



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Missouri Transportation Planning Committee

East-West Gateway Council of Governments

Wednesday, February 5, 2025 – 2:00 PM

Agenda

1. Call to Order
2. Introductions
3. Discussion Items
 - a. Where We Stand Update – Mary Rocchio
 - b. Climate Pollution Reduction Grant Update – Aaron Young
 - c. Hazard Mitigation Plan Update – Carol Lawrence
 - d. FY 2025 Reasonable Progress – Alex Hartig
4. Action Items
 - a. Performance Targets – Saranya Konala
 - i. Pavement and Bridge
 - ii. System Reliability
5. Other Business
6. Next Meeting: Wednesday, March 5, 2025 – 2:00 PM

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Minutes

Missouri Transportation Planning Committee

East-West Gateway Council of Governments (EWG)

Wednesday, January 8, 2025 – 2:00 PM

Members in Attendance:

Misty Bell, St. Louis County

Rich Bradley, City of St. Louis, *Chair*

Amanda Brauer, St. Charles County

Jessica Gershman, Bi-State Development

Jim Grutsch, Franklin County

Angelica Gutierrez, EWG Bicycle and Pedestrian Advisory Committee (BPAC) Representative

John Lyons, St. Charles County

Cindy Simmons, Missouri Department of Transportation

Kurt Wengert, Jefferson County

Others in Attendance:

Cecelie Cochran, FHWA

Adam Jones, Stentec

John Kohler, City of St. Louis

Mark Vogl, EWG BPAC Representative

EWG Staff in Attendance:

Alex Hartig

Christie Holland

Saranya Konala

Maddie Mattli

Maureen McCarthy

Marcie Meystrik

Rachael Pawlak

Landon Sagez

Quintin Sargent

Melissa Theiss

1. Call to Order: The Missouri Transportation Planning Committee meeting was called to order by Rich Bradley, Chair.
2. Introductions
3. Discussion Items
 - a. **Ozone Non-Attainment Status** – Carol Lawrence, EWG, provided an update on the St. Louis ozone non-attainment reclassification. She provided background information on the Federal Clean Air Act (CAA) and the ozone standard. Carol shared with the TPC that the Environmental Protection Agency (EPA) recently reclassified the area to “serious” with an attainment date of August 3, 2027. The planning and control requirements for serious non-attainment areas include:
 - 2024-2026 monitor data is to show no violation of 2015 ozone standard at all 10 monitors

- Missouri and Illinois are to continue conducting the planning requirements for “marginal” and “moderate” attainment areas
 - Missouri and Illinois are to address planning requirements for “serious” non-attainment areas between 2026 and 2027
- b. **FY 2025 Obligation Targets** – Rachael Pawlak, EWG, provided an update on the region’s obligation targets for the local program. It was determined by MoDOT and the Transportation Management Areas that for FY 2025, the goal is to obligate 120% of the annual allocation. In addition to this goal, there is a trigger point where if the obligate rate falls under 100% at year end, the funds will expire.
- c. **FY 2025 Reasonable Progress** – Alex Hartig, EWG, provided the FY 2025 Reasonable Progress report, through December 2024. A total of 13 projects have obligated funds (approx. \$5 million federal).
- d. **FY 2025 Obligation Targets** – Rachael Pawlak, EWG, provided an update on the Inflationary Adjustments Policy that the Board of Directors approved in April 2024. EWG staff processed 29 adjustments, for a federal cost of \$8,590,231. Rachael provided a listing of the 29 adjustments.
4. Action Items
- a. **Safety Performance Targets** – Christie Holland, EWG, presented the 2025 regional safety performance targets. She provided background information on the requirements of the safety performance targets, as well as national trends and local context. The region met the fatalities target for the 2020-2024 5-year rolling average, a reduction of 1.21%. With the completed *Gateway to Safer Roadways* safety action plan, EWG is committed to an eventual goal of zero fatalities and serious injuries. The safety action plan sets a target to reduce the number of fatalities and serious injuries in the EWG region by 50% by 2050 (i.e., the Fifty by Fifty goal). Staff recommends that the targets decrease annually with a percent decrease of 2.45% to align with the safety action plan. Motion to approve the safety performance targets was made by Jim Grutsch, seconded by Jessica Gershman, all voting aye.
5. Adjournment: Motion to adjourn the meeting was made by Kurt Wengert. Motion carried, all voting aye.



