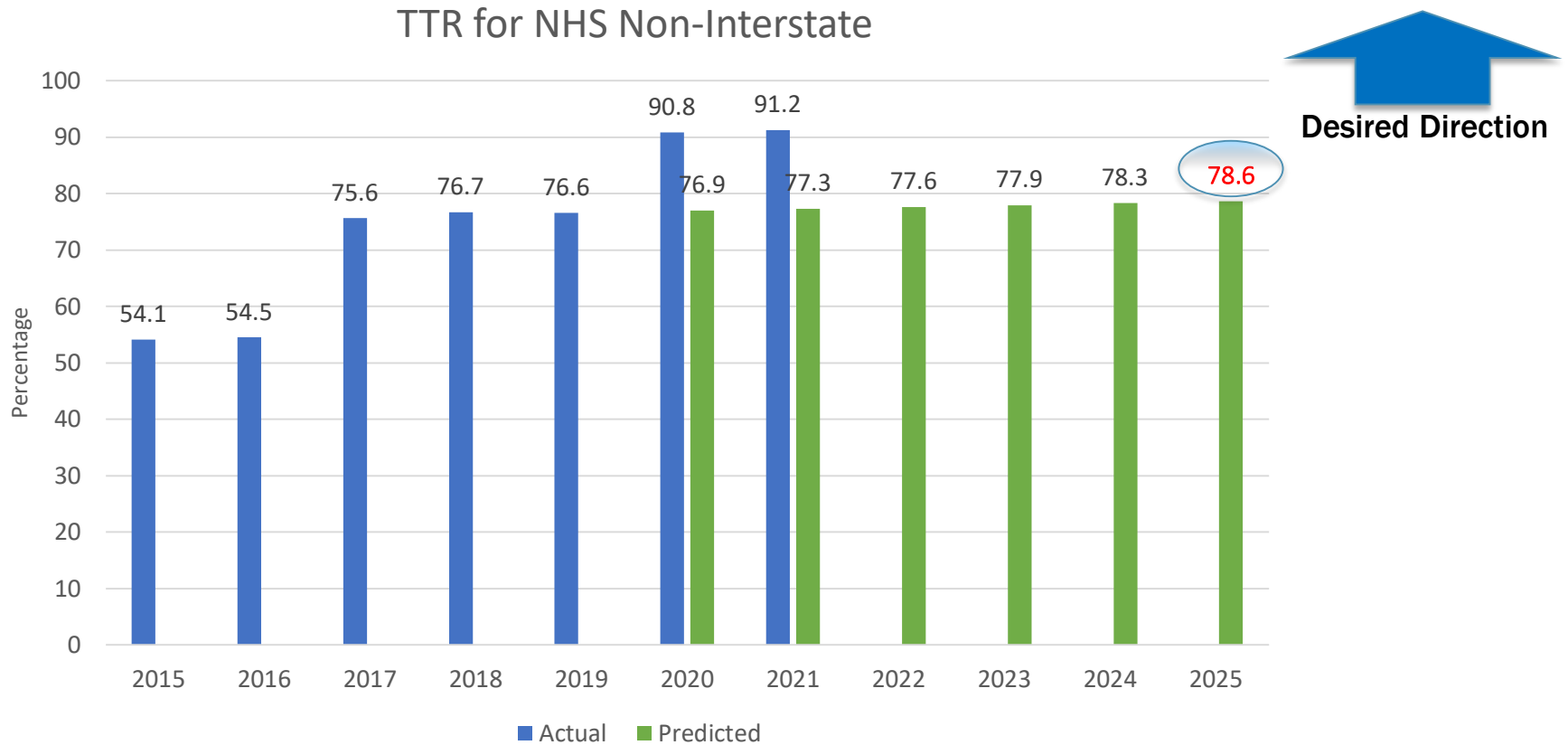
- Use same general methodology as used in 2018
 - Average of observed trends and short-term predictions of TPB travel demand model
 - Observed trends captured recent influences
 - Model captures the impacts of increased population and travel demand vs. road and transit changes
 - Simple (understandable and defensible) methodology
 - Exclude data from pandemic years (2020, 2021)
 - Use trend data for 2016-2019 (four years) for TTR-Interstate / 2017-2019 (three years) for TTR-NHS and TTTR Index and project from 2019
- ❖ Both trends and model project small reductions in congestion
>> slight improvements in travel reliability



