



CERTIFIED RESOLUTION TO SUPPORT MDOT STATE TARGETS FOR PAVEMENT, BRIDGE, AND RELIABILITY PERFORMANCE MEASURES

WHEREAS, the Midland Area Transportation Study has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the entirety of Midland County, the City of Auburn and Williams Charter Township in Bay County, and Tittabawassee Township in Saginaw County; and

WHEREAS, Federal law (23 United States Code 134 (h)(2)) requires that MPOs establish targets not later than 180 days after the state Department of Transportation establishes targets for each measure; and

WHEREAS, the Michigan Department of Transportation (MDOT) in December 2022 officially established the 2-year and 4-year targets for Bridge, Pavement, and Reliability Performance Areas as shown in the following table; and

WHEREAS, the MDOT coordinated the establishment of these targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the Target Coordination Meetings and through discussions at the Michigan Transportation Planning Association meetings, and

| Performance Measure | | Desired Trend | 2022-25 Baseline | 2-Year Predicted Performance (Target) | 4-Year Predicted Performance (Target) |
|--|--|---------------|------------------|---------------------------------------|---------------------------------------|
| NHPP: NHS Pavement Condition (\$490, Subpart C) | | | | | |
| Pavement Condition Metric (PCM) is IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete) | | | | | |
| Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM) | | ↗ | 70.4% (1) | 59.2% | 56.7% |
| Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM) | | ↘ | 1.8% (1) | 5.0% | 5.0% |
| Percentage of Pavements of the <u>Non-Interstate</u> NHS in <u>Good Condition</u> (PCM) | | ↗ | 41.6% | 33.1% | 33.1% |
| Percentage of Pavements of the <u>Non-Interstate</u> NHS in <u>Poor Condition</u> (PCM) | | ↗ | 8.9% | 10.0% | 10.0% |
| NHPP: NHS Bridge Condition (\$490, Subpart D) | | | | | |
| Percentage of NHS Bridges in <u>Good Condition</u> (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage) | | ↗ | 22.1% | 15.2% | 12.8% |
| Percentage of NHS Bridges in <u>Poor Condition</u> (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage) | | ↗ | 7.00% | 6.8% | 5.8% |
| NHPP: NHS System Reliability (\$490, Subpart E) | | | | | |
| Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u> based on 80th percentile over 4 time periods | | ↗ | 97.1% | 80.0% | 80.0% |
| Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate</u> NHS based on 80th percentile over 4 time periods | | ↗ | 94.4% | 75.0% | 75.0% |
| NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F) | | | | | |
| Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u> based on 95th percentile over 5 time periods | | ↗ | 1.31 | 1.60 | 1.60 |

(1) Reflects 2021 HPMS Pavement Data Quality Summary (Interstates) for Good and Poor pavement condition as prepared by FHWA. In 2021, there were approximately 300 Interstate lane miles, or 5.1% of the Interstate system, under construction wherein no pavement data was collected in accordance with federal data collection requirements. 23 CFR 490.313(b)(4)(i) specifies that total mainline lane miles of Missing, Invalid or Unresolved (MIU) segments not be more than 5.0 percent of the total lane-miles of the respective network (Interstate, in this case). Having exceeded 5.0% MIU, FHWA considers the Interstate data set insufficient for determining Good or Poor condition. There are ongoing discussions with FHWA regarding this issue.

WHEREAS, the Midland Area Transportation Study may, within 180 days of the State establishing and reporting its targets, establish targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state targets, or committing to a quantifiable target for each performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Midland Area Transportation Study has agreed at its April 4th, 2023 meeting to support the MDOT targets for these performance measures for the calendar years 2024 and 2026, and

BE IT FURTHER RESOLVED, that the Midland Area Transportation Study will plan and program projects that contribute to the accomplishment of these targets.

C. Bradley Kaye, Chairman

Date:

MATS Policy Committee

I, Maja Bolanowska, Director of MATS, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a majority vote of all the members present at a regular meeting of MATS Policy Committee held on Tuesday, April 4, 2023.

Maja Bolanowska

Date:

Director, Midland Area Transportation Study