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Memo to: Transportation Planning Committee

From: Staff

Subject: 2025 Regional Pavement & Bridge Performance Targets

Date: February 5, 2025

As established under MAP-21 and bolstered under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), state departments of transportation (DOTs) and metropolitan planning organizations (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 performance measures. If a state DOT does not make significant progress on their targets (actual condition better than baseline condition by 0.1% OR actual condition equal to or better than target), the DOT must document actions it will take to achieve targets. If for two consecutive years more than 5% of a DOT's Interstate pavement condition is poor, the DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program funds to address pavement condition. If for three consecutive years more than 10% of a DOT's National Highway System (NHS) bridges' total deck area is classified as poor, the DOT must obligate and set aside NHPP funds for eligible projects on NHS bridges.

MPOs can choose to adopt DOT targets or adopt their own but are not subject to the significant progress or minimum condition requirements. EWG has chosen to review state targets and to set/adopt regional targets based on regional trends. In 2023, EWG established 2- and 4-year targets based on a 2021 baseline year. In this mid-period progress report, EWG is assessing 2-year progress (2023) and adjusting 4-year targets (2025) as needed.

Pavement and Bridge Condition

State DOTs and MPOs are required to establish quantitative targets for six pavement and bridge condition performance measures:

- Percentage of pavements on the Interstate System in good and in poor condition
- Percentage of pavements on the non-Interstate NHS in good and in poor condition
- Percentage of NHS bridge deck area classified as in good and in poor condition

For the pavement measures, five metrics, derived from the Highway Performance Monitoring System (HPMS), are used to assess condition: International Roughness Index; cracking; rutting; faulting; and a Present Serviceability Rating for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Bridge data comes from the FHWA's annual National Bridge Inventory (NBI).

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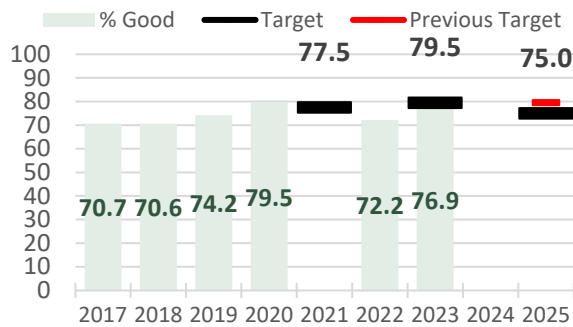
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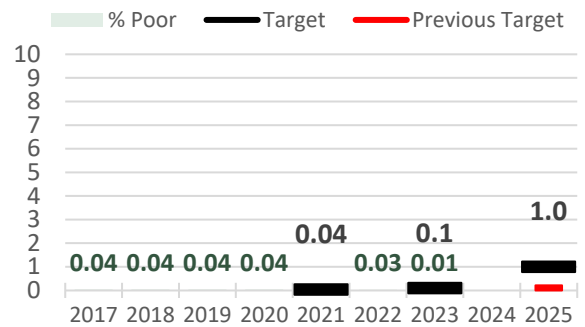
Missouri Targets (Five-County EWG region)

Interstate conditions are expected to remain steady because of the efforts to keep good pavement, good; however, due to new equipment being used on one of two Automatic Road Analyzer (ARAN) vans, a decrease is expected in the pavement ratings. Interstate pavement in good condition increased between 2022 and 2023, but it did not meet the 2023 target (79.5%). The target for roads in poor condition in 2023 was met. Due to scheduled projects for pavement improvement, we anticipate improvements in pavement conditions; however, targets are reduced for pavement in good condition (75.0%) and increased for pavement in poor condition (1.0%) due to the new ARAN van equipment.

