

TMACOG Administrative Modification #9 FY 2018-2021 Transportation Improvement Program

This administrative modification was approved at the Transportation Improvement Committee on April 22, 2019, and at the Transportation Council on May 1, 2019. The modification will add the following language to the FY 2018-2021 Transportation Improvement Program under the performance measures section. The following language will be added to the FY 2018-2021 TIP and is regarding the National Highway System pavement and bridge condition performance management targets and the travel time reliability performance management targets that were approved by TMACOG in Resolutions #2018-27 and #2018-28 respectively on November 14, 2018.

Starting on May 20, 2019, TIP amendments must be developed in compliance with the performance-based planning and programming requirements of the FAST Act for federal highway safety performance measures. In February 2019, TMACOG's Executive Committee adopted a resolution supporting ODOT's pavement and bridge condition targets and travel time reliability targets. In the TMACOG TIP there are 24 projects on the NHS totaling approximately \$622,460,311 that will improve pavement condition. In the TMACOG TIP there are 19 projects on the NHS totaling approximately \$33,846,955 that will improve bridge conditions. In the TMACOG TIP there are 24 projects totaling approximately \$124,218,268 that will improve the level of travel time reliability. TMACOG anticipates that these projects will help the state meet the targets for pavement condition, bridge condition and/or travel time reliability in this TIP.

Federal Rule 23 CFR 490.307 and 23 CFR 490.407 requires MPOs to establish measures to evaluate the condition of Ohio's National Highway System pavements and bridges. States and MPOs must establish 2-year and 4-year statewide targets for both pavement conditions and bridge conditions. The measures are as follows:

Pavements

- *Percentage of Interstate Pavements in Good Condition*
- *Percentage of Interstate Pavements in Poor Condition*
- *Percentage of Non-Interstate NHS Pavements in Good Condition*
- *Percentage of Non-Interstate NHS Pavements in Poor Condition*

Bridges

- *Percentage of NHS Bridges in Good Condition*
- *Percentage of NHS Bridges in Poor Condition*

National Highway System Pavement Condition - ODOT		
Pavements	2 Yr. Target	4 Yr. Target
<i>Percentage of Interstate Pavements in Good Condition</i>	<i>N/A</i>	<i>50%</i>
<i>Percentage of Interstate Pavements in Poor Condition</i>	<i>N/A</i>	<i>1%</i>
<i>Percentage of Non-Interstate NHS Pavements in Good Condition</i>	<i>35%</i>	<i>35%</i>
<i>Percentage of Non-Interstate NHS Pavements in Poor Condition</i>	<i>3%</i>	<i>3%</i>
Interstate System Bridge Condition - ODOT		
Bridge	2 Yr. Target	4 Yr. Target
<i>Percentage of NHS Bridges in Good Condition</i>	<i>50%</i>	<i>50%</i>
<i>Percentage of NHS Bridges in Poor Condition</i>	<i>5%</i>	<i>5%</i>

Federal Rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, states and MPOs are required to establish 2-year and 4-year targets within a 4-year performance period. The two measures are listed below:

Level of Travel Time Reliability

- *Interstate Travel Time Reliability*
- *Non-Interstate NHS Travel Time Reliability*

Level of Truck Travel Time Reliability

- *Interstate Truck Travel Time Reliability*

<i>Level of Travel Time Reliability</i>		
<i>Travel Time Reliability</i>	<i>2 Yr. Target</i>	<i>4 Yr. Target</i>
<i>Interstate Travel Time Reliability</i>	85%	85%
<i>Non-Interstate NHS Travel Time Reliability</i>	N/A	80%
<i>Level of Truck Travel Time Reliability</i>		
<i>Truck Travel Time Reliability</i>	<i>2 Yr. Target</i>	<i>4 Yr. Target</i>
<i>Interstate Truck Travel Time Reliability Index</i>	<1.50	<1.50