

5C. PAVEMENT AND BRIDGE PERFORMANCE MEASURES

BACKGROUND

The federal laws Fixing America's Surface Transportation Act and the Infrastructure Investment and Jobs Act require a performance-based process to monitor the conditions of pavements and bridges of the National Highway System, set performance targets, and report on progress. H-GAC is responsible for setting pavement and bridge targets for the eight-county region. Measuring and tracking the performance of the region's transportation system is an approach to evaluate the effectiveness of transportation investments and to track progress toward achieving goals. Monitoring the performance of these important assets fulfills one of the five goals of the Regional Transportation Plan, to Achieve and Maintain a State of Good Repair. Additionally, ensuring a State of Good Repair for pavements and bridges is critical to safety, the movement of goods and people, as well as economic development.

CURRENT SITUATION

H-GAC has the responsibility of reporting and setting regional targets for pavement and bridges on the National Highway System. Two years ago, the Transportation Policy Council approved methodology for setting 2024 targets based on a 4-year moving average, and the 2026 targets were held flat. Staff has conducted data analysis on pavement conditions based on ride quality, and bridge conditions from assessment scores of the National Bridge Inventory. To ensure a comprehensive evaluation, staff is collaborating with the Texas Department of Transportation (TxDOT) and local governments for the data review and analysis.

As part of the progress monitoring efforts, staff will be reporting on the progress made towards achieving the 2024 pavement and bridge targets. Half of the pavement targets and all of the bridge targets were achieved. There are no penalties if the targets are not met. Currently, at the mid-point of the four-year performance period, there is an option to adjust the 2026 targets. Since August, staff has been reporting the 2024 progress and seeking input from subcommittee members for adjustments to the 2026 targets.

The 2024 and 2026 targets, the actual conditions, target achievements, the delta between the 2024 targets and actual conditions are shown in the following tables.

PAVEMENT		Interstate				Non-Interstate			
Condition	Desired Trend	24 & 26 Targets	24 Actuals	24 Target Met?	Delta Percentage Points	24 & 26 Targets	24 Actuals	24 Target Met?	Delta Percentage Points
Good	↑	45.7%	43.6%	No	2.1	34.7%	35.5%	✓	0.8
Fair	↓	54.2%	56.3%	No	2.1	62.1%	60.1%	✓	2.0
Poor	↓	0.1%	0.1%	✓	0	3.2%	4.4%	No	1.2

BRIDGES					
Condition	Desired Trend	24 & 26 Targets	24 Actuals	24 Targets Met?	Delta Percentage Points
Good	↑	49.9%	51.9%	✓	2.0
Fair	↓	48.8%	47.7%	✓	1.1
Poor	↓	1.3%	0.4%	✓	0.9

The Transportation Improvement Program and Regional Transportation Plan Subcommittees and staff recommend maintaining the 2026 targets as the Transportation Policy Council originally approved and revisit the target setting methodology during the next reporting cycle in two years.

ACTION REQUESTED

Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolutions 2025-25.



Resolution

NO. 2025-25

AUTHORIZING ADOPTION OF FEDERAL PERFORMANCE TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES REQUIRED BY THE FAST ACT, AND THE INFRASTRUCTURE INVESTMENT AND JOBS ACT,

WHEREAS, the Houston-Galveston Area Council (H-GAC) is designated as the Metropolitan Planning Organization (MPO) for the Houston and The Woodlands- Conroe Transportation Management Areas by the Governor of Texas in accordance with federal law, and;

WHEREAS, the Transportation Policy Council (TPC) is the regional transportation policy body, and;

WHEREAS, the H-GAC is committed to maintaining and improving a State of Good Repair for the region's pavements and bridges;

WHEREAS, ensuring the preservation of pavements and bridges is critical to the movement of goods and people, and economic development, and;

WHEREAS, federal law assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and publicly-owned transit service providers, and;

WHEREAS, the federal law assigns the MPO the responsibility for developing and approving regional performance targets and to incorporate these measures and a performance-based planning process into the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) documents, and;

WHEREAS, the federal law requires the adoption of regional pavement and bridge performance targets for the Interstate and Non-Interstate National Highway System, for the percentage of the highways and bridge deck area in good and poor condition based on the federal criteria measuring the International Roughness Index, cracking, and rutting or faulting of highways and the evaluation of the bridge deck area, superstructure, substructure and culvert; as shown in the attached table, and;

NOW, THEREFORE, BE IT RESOLVED THAT THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON AND THE WOODLANDS-CONTROE TRANSPORTATION MANAGEMENT AREAS ADOPTS THE REGIONAL PAVEMENT AND BRIDGE TARGETS AS IDENTIFIED IN THE ATTACHED TABLE 1 AND AMENDS THE PERFORMANCE MEASURES INTO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2045 REGIONAL TRANSPORTATION PLAN UPDATE.

PASSED AND APPROVED this 24th day of October 2025, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

ATTEST:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

Hon. Leslie Briones, Secretary
Transportation Policy Council

Table 1. Pavement and Bridge Performance and Targets

PAVEMENT AND BRIDGE				
Performance Measure	Desired Trend	2024 Targets / Actuals	2024 Targets achieved	2026 Targets
Interstate NHS pavement in good condition	↑	45.7% / 43.6%	No	45.7%
Interstate NHS pavement in fair condition	↓	54.2% / 56.3%	No	54.2%
Interstate NHS pavement in poor condition	↓	0.1% / 0.1%	Yes	0.1%
Non-Interstate NHS pavement in good condition	↑	34.7% / 35.5%	Yes	34.7%
Non-Interstate NHS pavement in fair condition	↓	62.1% / 60.1%	Yes	62.1%
Non-Interstate NHS pavement in poor condition	↓	3.2% / 4.4%	No	3.2%
National Highway System bridge deck area in good condition	↑	49.9% / 51.9%	Yes	49.9%
National Highway System bridge deck area in fair condition	↓	48.8% / 47.7%	Yes	48.8%
National Highway System bridge deck area in poor condition	↓	1.3% / 0.4%	Yes	1.3%