

RESOLUTION #25-1**CAPITAL REGION TRANSPORTATION COUNCIL SUPPORT FOR REVISED
NYSDOT PAVEMENT CONDITION TARGETS**

WHEREAS, the Capital Region Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the Capital Region including the counties of Albany, Rensselaer, Saratoga, and Schenectady, except the Town of Moreau and the Village of South Glens Falls; and

WHEREAS, 23 USC 134(h)(2), 49 USC 5303(h)(2) and 49 USC 5304(d)(2) require Metropolitan Planning Organizations to establish performance targets for Federal-aid highway measures and public transportation established by USDOT; and

WHEREAS, 23 USC 150(c), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures) and to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and

WHEREAS, said federal regulations require that the selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established in 23 CFR Part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable; and

WHEREAS, the NYSDOT coordinated the establishment of its targets with the 14 Metropolitan Planning Organizations in New York, through the New York State Association of Metropolitan Planning Organizations; and

WHEREAS, the Capital Region Transportation Council agreed to support NYSDOT's 2-year and 4-year targets for Pavement Condition performance measures on June 1, 2023; and

WHEREAS, the NYSDOT proposed to revise their 4-year pavement condition targets, as attached herein, to reflect more accurate data from the new NYSDOT pavement management system and to reflect a slight decline in National Highway System conditions due to high construction inflation experienced nationally over the last two years.

NOW THEREFORE, BE IT RESOLVED that the Capital Region Transportation Council has agreed to support NYSDOT's revised 4-year targets for the Pavement Condition performance measures as attached herein; and

BE IT FURTHER RESOLVED that the Capital Region Transportation Council will plan and program projects that contribute to the accomplishment of said targets.

CERTIFICATION OF RESOLUTION

The undersigned, duly qualified as the Chair of the Capital Region Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital Region Transportation Council held on March 6, 2025.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital Region Transportation Council

March 6, 2025

NYSDOT Targets for Pavement Condition Performance Measures

Measure	2021 Baseline	2023 Target (2-year)	Previous 2025 Target (4-year)	Amended 2025 Target (4-year)
% of Pavements of the Interstate System in Good Condition	45.3%	53.2%	54.3%	48.2%
% of Pavements of the Interstate System in Poor Condition	1.1%	1.4%	1.7%	1.6%
% of Pavements of the Non-Interstate National Highway System in Good Condition	18.9%	22.3%	20.7%	18.6%
% of Pavements of the Non-Interstate National Highway System in Poor Condition	7.6%	9.3%	10.9%	8.4%



November 12, 2024

Dear Metropolitan Planning Organization Director,

This letter summarizes the changes that were incorporated into the submission NYSDOT made to FHWA on October 1, to fulfill its requirements for the Mid-Performance Period Progress Report (MPPPR) for two of the three highway performance measures: Pavement and Bridge Condition (PM2), and System Performance (PM3). Attached is a copy of NYSDOT's submission which is currently under review by FHWA Headquarters.

NYSDOT has retained all the targets that were developed for 2022's Baseline Performance Period Report except for the four-year targets for pavements and the correction of a typo for the Total Emission Reductions for particulate matter 2.5 (PM2.5). The revision of all four of the pavement targets was driven by NYSDOT's decision to update its pavement model to better conform to the PM2 pavement measure regulations. This resulted in significant changes to the model which in turn changed the statewide condition forecasts that underpinned the calculation of the 4-year target. All four of the pavement targets were reduced because of the revisions to the model. The table below summarizes the 4-year target changes for pavements:

Table with 6 columns: Performance Measures, Baseline, 2-Year Condition/Performance, 2-Year Target, 4-Year Target, 4-Year Adjustment. Rows include: Percentage of Pavements of the Interstate System in Good Condition, Percentage of Pavements of the Interstate System in Poor Condition, Percentage of Pavements of the Non- Interstate NHS in Good Condition, Percentage of Pavements of the Non- Interstate NHS in Poor Condition.

The value for the Total Emission Reductions for PM2.5 was erroneously reported in the Baseline Performance Period Report as 2.643 kg/day and was corrected in our October 1 submission to 3.643 kg/day.

Feel free to reach out to Alan Warde (alan.warde@dot.ny.gov, 518-457-5121) if you have any questions regarding the MPPPR.

Sincerely,

Handwritten signature of Debra A. Nelson

Debra A. Nelson
Director, Office of Policy, Planning and Performance

Attachment

Cc: Michael Rossi, Office of Data and Information Technology
Jim Davis, Office of Policy, Planning and Performance
Alan Warde, Office of Policy, Planning and Performance
Lisa Cataldo, Office of Policy, Planning and Performance