National Capital Region
Transportation Planning Board

TPB Technical Committee
Agenda Item 4
November 6, 2026

MEMORANDUM

TO: TPB Technical Committee
FROM: Yu Gao, TPB Transportation Engineer
SUBJECT: Highway Asset Pavement and Bridge Condition Proposed Targets for 2026-2029
DATE: October 30, 2026

At its October 2, 2026 meeting, the TPB Technical Committee was briefed on past pavement and bridge condition performance, the target-setting methodology, and preliminary regional targets. Staff presented the draft targets to the TPB on October 21, 2026. The TPB is scheduled to consider the final targets for approval at its November 18, 2026 meeting.

This memorandum presents the proposed 2026–2029 regional pavement and bridge condition targets. The TPB has adopted targets for these federally required performance measures since 2018 as part of its performance-based planning and programming process. The proposed targets use the currently available statewide targets from DDOT, MDOT, and VDOT. Staff continue to coordinate with MDOT on forecasts for the four Maryland counties in the TPB planning area. The proposed regional targets may undergo minor technical adjustments if MDOT's four-county forecasts become available before the TPB meeting.

OVERVIEW OF HIGHWAY ASSET REQUIREMENTS

The following table provides a description of the performance measures for pavements and bridges, including the applicable federal regulations, data sources, and the reporting requirements. This section also summarizes the coordination requirements with state DOTs, the MPO's target-setting and reporting requirements, and the TPB's goals supported by these performance measures.

Performance Measure	Federal Code	Data Source	Reporting Requirement
Percent of Interstate pavement in Good condition	23 CFR 490.307	Highway Performance Monitoring System (HPMS)	Every four years, set new targets.
Percent of Interstate pavement in Poor condition			
Percent of non-Interstate National Highway System (NHS) pavement in Good condition			
Percent of non-Interstate NHS pavement in Poor condition			
Percent of NHS bridges in Good condition	23 CFR 490.407	National Bridge Inventory (NBI)	
Percent of NHS bridges in Poor condition			

Coordination Requirements with State DOTs

MPOs are required to establish their performance targets in coordination with relevant state DOTs, to ensure consistency to the maximum extent practicable. The target-setting process should be data-informed and consider anticipated performance outcomes. The requirement for these targets to be evidence-based and predictive of anticipated outcomes does not supersede or diminish any aspirational targets to which local, regional, or state jurisdictions are committed.

MPO Requirements

MPOs that include any portion of the National Highway System (NHS) shall establish performance targets for pavement and bridge condition performance measures in accordance with 23 CFR 490.307 and 23 CFR 490.407.

State DOTs and MPOs shall establish statewide and metropolitan planning area-wide targets, respectively, that represent the condition of the transportation network or geographic area. After the state DOTs establish their Highway Asset targets for pavements and bridges, MPOs have up to 180 days to adopt a target.

TPB Goals

The Highway Asset measures support the TPB in assessing progress toward its established goal of a well-maintained transportation network.

PAVEMENT CONDITION

Past Performance

Interstate pavement condition has remained strong in recent years, with more than 60 percent in Good condition in 2023 through 2024, well above the 44.8 percent target, and very little pavement identified as being in Poor condition, well below the 1.6 percent target. Non-Interstate NHS pavement condition has remained relatively stable between 2022 through 2024. In 2024, 26.3 percent was in Good condition—identical to the previous 2025 four-year target—while 3.3 percent was in Poor condition, well below the 7.2 percent target.

Methodology

TPB staff used the same general methodology as in 2018 and 2022 to develop the proposed 2026–2029 regional pavement condition targets. Staff applied the available state DOT targets or forecasts to the corresponding portions of the TPB planning area, then combined the results weighted by applicable pavement lane miles.

Pavement Condition Proposed Targets

Performance Measure for the NCR	4-year Target* 2026 – 2029
(1) Percentage of pavements on the Interstate System in Good condition	**44.6%**
(2) Percentage of pavements on the Interstate System in Poor condition	**2.0%**
(3) Percentage of pavements on the NHS (excl. Interstate) in Good condition	**23.0%**
(4) Percentage of pavements on the NHS (excl. Interstate) in Poor condition	**6.8%**

*Targets are based on MDOT statewide targets for the Maryland portion of the TPB planning area and may be subject to minor technical adjustments if MDOT provides four-county forecasts.

BRIDGE CONDITION

Past Performance

Recent actual bridge conditions have generally performed better than prior forecasts. Regional NHS Bridge deck area in Good condition has remained around 40%–43% in recent years, well above the 2025 25.7 percent target. Regional NHS bridge deck area in Poor condition has remained low and relatively stable in recent years, at about 1.7 percent, also well below the 4.2 percent 2025 target.

Methodology

TPB staff used the same general methodology as in 2018 and 2022 to develop the proposed 2026–2029 regional bridge condition targets. Staff applied the available state DOT targets or forecasts to the corresponding portions of the TPB planning area, then combined the results weighted by NHS bridge deck areas.

Bridge Condition Proposed Targets

Performance Measure for the NCR	4-year Target* 2026 – 2029
(5) Percentage of NHS Bridges Classified as in Good Condition	**23.8%**
(6) Percentage of NHS Bridges Classified as in Poor Condition	**3.7%**

* Targets are based on MDOT statewide targets for the Maryland portion of the TPB planning area and may be subject to minor technical adjustments if MDOT provides four-county forecasts.

NEXT STEPS

Continue coordination with MDOT on the four-county forecasts. Make minor technical adjustments to the regional targets if the MDOT four-county forecasts become available before the TPB meeting.

November 18, 2026: Present the final regional targets to the TPB for approval.