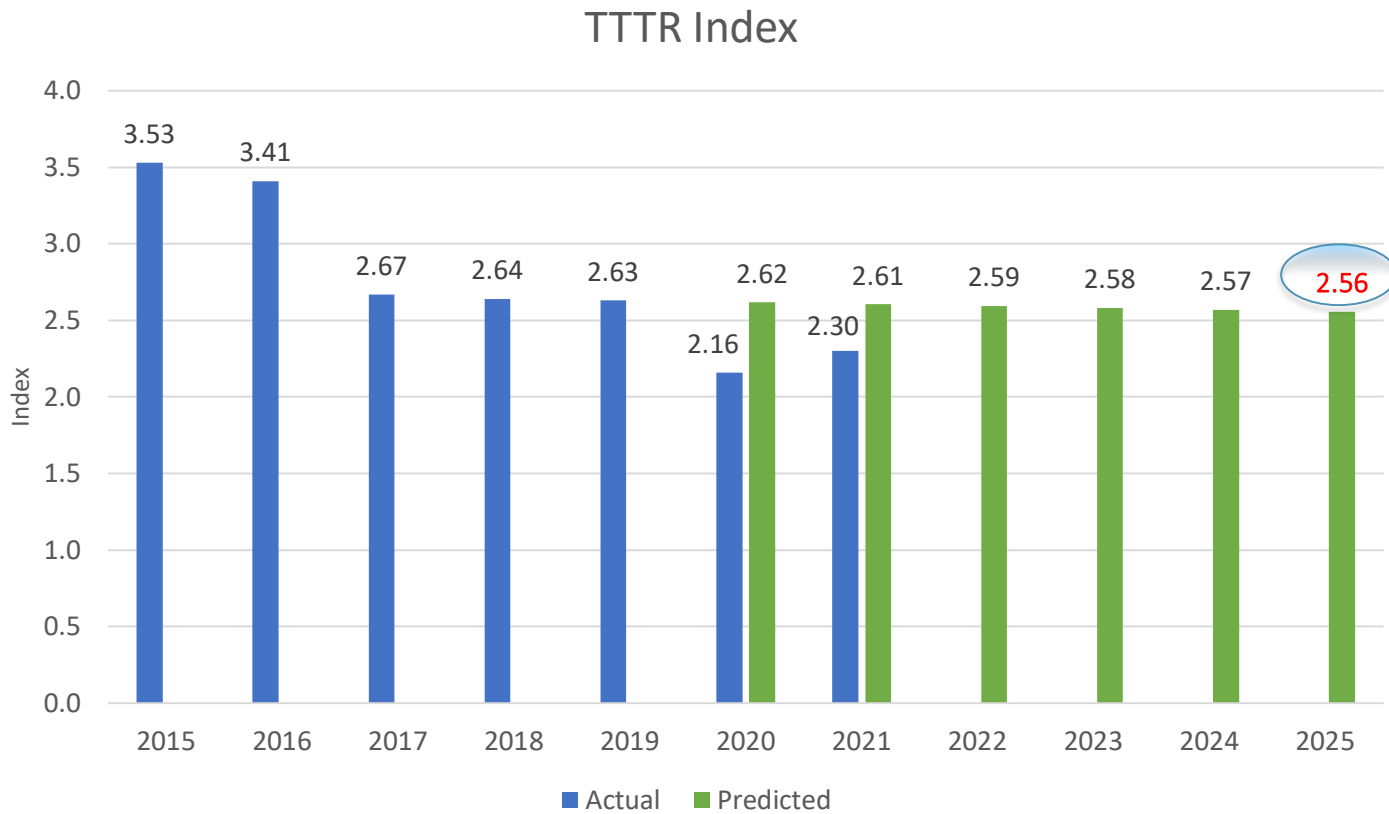
2022-2025 Draft TTR (Interstate) Graph and Target



2022-2025 Draft TTR (NHS Non-Interstate) Graph and Target



2022-2025 Draft TTTR Index Graph and Target



Desired Direction



Highway System Performance: Travel Time Reliability

DRAFT 2022-2025 Targets for the NCR

Highway System Performance: Travel Time Reliability for the NCR	2022 – 2025 Four Year Target
Travel Time Reliability (TTR) – Interstate	61.1%
Travel Time Reliability (TTR) – Non-Interstate NHS	78.6%
Truck Travel Time Reliability (TTTR) Index	2.56



Next Steps

- Collect comments on the Draft 2022-2025 targets just presented
- Collecting copies of state DOT targets and any supplemental information
- TPB briefing on draft targets - September 21
- TPB approval of final targets - October 19
- Prepare revised Visualize 2045 LRTP System Performance Report with performance vs 2018-2021 targets and with the approved 2022-2025 targets ahead of federal certification review



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