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Creating Solutions Across Jurisdictional Boundaries

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**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** 2023 Regional Pavement & Bridge Performance Targets  
**Date:** May 18, 2023

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. The requirements of MAP-21 were reaffirmed by the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for pavement and bridge condition. MPOs can choose to adopt the state DOT targets or adopt their own. EWG has chosen to review state targets and plans to set and adopt regional targets based on regional trends.

**Pavement and Bridge Condition**

State DOTs and MPOs are required to *establish quantitative targets for the years of 2023 and 2025* for six pavement and bridge performance measures:

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate NHS in poor condition
- Percentage of NHS bridge deck area classified as in good condition
- Percentage of NHS bridge deck area classified as in poor condition

For the pavement measures, five pavement metrics, derived from the Highway Performance Monitoring System (HPMS), are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Bridge data come from the Federal Highway

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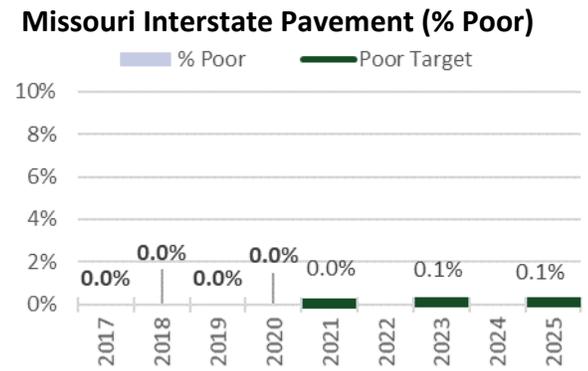
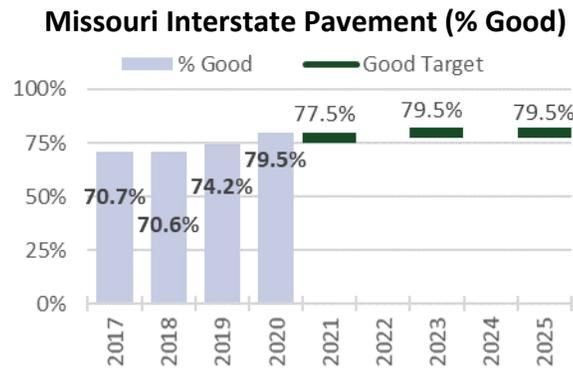
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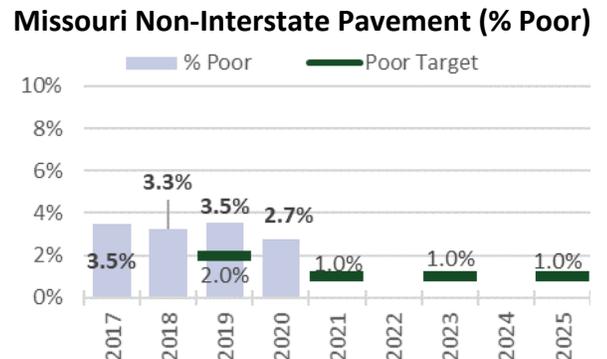
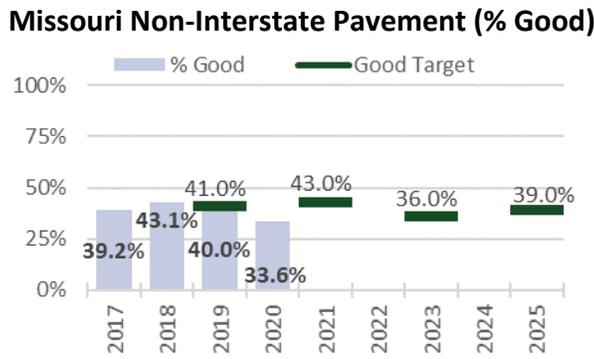
Administration’s (FHWA) annual National Bridge Inventory (NBI). NBI data is available for all bridges that carry NHS routes and that are over twenty feet in length.

**Missouri Targets (Five-County EWG region)**

Pavement condition was not available in 2021 for Missouri at the time of developing this memo, thus we cannot confirm if 2021 targets were met. The state of Missouri highly prioritizes interstate pavement condition and maintains condition at a high level. Thus future targets are established at a stable level from the 2020 baseline.

