

Dubuque Metropolitan Area Transportation Study (DMATS)



2024 Performance Measures Report
Long Range Transportation Plan

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Introduction

Purpose

The Dubuque Metropolitan Area Transportation Study (DMATS) adopted its Long-Range Transportation Plan (LRTP) in October 2021. This plan outlines how DMATS will manage its transportation system over the next 30 years. The LRTP serves as a guide for decision-making, helping local leaders identify and prioritize projects that align with the goals set by both DMATS and the federal government. The plan establishes nine goals, each with objectives and performance measures to track progress over the next three decades.

Federal Performance Measures

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, provides funding for surface transportation infrastructure and establishes national transportation planning goals. The IIJA requires states and Metropolitan Planning Organizations (MPOs) to demonstrate progress toward these goals using performance measures. States and MPOs must set targets for each measure and track their progress accordingly.

For some goals, DMATS has adopted performance measures and targets established by the Iowa, Illinois, and Wisconsin Departments of Transportation (DOTs). In other areas, DMATS has developed its own performance measures and targets. This report tracks the Iowa DOT's statewide performance measures and targets, while performance measures and targets for all three state DOTs are included in the DMATS Transportation Improvement Program (TIP).

This report provides an update on the progress made toward these targets between the adoption of the LRTP in 2021 and 2024.

Indicators

Target
Met

Progress
Made Toward
Target

Progress Not
Made Toward
Target

This report categorizes the progress made toward each target using the indicators listed above.

Equity

Goal: Ensure that all have access to reliable and affordable transportation.



Objective: Improve Transportation Affordability

Performance Measure	Target	Data and Trends	Current Status	Analysis								
<p>Reduce the Transportation and Housing Cost Burden on Area Low and Moderate Income Households as Measured by the H+T Affordability Index</p> <p>Baseline: 56% (2015)</p>	<p>≤45%</p>	<p>Average Housing + Transportation Costs Percent of Income for Moderate Income Households</p> <table border="1"> <caption>Breakdown of Average Housing + Transportation Costs</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Housing</td> <td>28%</td> </tr> <tr> <td>Transportation</td> <td>27%</td> </tr> <tr> <td>Remaining Income</td> <td>45%</td> </tr> </tbody> </table>	Category	Percentage	Housing	28%	Transportation	27%	Remaining Income	45%	<p>55% (2022)</p>	<p>Transportation is typically the second largest expense for households. The H+T Index determines that areas are affordable if their combined Housing and Transportation Costs are no greater than 45% of household income. Transportation costs are lower in efficient, compact neighborhoods, with access to jobs, transit, and amenities.</p> <p>According to the index, in the DMATS region, combined housing and transportation costs, on average, were 55% of a moderate income household's annual income in 2022.</p>
Category	Percentage											
Housing	28%											
Transportation	27%											
Remaining Income	45%											

Source: H+T Affordability Index, <https://htaindex.cnt.org/>. Dubuque MPO Area. Updated 2022, Accessed 12/2024

Economic Development

Goal: Encourage regional economic development.



Objective 1: Improve Freight Reliability

Performance Measure	Target	Data and Trends	Current Status	Analysis																								
<p>Truck Travel Time Reliability Index (TTTR)*</p> <p>Baseline: 1.12 (2017)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	1.25	<p>Truck Travel Time Reliability Index</p> <table border="1"> <caption>Truck Travel Time Reliability Index Data</caption> <thead> <tr> <th>Year</th> <th>Historical</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>1.12</td> <td>1.25</td> </tr> <tr> <td>2018</td> <td>1.14</td> <td>1.25</td> </tr> <tr> <td>2019</td> <td>1.19</td> <td>1.25</td> </tr> <tr> <td>2020</td> <td>1.12</td> <td>1.25</td> </tr> <tr> <td>2021</td> <td>1.13</td> <td>1.25</td> </tr> <tr> <td>2022</td> <td>1.16</td> <td>1.25</td> </tr> <tr> <td>2023</td> <td>1.13</td> <td>1.25</td> </tr> </tbody> </table>	Year	Historical	Target	2016	1.12	1.25	2018	1.14	1.25	2019	1.19	1.25	2020	1.12	1.25	2021	1.13	1.25	2022	1.16	1.25	2023	1.13	1.25	1.13 ¹ (2023)	<p>The TTTR Index is a ratio between the “normal” and the “worst” truck travel times.</p> <p>A lower TTTR index indicates a higher amount of system reliability per the performance measure, with 1.0 being the lowest possible value.</p>
Year	Historical	Target																										
2016	1.12	1.25																										
2018	1.14	1.25																										
2019	1.19	1.25																										
2020	1.12	1.25																										
2021	1.13	1.25																										
2022	1.16	1.25																										
2023	1.13	1.25																										

