



# Memo

**To:** Indianapolis MPO Transportation Technical and Policy Committees  
**From:** Jennifer Dunn  
**Date:** 11/10/2020  
**Re:** PM-2 (Pavement and Bridge Condition) and PM-3 (System Performance) 4-Year Target Adjustments

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This memorandum presents the 4-year target adjustments to Pavement and Bridge Condition Performance Measures (PM-2) and the System Performance (PM-3) Measure.

## Pavement and Bridge Performance Measures (PM-2)

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

**Good Condition:** Suggests no major investment is needed.

**Poor Condition:** Suggests major reconstruction is needed.

## PM-2 Target Setting

- State DOTs must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- INDOT established statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate in May of 2018 and reported these in October of 2018. The Indianapolis MPO supported the INDOT targets in December of 2018.
- INDOT submitted their Mid Performance Period Progress Report in October of 2020 and has elected to adjust the 4-year targets for Pavement Condition, Bridge Condition.

- INDOT has elected to change the 4-Year Pavement Targets due to a miscalculation when they originally determined the targets in 2018.
- INDOT has elected to change the 4-Year Bridge Targets because they have been required to add a Kentucky border bridge (US-31 over the Ohio River in Louisville). This bridge has a very large deck area that is not in good condition so adding it to Indiana's bridges has changed the numbers.
- MPOs have until February 2021 to support the adjustments to the 4-year targets

### **System Performance Measures (PM-3)**

National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [Final Rule](#) is the third and last in a series on Three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by the Moving Ahead for Progress in the 21<sup>st</sup> century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

These measures are used to assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

There are 6 System Performance Measures – Level of Travel Time Reliability on the Interstate System (#1) and Level of Travel Time Reliability on the non-Interstate NHS (#2), Truck Travel Time Reliability on the Interstate System (#3), **Peak** Hour Excessive Delay (PHED) for the NHS (#4), **Peak** Hour Excessive Delay (PHED) for the NHS (#5), On Road Mobile Source Emissions (CMAQ Project Emissions Reduction) (#6).

### **PM-3 Target Setting**

- INDOT established 2- and 4-year targets in May 20, 2018 and these were reported in the State's October 2018 baseline performance period report. The Indianapolis MPO supported these targets in December 2018.
- INDOT submitted their Mid Performance Period Progress Report in October of 2020 and has elected to adjust the 4-year targets for Truck Travel Time Reliability
- Truck Travel Time Reliability is an index calculated using FHWA's National Performance Management Research Data Set (NPMRDS).
- MPOs have until February 2021 to support the adjustments to the 4-year targets

### Adjusted 4-Year Targets

The statistics in the following tables were reported to the Federal Highway Administration as the State of Indiana's 4-Year adjusted targets for Pavement and Bridge Condition and for Truck Travel Time Reliability (TTTR) Index.

<b>PM-2 System Condition</b>						
<b>Bridges</b>						
<b>Performance Measure</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>Adjusted 4-Year Target</b>
<b>Percentage of NHS Bridges Classified as in Good Condition</b>	50.00%	49.70%	48.00%	48.30%	48.30%	<b>47.20%</b>
<b>Percentage of NHS Bridges Classified as in Poor Condition</b>	2.30%	2.00%	2.60%	2.60%	2.60%	<b>3.10%</b>
<b>Pavement</b>						
<b>Percentage of Pavements of the Interstate System in Good Condition</b>	73.60%	67.30%	56.50%	N/A	84.20%	<b>50%</b>
<b>Percentage of Pavements of the Interstate System in Poor Condition</b>	0.40%	0.20%	0.50%	N/A	0.80%	No Change
<b>Percentage of Pavements of the Non-Interstate NHS in Good Condition</b>	44.30%	43.90%	44.80%	78.70%	78.70%	<b>40%</b>
<b>Percentage of Pavements of the Non-Interstate NHS in Poor Condition</b>	2.30%	1.90%	0.90%	3.10%	3.10%	No Change

<b>PM-3 System Performance</b>			
<b>Performance Measure</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>Adjusted 4-Year Target</b>
<b>Truck Travel Time Reliability (TTTR) Index</b>	1.27	1.24	<b>1.3</b>

### Staff recommendations

Indianapolis MPO staff recommends supporting the INDOT 4-year adjusted targets for the PM-2 Bridge and Pavement Condition Measures and the PM-3 Statewide Travel Time Reliability Measures. Flexibility was incorporated into the target setting process to allow for adjustments after actual numbers were evaluated for the Mid Period Performance Report.