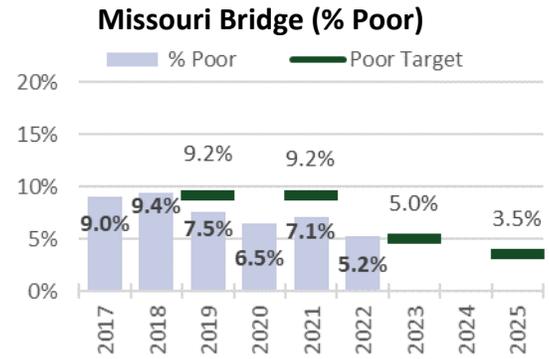
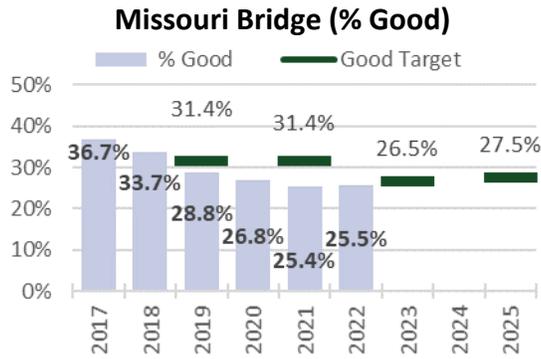


For non-interstate pavement, the 2019 percent good target (41.0%) was not met and it is unlikely the 2021 target (43.0%) will be met based on 2020 date. Similarly, the 2019 target for the percent poor (2.0%) was not met. Future targets are established with the goal of gradually increasing the percent good from the baseline level of 33.6% and decreasing the percent bad from the baseline of 2.7%.



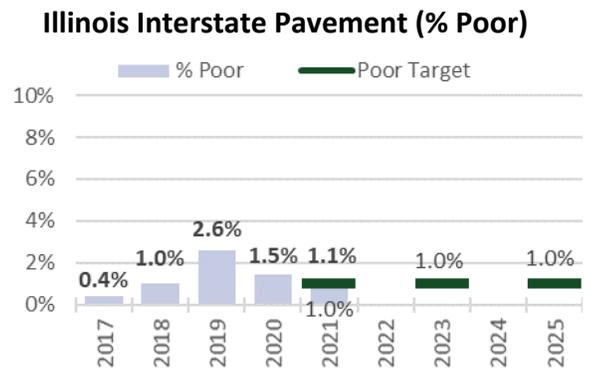
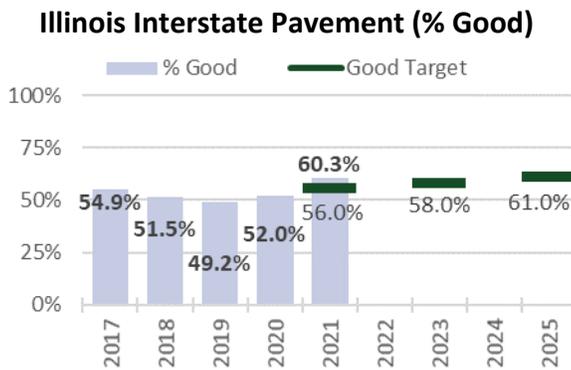
For bridge condition, the percent in good condition has declined from 2017-2021. However, in 2022, there was a slight increase. Due to the decline the 2019 and 2021 targets were missed. Future targets are established with an incremental increases from the 2022 baseline of 25.5%. In contrast, Missouri met the targets for the percent of bridges in poor condition in

both 2019 and 2021. Targets for 2023 and 2025 are established using a six-year historical trend.



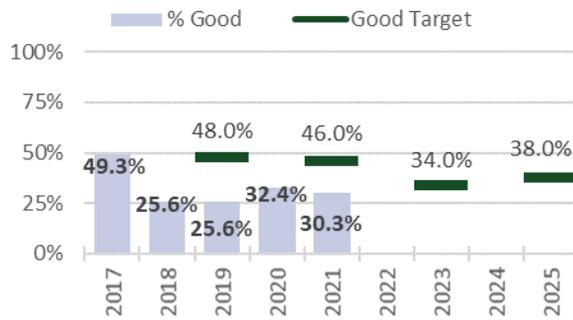
### Illinois Targets (Three-County EWG region)

For interstate pavement in the state of Illinois the percent in good condition has increased in recent years, even though the 2021 target of 60.3% was not met. Future targets are established using a five-year historical trend. Because the percent of interstate pavement in poor condition is already at a low level (1.0% in 2021), future targets are established to maintain the 2021 baseline.