Missouri Interstate Pavement (% Good)

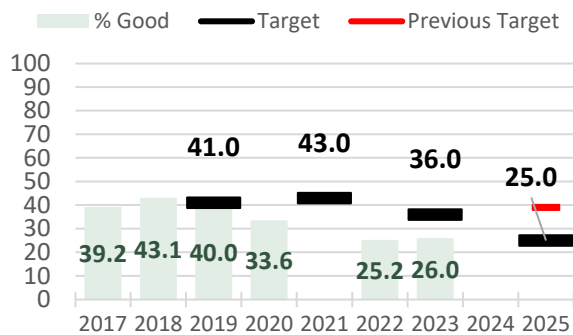


Missouri Interstate Pavement (% Poor)

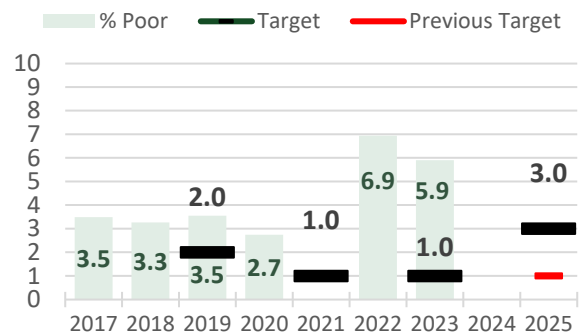


For non-Interstate pavement, the percent good and percent poor targets for 2023 were not met although there were slight improvements from 2022 to 2023. It is unlikely that previously established 2025 targets will be met due to missing 2023 targets and the new ARAN van equipment. The 2025 target for percent good has been lowered to 25.0% and the target for percent poor has been increased to 3.0% based on the schedule of infrastructure repairs listed in the TIP.

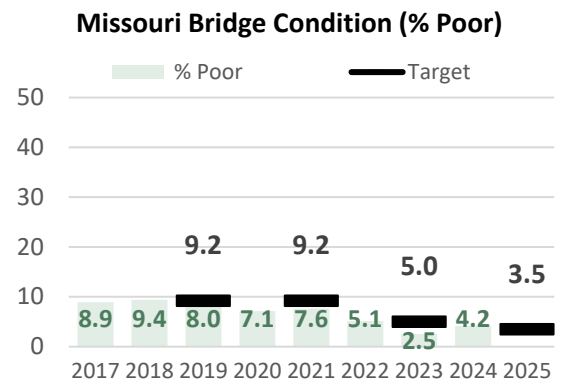
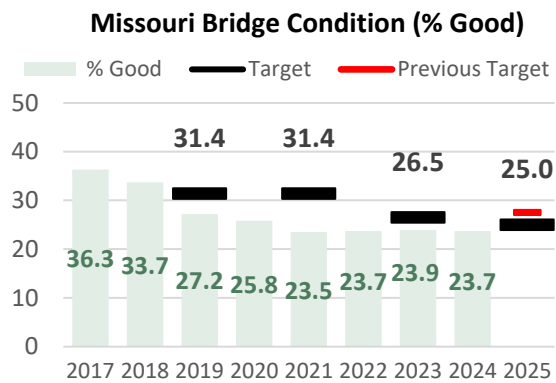
Missouri Non-Interstate Pavement (% Good)



Missouri Non-Interstate Pavement (% Poor)