Objective 2: Connect People to Jobs with Transit

Performance Measure	Target	Data and Trends	Current Status	Analysis																								
<p>Percentage of Area Jobs within 0.25mi of a Transit Stop</p> <p>Baseline: 58.2% (2018)</p>	Increase	<p>Jobs within 0.25 mi of a Transit Stop</p> <table border="1"> <caption>Jobs within 0.25 mi of a Transit Stop Data</caption> <thead> <tr> <th>Year</th> <th>DMATS Area Jobs</th> <th>All other Jobs</th> <th>Total</th> <th>DMATS %</th> <th>All other %</th> </tr> </thead> <tbody> <tr> <td>2018</td> <td>31,765</td> <td>22,827</td> <td>54,592</td> <td>58.2%</td> <td>41.8%</td> </tr> <tr> <td>2020</td> <td>28,521</td> <td>23,557</td> <td>52,078</td> <td>54.8%</td> <td>45.2%</td> </tr> <tr> <td>2021</td> <td>27,389</td> <td>24,924</td> <td>52,313</td> <td>52.4%</td> <td>47.6%</td> </tr> </tbody> </table>	Year	DMATS Area Jobs	All other Jobs	Total	DMATS %	All other %	2018	31,765	22,827	54,592	58.2%	41.8%	2020	28,521	23,557	52,078	54.8%	45.2%	2021	27,389	24,924	52,313	52.4%	47.6%	52.4% ² (2021)	<p>Between 2018 and 2021, both the number of jobs and the percentage of jobs within 0.25mi of a transit stop decreased.</p>
Year	DMATS Area Jobs	All other Jobs	Total	DMATS %	All other %																							
2018	31,765	22,827	54,592	58.2%	41.8%																							
2020	28,521	23,557	52,078	54.8%	45.2%																							
2021	27,389	24,924	52,313	52.4%	47.6%																							

*Indicates a Federal Performance Measure

¹Source: Iowa DOT System Performance and Freight Performance Measures: Status Update, September 30, 2024.

²Source: US Census Bureau, On the Map, 2021. <https://onthemap.ces.census.gov/>. Accessed December 2024.

Public Health

Goal: Improve public health.



Objective 1: Increase Trail Accessibility

Performance Measure	Target	Data and Trends	Current Status	Analysis																
<p>Percentage of Area Population that Lives within 0.25mi of a Trail</p> <p>Baseline: 14.19% (2020)</p>	Increase	<p>Population within 0.25 mi of a Trail</p> <table border="1"> <caption>Population within 0.25 mi of a Trail</caption> <thead> <tr> <th>Year</th> <th>Population within .25mi of a Trail</th> <th>All Other Population</th> <th>DMATS Area 2020 Population</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>12,839 (14.99%)</td> <td>72,784 (85.01%)</td> <td>85,623</td> </tr> <tr> <td>2023</td> <td>13,261 (15.49%)</td> <td>72,362 (84.51%)</td> <td>85,623</td> </tr> <tr> <td>2024</td> <td>13,728 (16.03%)</td> <td>71,895 (83.97%)</td> <td>85,623</td> </tr> </tbody> </table>	Year	Population within .25mi of a Trail	All Other Population	DMATS Area 2020 Population	2020	12,839 (14.99%)	72,784 (85.01%)	85,623	2023	13,261 (15.49%)	72,362 (84.51%)	85,623	2024	13,728 (16.03%)	71,895 (83.97%)	85,623	<p>16.03% (2024)¹</p>	<p>Access to trails allows for residents to practice healthy activities, like walking, running, and biking. With new trails constructed, the population living within 0.25mi of a trail has increased.</p>
Year	Population within .25mi of a Trail	All Other Population	DMATS Area 2020 Population																	
2020	12,839 (14.99%)	72,784 (85.01%)	85,623																	
2023	13,261 (15.49%)	72,362 (84.51%)	85,623																	
2024	13,728 (16.03%)	71,895 (83.97%)	85,623																	

