



**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)  
POLICY COMMITTEE**

**DMATS RESOLUTION 2025-1**

A RESOLUTION ADOPTING THE ILLINOIS DEPARTMENT OF TRANSPORTATION TARGETS FOR PERFORMANCE MEASURES RELATED TO PAVEMENT AND BRIDGES, AND SYSTEM PERFORMANCE.

- WHEREAS** the U.S. Department of Transportation under 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that an Metropolitan Planning Organization establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) 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** said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and
- WHEREAS** the Illinois Department of Transportation (ILDOT) established statewide performance targets for the National Highway System (NHS) in accordance with 23 CFR 490.307 (pavement condition), 23 CFR 490.407 (bridge condition),

23 CFR 490.507 (system performance) and 23 CFR 490.607 (freight) with an effective date of September 30, 2024; and

**WHEREAS** metropolitan planning organizations (MPOs) must establish performance measure targets by either agreeing to plan and program projects so that they contribute to the accomplishment of ILDOT's statewide performance targets for the NHS or commit to quantifiable target(s) for the metropolitan planning area.

**NOW, THEREFORE, BE IT RESOLVED** that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the ILDOT's statewide targets for each of the performance categories as shown in Attachment 1.

Approved on 02/13/2025.

Attest:

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Brad Cavanagh, Chairperson  
DMATS Policy Committee

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Chandra Ravada  
Interim Executive Director

**ATTACHMENT 1**

<b>Pavement and Bridges (PM2)</b>	<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
	<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
	% of Interstate Pavement in Good condition	65.70%	64.90%	65.00%	66.00%	65.00%
	% of Interstate Pavements in Poor condition	0.40%	0.40%	1.00%	0.70%	0.50%
	% of non-Interstate NHS pavements in Good condition	29.50%	30.80%	29.00%	30.00%	
	% of non-Interstate NHS pavements in Poor condition	8.00%	10.10%	8.90%	8.50%	
	% of NHS bridges classified as in Good condition	22.80%	22.40%	18.50%	15.80%	19.00%
	% of NHS bridge classified as in Poor condition	12.40%	10.50%	12.40%	12.00%	
<b>System Performance (PM3)</b>	<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
	<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
	% of person-miles traveled on the Interstate that are reliable	85.30%	83.50%	80.00%	79.00%	80.00%
	% of person-miles traveled on the non-Interstate NHS that are reliable	94.20%	92.30%	91.00%	90.00%	
	Truck Travel Time Reliability Index	1.28	1.3	1.37	1.37	1.32
	Annual Hours of Peak hours Excessive Delay per Capita (Chicago IL/IN Urbanized Area)	12.1	13.4	15.6	15.9	
	Annual Hours of Peak hours Excessive Delay per Capita (St. Louis MO/IL Urbanized Area)	6.6	1.3	8.4	8.3	
	Percent of Non-Single Occupancy vehicle (SOV) Travel (CMAP MPA)	33.10%	34.80%	32.40%	32.70%	
	Percent of Non-Single Occupancy vehicle (SOV) Travel ( E/W Gateway IL MPA)	19.50%	21.80%	18.00%	18.20%	24.00%