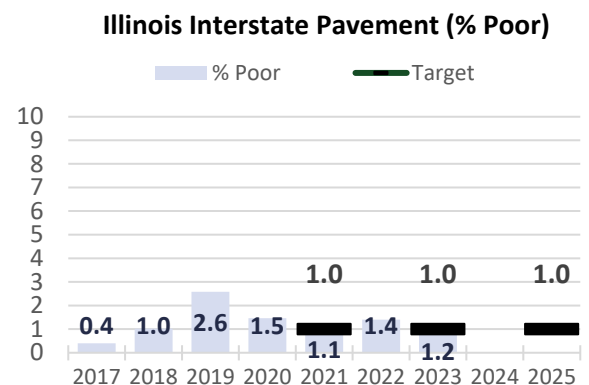
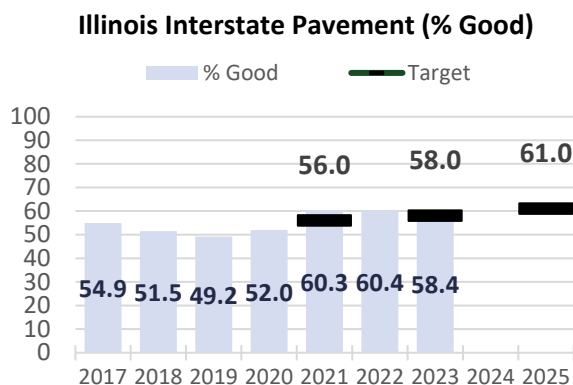


For bridge condition, the percent in good condition has slightly declined from 2023-2024 and the 2023 target (26.5%) was not met. However, due to maintenance projects in their implementation phase, we anticipate improvement in the coming years. The 2025 percent good target has been adjusted from 27.5% to 25.0% In contrast, Missouri met the 2023 targets for the percent of bridges in poor condition and thus the 2025 target is not being updated and is maintained at 3.5%.

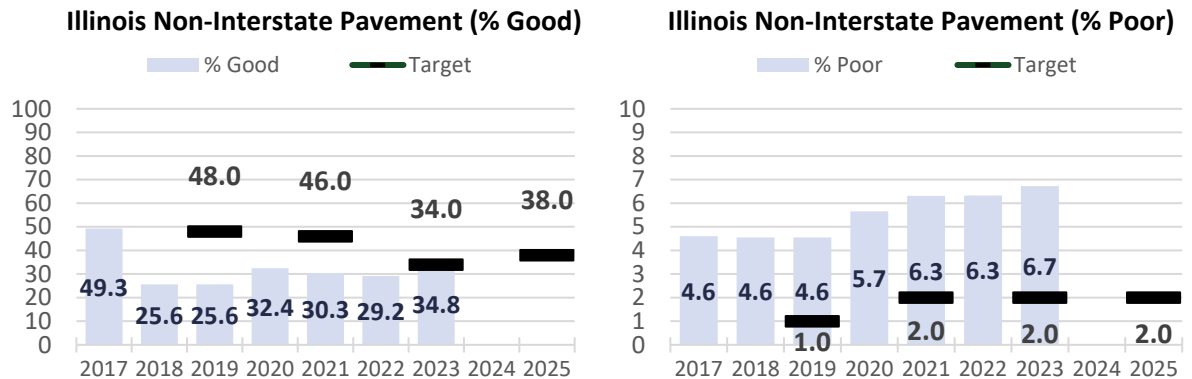


Illinois Targets (Three-County EWG region)

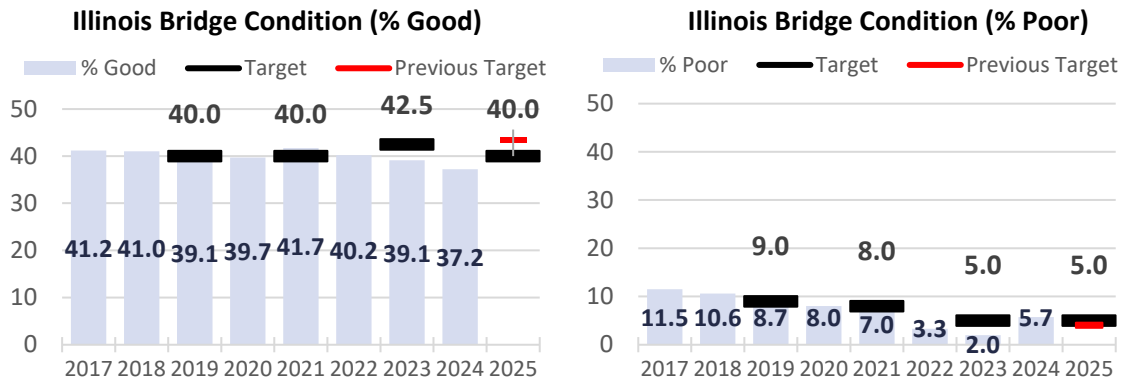
For Interstate pavement in the state of Illinois, the percent in good condition exceeded the 2023 target of 58.0%. However, the target for poor condition was not met despite a decrease in percent of pavement in poor condition from 2022 to 2023. 2025 targets are maintained at the previously established levels of 61.0% for Interstate pavement in good condition and 1.0% for pavement in poor condition.