Objective 2: Provide More On-Road Bicycle Facilities

Performance Measure	Target	Data and Trends	Current Status	Analysis								
<p>Centerline Miles of Roads with On-Road Bicycle Facilities</p> <p>Baseline: 51.94 mi (2019)</p>	Increase	<p>Miles of On-Road Bicycle Facilities</p> <table border="1"> <caption>Miles of On-Road Bicycle Facilities</caption> <thead> <tr> <th>Year</th> <th>Miles of On-Road Bicycle Facilities</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>51.94</td> </tr> <tr> <td>2023</td> <td>65.9</td> </tr> <tr> <td>2024</td> <td>74.35</td> </tr> </tbody> </table>	Year	Miles of On-Road Bicycle Facilities	2019	51.94	2023	65.9	2024	74.35	<p>74.35 mi (2024)¹</p>	<p>On-Road Bicycle Facilities include: Signed On-Road Routes, Completed Safety Project (aka Complete Streets), Paved Shoulders, and Bike Lanes.</p> <p>The number of On-Road Bicycle Facilities has increased since 2019, allowing for safer travel.</p>
Year	Miles of On-Road Bicycle Facilities											
2019	51.94											
2023	65.9											
2024	74.35											

¹Source: ESRI 2020 Census Block Population Point Data. ECIA trails database, updated 2024.

Objective 3: Provide More Multi-Use Trails in the Area

Performance Measure	Target	Data and Trends	Current Status	Analysis								
<p>Miles of Multi-Use Trails in the Area</p> <p>Baseline: 33.72 (2020)</p>	<p>Increase</p>	<p>DMATS Area Total Trail Miles</p> <table border="1"> <caption>DMATS Area Total Trail Miles</caption> <thead> <tr> <th>Year</th> <th>Total Trail Miles</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>33.72</td> </tr> <tr> <td>2023</td> <td>34.69</td> </tr> <tr> <td>2024</td> <td>35.2</td> </tr> </tbody> </table>	Year	Total Trail Miles	2020	33.72	2023	34.69	2024	35.2	<p>35.20 mi.¹ (2023)</p>	<p>Multi-use trails provide safe spaces for bicycle and pedestrian transportation and can encourage physical activity and improved public health.</p> <p>The total of miles of multi-use trails in the area has increased since 2020.</p>
Year	Total Trail Miles											
2020	33.72											
2023	34.69											
2024	35.2											

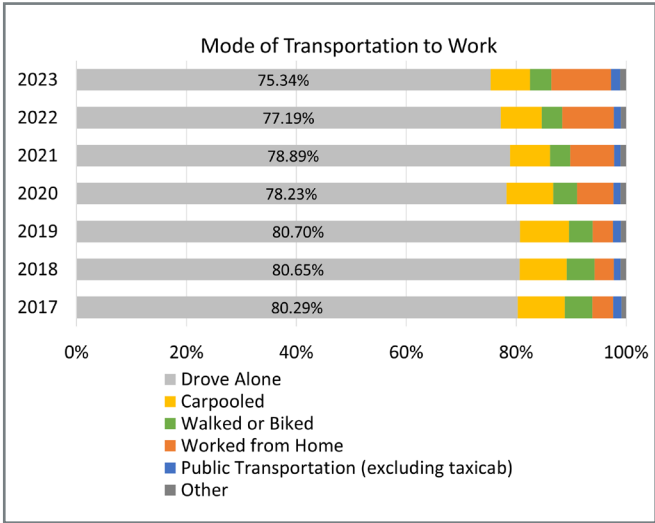
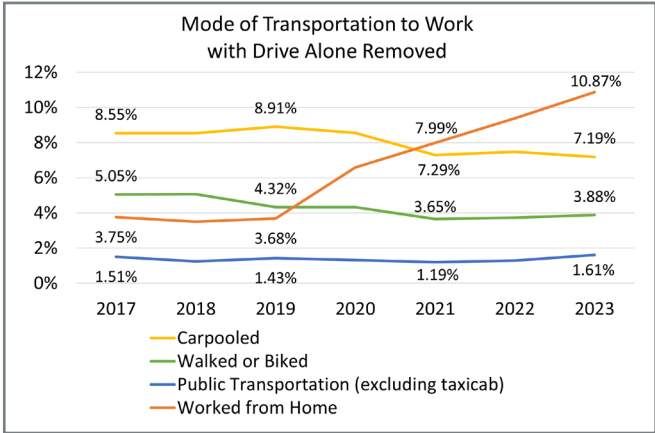
¹Source: ECIA Trails Database, Updated 2024.

