

## RESOLUTION

### MPO POLICY COMMITTEE

**WHEREAS**, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Bridge and Pavement Condition Performance Management Targets for urbanized areas and;

**WHEREAS**, the Technical Coordinating Committee of the Columbus-Phenix City Transportation Study (C-PCTS) in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Bridge and Pavement Condition Performance Management Targets for use in the transportation process;

**WHEREAS**, the Technical Coordinating Committee at its June 14, 2018 meeting recommended that C-PCTS support the Bridge and Pavement Condition Performance Management Targets approved by the Georgia Department of Transportation as follows:

- **PM 2 Targets - Bridge Level of Service Measures:**

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	$\leq$ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs rehabilitation to bring the structure back to a condition rated of Good.	$\geq$ 60% (NHS) in Good Condition

- **PM 2 Targets – Pavement Level of Service Measures:**

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in “poor” condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as “good” will be considered for potential preservation treatments to maintain the “good” rating.	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in “poor” condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in “good” condition will be evaluated for potential preservation treatments.	≥ 40% in Good Condition

- **PM 3 TARGETS – Summary of the PM 3 Performance Measures**

PERFORMANCE MEASURE	GEOGRAPHIC EXTENT	APPLICABLE ROADWAYS	TIMEFRAME
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate	2-year and 4-year targets
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate	4-year target
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate	2-year and 4-year targets
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS	4-year target
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads	2-year and 4-year targets
Total Emissions Reduction	Statewide	All Roads	2-year and 4-year targets

*\*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.*

- **PM 3 Targets**

<b>Performance Measure</b>	<b>2-year Target</b>	<b>4-year Target</b>
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	n/a	81%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	n/a	24.6 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.1%	22.1%
Total Emissions Reduction	VOC:205.7 kg/day; NOx: 563.3 kg/day	VOC: 386.6 kg/day; NOx: 1,085.0 kg/day

*\*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.*

**NOW, THEREFORE, BE IT RESOLVED** that the C-PCTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of C-PCTS that C-PCTS agrees to support the Bridge and Pavement (PM2 & PM3) Condition Performance Management Targets as approved by the Georgia Department of Transportation.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Columbus-Phenix City Transportation Study Policy Committee, at their meeting held on June 19, 2018.

Recommended by:

  
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 Rick Jones, TCC Chairman/MPO Director

6-14-18  
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 Date

  
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 Mayor Teresa Pike Tomlinson  
 C-PCTS Policy Committee Chairperson

6-19-18  
 \_\_\_\_\_  
 Date