For non-Interstate pavement the percent in good condition has increased in recent years and has met the 2023 target. However, the percent of non-interstate pavement in poor condition has exhibited a long-term increasing trend and the 2023 target was not met. 2025 targets are maintained at the previously established levels of 38.0% for non-Interstate pavement in good condition and 2.0% for pavement in poor condition.



For bridge condition, the percent in good condition has declined since 2022, missing the 2023 target. The 2025 target has been lowered to 40.0%. For the bridges in poor condition, Illinois has successfully reduced the percent of bridges in poor condition between 2019-2023 and met targets, but recently saw an increase. The 2025 target has been increased to 5.0%.



Summary

Overall, staff consulted with IDOT and MoDOT on upcoming levels of investment and priorities in preservation, reviewed upcoming projects in the TIP, and looked at historical trends to establish 2025 targets.

Bridge and Pavement Condition Targets - Missouri					
Measure	2-year Performance (2023)	2-year Target (2023)	2-year Target Met?	4-year Target (2025)	Target Adjusted
Percent of pavements on the Interstate System in good condition	76.9%	79.5%	No	75.0%	Yes (from 79.5%)
Percent of pavements on the Interstate System in poor condition	0.01%	0.1%	Yes	1.0%	Yes (from 0.1%)
Percent of pavements on the non-Interstate NHS in good condition	26.0%	36.0%	No	25.0%	Yes (from 39.0%)
Percent of pavements on the non-Interstate NHS in poor condition	5.9%	1.0%	No	3.0%	Yes (from 1.0%)
Percent of NHS bridge deck area classified as in good condition	23.9%	26.5%	No	25.0%	Yes (from 27.5%)
Percent of NHS bridge deck area classified as in poor condition	2.5%	5%	Yes	3.5%	No

Bridge and Pavement Condition Targets - Illinois					
Measure	2-year Performance (2023)	2-year Target (2023)	2-year Target Met?	4-year Target (2025)	Target Adjusted
Percent of pavements on the Interstate System in good condition	58.4%	58.0%	Yes	61.0%	No
Percent of pavements on the Interstate System in poor condition	1.2%	1.0%	No	1.0%	No
Percent of pavements on the non-Interstate NHS in good condition	34.8%	34.0%	Yes	38.0%	No
Percent of pavements on the non-Interstate NHS in poor condition	6.7%	2.0%	No	2.0%	No
Percent of NHS bridge deck area classified as in good condition	39.1%	42.5%	No	40.0%	Yes (from 43.5%)
Percent of NHS bridge deck area classified as in poor condition	2.0%	5.0%	Yes	5.0%	Yes (from 4.0%)

Staff Recommendation: Staff recommends approval of 2025 performance targets for pavement and bridge condition.



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Memo to: Transportation Planning Committee

From: Staff

Subject: 2025 Regional System Reliability Targets

Date: February 5, 2025

As established under MAP-21 and bolstered under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for system reliability performance measures. MPOs can choose to adopt the state DOT targets or adopt their own. East-West Gateway Council of Governments (EWG) has chosen to review state targets and set and adopt regional targets based on regional trends.