Mode Choice

Goal: Build a multi-modal transportation system.



Objective: Reduce the Share of Commute Trips Made by Personal Vehicles

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p>Percentage of Workers Commuting via Transit</p> <p>Baseline: 1.43% (2019)</p>	Increase		1.61% ¹ (2023)	Public transit provides reliable and affordable transportation. The percentage of workers commuting via transit has decreased since 2019.
<p>Percentage of Workers Commuting via Walking and Biking</p> <p>Baseline: 4.32% (2019)</p>	Increase		3.88% ¹ (2023)	Walking and biking contribute to reducing roadway congestion and improving air quality and physical health. The percentage of workers commuting via walking and biking has decreased from 4.32% in 2019 to 3.88% in 2023.
<p>Percentage of Workers Commuting via Carpool</p> <p>Baseline: 8.91% (2019)</p>	Increase	<p>Between 2019 and 2023 the percentage of workers commuting by all modes decreased as more people worked from home. Work from home increased from 3.68% in 2019 to 10.87% in 2023.</p>	7.19% ¹ (2023)	Carpooling can reduce the number of vehicles on the road. The number of workers carpooling declined between 2019 and 2023.

¹Source: US Census Bureau, ACS 5-Year Estimates, 2019-2023

System Maintenance

Goal: Maintain transportation infrastructure.



Objective: Maintain Non-Interstate Pavement

Performance Measure	Target	Data and Trends	Current Status	Analysis																		
<p>Percentage of Pavements of the non-Interstate NHS in Good Condition*</p> <p>Baseline: 39.5% (2018)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	35.0% (2025)	<p>Non-Interstate NHS Pavement Condition</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>2018</td><td>39.5%</td></tr> <tr><td>2019</td><td>39.2%</td></tr> <tr><td>2020</td><td>38.0%</td></tr> <tr><td>2021</td><td>37.9%</td></tr> <tr><td>2022</td><td>37.8%</td></tr> <tr><td>2023</td><td>35.3%</td></tr> <tr><td>2024</td><td>35.0%</td></tr> <tr><td>2025</td><td>35.0%</td></tr> </tbody> </table>	Year	Percentage	2018	39.5%	2019	39.2%	2020	38.0%	2021	37.9%	2022	37.8%	2023	35.3%	2024	35.0%	2025	35.0%	35.3% ¹ (2023)	The percentage of Non-Interstate NHS pavement in the State of Iowa in good condition has decreased since 2018.
Year	Percentage																					
2018	39.5%																					
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<p>Percentage of Pavements of the non-Interstate NHS in Poor Condition*</p> <p>Baseline: 3.5% (2018)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	6.0% (2025)	<table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>2018</td><td>3.5%</td></tr> <tr><td>2019</td><td>3.6%</td></tr> <tr><td>2020</td><td>3.9%</td></tr> <tr><td>2021</td><td>3.7%</td></tr> <tr><td>2022</td><td>3.8%</td></tr> <tr><td>2023</td><td>4.0%</td></tr> <tr><td>2024</td><td>6.0%</td></tr> <tr><td>2025</td><td>6.0%</td></tr> </tbody> </table>	Year	Percentage	2018	3.5%	2019	3.6%	2020	3.9%	2021	3.7%	2022	3.8%	2023	4.0%	2024	6.0%	2025	6.0%	4.0% ¹ (2023)	The percentage of Non-Interstate NHS pavement in the State of Iowa in poor condition has increased since 2018.
Year	Percentage																					
2018	3.5%																					
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2023	4.0%																					
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2025	6.0%																					

*Indicates a Federal Performance Measure

¹Source: Iowa DOT Pavement and Bridge Performance Measures: Status Update and 4-Year Target Adjustments - September 30, 2024