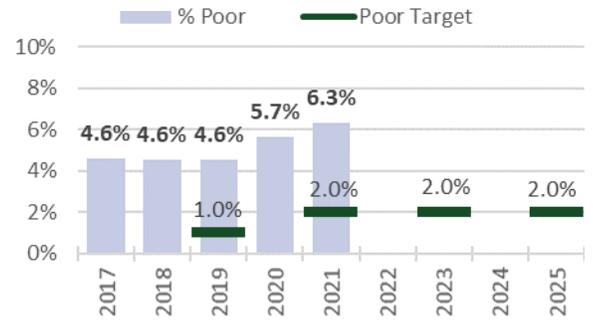


For non-interstate pavement the percent in good condition has decreased in recent years, and both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of increasing the percent of pavement in good condition. Similarly for the percent of non-interstate pavement in poor condition, both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of decreasing the percent of pavement in poor condition.

**Illinois Non-Interstate Pavement (% Good)**

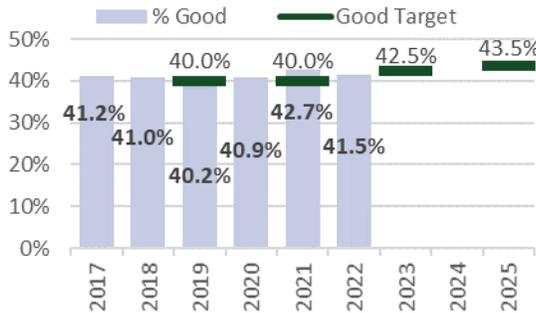


**Illinois Non-Interstate Pavement (% Poor)**

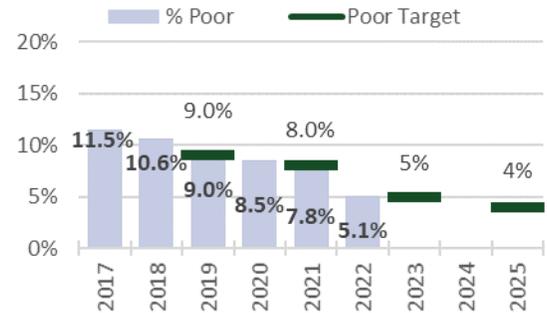


For bridge condition, the percent in good condition has remained mostly stable from 2017-2022. Both the 2019 and 2021 targets were achieved. With the current baseline level at 41.5%, future targets are established using a six-year historical trend. For the percent of bridges in poor condition, Illinois has successfully reduced the percent of bridges in poor condition over the last 6 years while meeting 2019 and 2021 targets. With the current baseline level at 5.1%, future targets are established using a six-year historical trend.

**Illinois Bridge (% Good)**



**Illinois Bridge (% Poor)**



Overall, staff consulted with IDOT and MoDOT on upcoming levels of investment and priorities in preservation and looked at historical trends to establish 2023 and 2025 targets for bridge and pavement condition.

<b>Bridge and Pavement Targets - Missouri</b>			
<b>Measure</b>	<b>Baseline 2020 pave 2022 bridge</b>	<b>2-Year Target 2023</b>	<b>4-Year Target 2025</b>
Percent of pavements on the Interstate System in good condition	79.5%	79.5%	79.5%
Percent of pavements on the Interstate System in poor condition	0.0%	0.1%	0.1%
Percent of pavements on the non-Interstate NHS in good condition	33.6%	36.0%	39.0%
Percent of pavements on the non-Interstate NHS in poor condition	2.7%	1.0%	1.0%
Percent of NHS bridge deck area classified as in good condition	25.5%	26.5%	5.0%
Percent of NHS bridge deck area classified as in poor condition	5.2%	27.5%	3.5%

<b>Bridge and Pavement Targets - Illinois</b>			
<b>Measure</b>	<b>Baseline 2021 pave 2022 bridge</b>	<b>2-Year Target 2023</b>	<b>4-Year Target 2025</b>
Percent of pavements on the Interstate System in good condition	56.0%	58.0%	61.0%
Percent of pavements on the Interstate System in poor condition	1.1%	1.0%	1.0%
Percent of pavements on the non-Interstate NHS in good condition	30.3%	34.0%	38.0%
Percent of pavements on the non-Interstate NHS in poor condition	6.3%	2.0%	2.0%
Percent of NHS bridge deck area classified as in good condition	41.5%	42.5%	43.5%
Percent of NHS bridge deck area classified as in poor condition	5.1%	5.0%	4.0%

**Staff Recommendation:** Staff recommends approval of 2023 performance targets for pavement and bridge performance targets.