In 2023, EWG established 2- and 4-year targets. In this mid performance period progress report, EWG is reporting the 2-year progress (2023) and adjusting 4-year targets (2025) as needed.

System Reliability

The system reliability performance measures that state DOTs and MPOs are required to establish quantitative targets for include:

- Percent of person miles traveled on the Interstate System that are reliable
- Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable
- Truck travel time reliability (TTTR) index

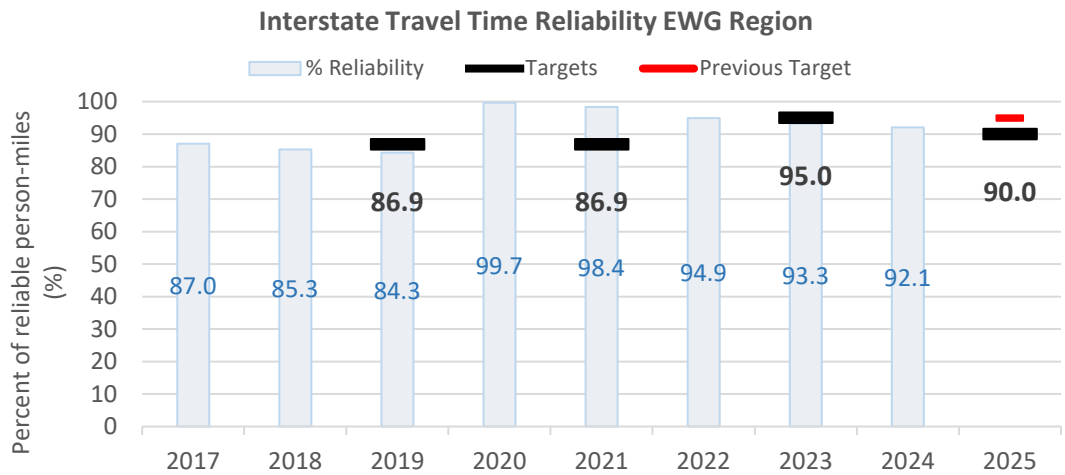
The level of travel time reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a “normal” travel time (50th percentile) for a given roadway segment. The measure is the percentage of person-miles (vehicle miles multiplied by occupancy) traveled on the NHS where this ratio is less than 1.5, which is considered reliable. Roadways are considered reliable when travel time varies little between free-flow and congested times of the day. Using person miles rather than vehicle miles gives equal weight to all individuals using the roads. This measure is calculated using data from the FHWA’s National Performance Management Research Data Set (NPMRDS). Data from 2024 are a preliminary estimate and must be reviewed by States before the numbers are finalized.