Objective: Maintain Bridges

Performance Measure	Target	Data and Trends	Current Status	Analysis																														
<p>Percentage of NHS Bridges Classified as in Good Condition*</p> <p>Baseline: 48.9% (2017)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>56.0% (2025)</p>	<p>NHS Bridge Condition</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Good - Historical (%)</th> <th>Good - Target (%)</th> </tr> </thead> <tbody> <tr><td>2017</td><td>48.9%</td><td></td></tr> <tr><td>2018</td><td>48.9%</td><td></td></tr> <tr><td>2019</td><td>48.7%</td><td></td></tr> <tr><td>2020</td><td>50.2%</td><td></td></tr> <tr><td>2021</td><td>49.4%</td><td></td></tr> <tr><td>2022</td><td>47.9%</td><td></td></tr> <tr><td>2023</td><td>52.5%</td><td>52.5%</td></tr> <tr><td>2024</td><td>52.5%</td><td></td></tr> <tr><td>2025</td><td></td><td>56.0%</td></tr> </tbody> </table>	Year	Good - Historical (%)	Good - Target (%)	2017	48.9%		2018	48.9%		2019	48.7%		2020	50.2%		2021	49.4%		2022	47.9%		2023	52.5%	52.5%	2024	52.5%		2025		56.0%	<p>52.5%¹ (2023)</p>	<p>The percentage of NHS bridges in the state of Iowa in Good condition has increased since 2017.</p>
Year	Good - Historical (%)	Good - Target (%)																																
2017	48.9%																																	
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2024	52.5%																																	
2025		56.0%																																
<p>Percentage of NHS Bridges Classified as in Poor Condition*</p> <p>Baseline: 2.3% (2017)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>6.6% (2025)</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Poor - Historical (%)</th> <th>Poor - Target (%)</th> </tr> </thead> <tbody> <tr><td>2017</td><td>2.3%</td><td></td></tr> <tr><td>2018</td><td>2.3%</td><td></td></tr> <tr><td>2019</td><td>2.2%</td><td></td></tr> <tr><td>2020</td><td>2.4%</td><td></td></tr> <tr><td>2021</td><td>2.4%</td><td></td></tr> <tr><td>2022</td><td>2.1%</td><td></td></tr> <tr><td>2023</td><td>1.3%</td><td>5.0%</td></tr> <tr><td>2024</td><td></td><td></td></tr> <tr><td>2025</td><td></td><td>6.6%</td></tr> </tbody> </table>	Year	Poor - Historical (%)	Poor - Target (%)	2017	2.3%		2018	2.3%		2019	2.2%		2020	2.4%		2021	2.4%		2022	2.1%		2023	1.3%	5.0%	2024			2025		6.6%	<p>1.3%¹ (2023)</p>	<p>The percentage of NHS bridges in the state of Iowa in Poor condition has decreased since 2017.</p>
Year	Poor - Historical (%)	Poor - Target (%)																																
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2025		6.6%																																

*Indicates a Federal Performance Measure

¹Source: Iowa DOT Pavement and Bridge Performance Measures: Status Update and 4-Year Target Adjustments - September 30, 2024

Objective: Transit Asset Management

Performance Measure	Target	Data and Trends	Current Status	Analysis															
<p>Percentage of Non-Revenue Vehicles Met or Exceeded Useful Life*</p> <p>Baseline: 0% (2018)</p>	35%	<p>Jule Transit Non-Revenue Vehicles at or Past Useful Life Benchmark (ULB)</p> <table border="1"> <thead> <tr> <th></th> <th>Non Revenue/Service Automobile</th> <th>Floor Sweeper</th> <th>Riding Lawnmower</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Vehicles not at or past ULB</td> <td>3</td> <td>1</td> <td>1</td> <td>5</td> </tr> <tr> <td>Vehicles at or past ULB</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> </tr> </tbody> </table>		Non Revenue/Service Automobile	Floor Sweeper	Riding Lawnmower	Total	Vehicles not at or past ULB	3	1	1	5	Vehicles at or past ULB	1	0	0	1	16.67% ¹ (2023)	<p>The Useful Life Benchmark (ULB) for non-revenue/service automobiles is 7 years and 10 years for other equipment. The percentage of vehicles at or past the ULB has increased from 0 to 16.67%, but the target is met.</p>
	Non Revenue/Service Automobile	Floor Sweeper	Riding Lawnmower	Total															
Vehicles not at or past ULB	3	1	1	5															
Vehicles at or past ULB	1	0	0	1															
<p>Percentage of Revenue Vehicles Met or Exceeded Useful Life*</p> <p>Baseline: 88.24% (2018)</p>	35%	<p>Jule Transit Revenue Vehicles at or Past Useful Life Benchmark (ULB)</p> <table border="1"> <thead> <tr> <th></th> <th>Mini-bus</th> <th>Heavy Duty</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Vehicles not at or past ULB</td> <td>7</td> <td>9</td> <td>16</td> </tr> <tr> <td>Vehicles at or past ULB</td> <td>6</td> <td>8</td> <td>14</td> </tr> </tbody> </table>		Mini-bus	Heavy Duty	Total	Vehicles not at or past ULB	7	9	16	Vehicles at or past ULB	6	8	14	46.67% ¹ (2023)	<p>The Useful Life Benchmark (ULB) for mini-buses is 4 years and for heavy duty vehicles is 12 years. The percentage of vehicles at or beyond the ULB has decreased, making progress toward the target of 35%.</p>			
	Mini-bus	Heavy Duty	Total																
Vehicles not at or past ULB	7	9	16																
Vehicles at or past ULB	6	8	14																

*Indicates a Federal Performance Measure

¹Source: Jule Transit Performance Measures and FY 24 Targets

Objective: Transit Asset Management

Performance Measure	Target	Data and Trends					Current Status	Analysis		
Percentage of Assets with Condition Rating Below 3.0 on FTA TERM Scale* Baseline: 0% (2018)	0%						<div style="background-color: #c8e6c9; padding: 10px; text-align: center;"> 0%¹ (2023) </div>	Both of the Jule's facilities received a rating of 5 on the FTA's Transit Economic Requirements Model (TERM), indicating that both are in excellent condition. The target of maintaining 0% percent with a TERM rating of 3.0 or below is met.		
		Facilities	Count	Avg Age	Avg. TERM Cond.	Avg. Value			TERM Scale Cond.	TERM Scale Target
		Intermodal Facility	1	8.0	5.0	\$15.7 M			5	5 Excellent
		Operations & Training Center	1	5.0	5.0	\$6.3 M	5	5 Excellent		

*Indicates a Federal Performance Measure

¹Source: Jule Transit Performance Measures and FY 24 Targets

Environment

Goal: Protect and enhance the natural environment.



Objective 1: Reduce Vehicle Emissions

Performance Measure	Target	Data and Trends	Current Status	Analysis																								
<p>Tons of Vehicle Emissions</p> <p>Baseline: 18.81 (2020) State of Iowa - Total Vehicle Emissions</p>	Decrease	<p>Tons of Vehicle Emissions - State of Iowa</p> <table border="1"> <caption>Tons of Vehicle Emissions - State of Iowa</caption> <thead> <tr> <th>Year</th> <th>Tons</th> </tr> </thead> <tbody> <tr><td>2012</td><td>19.59</td></tr> <tr><td>2013</td><td>19.46</td></tr> <tr><td>2014</td><td>19.55</td></tr> <tr><td>2015</td><td>20.02</td></tr> <tr><td>2016</td><td>20.12</td></tr> <tr><td>2017</td><td>20.42</td></tr> <tr><td>2018</td><td>19.92</td></tr> <tr><td>2019</td><td>20.2</td></tr> <tr><td>2020</td><td>18.81</td></tr> <tr><td>2021</td><td>20.76</td></tr> <tr><td>2022</td><td>19.7</td></tr> </tbody> </table>	Year	Tons	2012	19.59	2013	19.46	2014	19.55	2015	20.02	2016	20.12	2017	20.42	2018	19.92	2019	20.2	2020	18.81	2021	20.76	2022	19.7	<p>19.7¹ (2022)</p>	<p>After fluctuating significantly during the pandemic years of 2020 and 2021, vehicle emissions in 2022 the state of Iowa fell to their lowest level since 2014.</p>
Year	Tons																											
2012	19.59																											
2013	19.46																											
2014	19.55																											
2015	20.02																											
2016	20.12																											
2017	20.42																											
2018	19.92																											
2019	20.2																											
2020	18.81																											
2021	20.76																											
2022	19.7																											