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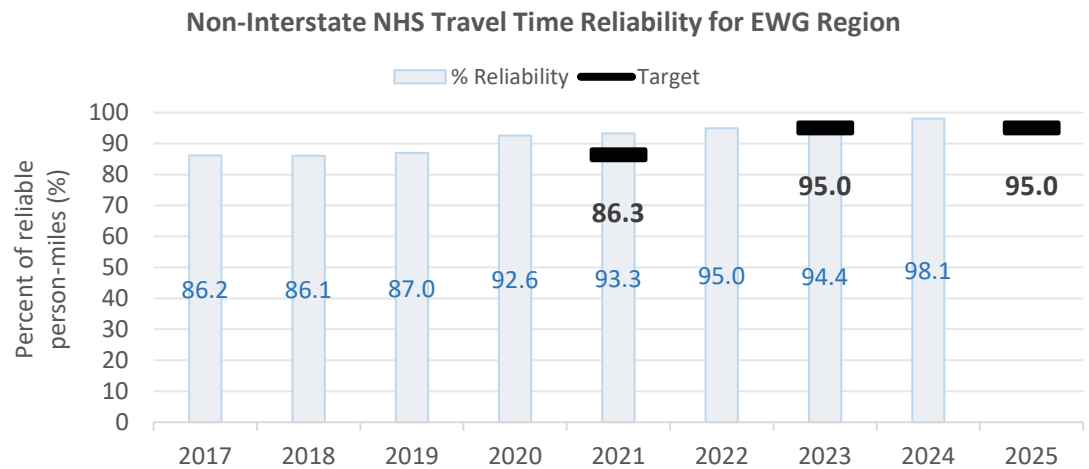
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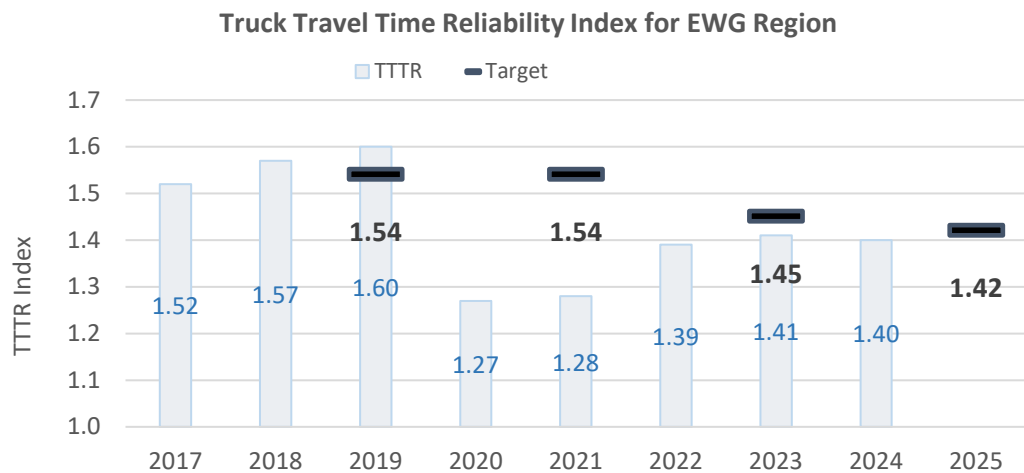
The percentage of reliable person-miles traveled on the Interstate System was targeted to remain at or above 95.0% reliable in 2023. However, travel became less reliable and did not meet the target with an actual value of 93.3% in 2023. This was likely due to an increase in vehicle miles traveled as the region emerged from the COVID-19 pandemic. Interstate reliability decreased further to 92.1% in 2024. Targets for 2025 are established at 90.0%, a 5% reduction from the previously established target of 95.0% due to the schedule of construction for major projects that may impact Interstate travel over the next two years.



The percentage of reliable person-miles traveled on the non-Interstate NHS did not meet the 2023 target of 95.0% in 2024 (94.4%). However, the target in 2025 remains established at 95.0%, due to an early indication of high reliability in 2024 (98.1%).



The TTTR Index is defined as the ratio of the longer travel times (95th percentile) to a “normal” travel time (50th percentile) for a given segment on the Interstate system. Higher values for this measure indicate that travel is more unpredictable for local and national freight companies. This measure is calculated using data from NPMRDS. Data from 2024 are a preliminary estimate and must be reviewed by States before the numbers are finalized. The TTTR Index met the 2023 target of 1.45 (1.41) and decreased again in 2024 (1.40). The implementation of major projects may impact travel for commuters, general travelers, and freight movement over the next two years. Future targets are established at 1.42 in 2025 to achieve a desired trend of lowering the TTTR Index to improve freight reliability.



In summary, the system reliability targets for 2025 are noted in the table below.

System Reliability Targets					
Measure	2-year Performance (2023)	2-year Target (2023)	2-year Target Met?	4-year Target (2025)	Target Adjusted
Percent of reliable person-miles traveled on the Interstate	93.3%	95.0%	No	90.0%	Yes (from 95.0%)
Percent of reliable person-miles traveled on the non-Interstate NHS	94.4%	95.0%	No	95.0%	No
Truck travel time reliability index	1.41	1.45	Yes	1.42	No

Staff Recommendation: Staff recommends approval of 2025 performance targets for system reliability.