Objective 2: Increase Usage of Alternative Fuels

Performance Measure	Target	Data and Trends	Current Status	Analysis																								
<p>Number of Alternative Fuel and Electric Charging Stations in the Area</p> <p>Baseline: CNG: 1, E85: 4, EV Charging: 6 (2020)</p>	Increase	<p>Alternative Fuel and EV Charging Stations in DMATS Area</p> <table border="1"> <caption>Alternative Fuel and EV Charging Stations in DMATS Area</caption> <thead> <tr> <th>Category</th> <th>2020</th> <th>2023</th> <th>2024</th> </tr> </thead> <tbody> <tr><td>CNG</td><td>1</td><td>1</td><td>1</td></tr> <tr><td>LPG</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Biodiesel</td><td>0</td><td>0</td><td>2</td></tr> <tr><td>E85</td><td>4</td><td>4</td><td>4</td></tr> <tr><td>EV Charging</td><td>6</td><td>11</td><td>44</td></tr> </tbody> </table>	Category	2020	2023	2024	CNG	1	1	1	LPG	0	0	1	Biodiesel	0	0	2	E85	4	4	4	EV Charging	6	11	44	<p>Stations: CNG: 1, E85: 4, EV Charging: 44²</p>	<p>Alternative Fuels and Electric Vehicles contribute to decreasing vehicle emissions. Since 2020, several additional alternative fuel and EV charging stations have been built in the DMATS Area.</p>
Category	2020	2023	2024																									
CNG	1	1	1																									
LPG	0	0	1																									
Biodiesel	0	0	2																									
E85	4	4	4																									
EV Charging	6	11	44																									

¹Source: Iowa DNR, 2022 Iowa Statewide Greenhouse Gas Emissions Inventory Report

²Source: US Department of Energy, Alternative Fueling Station Locator, Accessed 12-2024

Safety

Goal: Improve transportation safety.



Objective: Reduce Transportation Related Injuries and Deaths

Performance Measure	Target	Data and Trends	Current Status	Analysis																											
<p>Number of Fatalities*</p> <p>Baseline: 342 (2020)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>365.8 (21-25)</p>	<table border="1"> <caption>Number of Fatalities</caption> <thead> <tr> <th>Year</th> <th>Fatalities</th> <th>Fatality Targets</th> </tr> </thead> <tbody> <tr><td>2018</td><td>319</td><td></td></tr> <tr><td>2019</td><td>337</td><td></td></tr> <tr><td>2020</td><td>342</td><td></td></tr> <tr><td>2021</td><td>356</td><td></td></tr> <tr><td>2022</td><td>338</td><td></td></tr> <tr><td>2023</td><td>377</td><td></td></tr> <tr><td>2024</td><td></td><td>352.7</td></tr> <tr><td>2025</td><td></td><td>365.8</td></tr> </tbody> </table>	Year	Fatalities	Fatality Targets	2018	319		2019	337		2020	342		2021	356		2022	338		2023	377		2024		352.7	2025		365.8	<p>377¹ (2023)</p>	<p>Decreasing the number of fatalities occurring from motor vehicle crashes is a primary goal in improving the safety of the transportation system. The number of fatalities increased significantly between 2022 and 2023.</p>
Year	Fatalities	Fatality Targets																													
2018	319																														
2019	337																														
2020	342																														
2021	356																														
2022	338																														
2023	377																														
2024		352.7																													
2025		365.8																													
<p>Rate of Fatalities*</p> <p>Baseline: 1.159 (2020)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>1.085 (21-25)</p>	<table border="1"> <caption>Fatality Rate</caption> <thead> <tr> <th>Year</th> <th>Fatality Rate</th> <th>Fatality Rate Targets</th> </tr> </thead> <tbody> <tr><td>2018</td><td>0.952</td><td></td></tr> <tr><td>2019</td><td>0.998</td><td></td></tr> <tr><td>2020</td><td>1.148</td><td></td></tr> <tr><td>2021</td><td>1.066</td><td></td></tr> <tr><td>2022</td><td>1.016</td><td></td></tr> <tr><td>2023</td><td>1.121</td><td></td></tr> <tr><td>2024</td><td></td><td>1.077</td></tr> <tr><td>2025</td><td></td><td>1.085</td></tr> </tbody> </table>	Year	Fatality Rate	Fatality Rate Targets	2018	0.952		2019	0.998		2020	1.148		2021	1.066		2022	1.016		2023	1.121		2024		1.077	2025		1.085	<p>1.121¹ (2023)</p>	<p>The Rate of Fatalities is based on the ratio of Fatalities to Vehicle Miles Traveled. The Rate of Fatalities has increased between 2022 and 2023.</p>
Year	Fatality Rate	Fatality Rate Targets																													
2018	0.952																														
2019	0.998																														
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2022	1.016																														
2023	1.121																														
2024		1.077																													
2025		1.085																													

*Indicates a Federal Performance Measure

¹Source: Iowa DOT FHWA 2025 Safety Targets, August 2024.

Objective: Reduce Transportation Related Injuries and Deaths

Performance Measure	Target	Data and Trends	Current Status	Analysis																											
<p>Number of Serious Injuries*</p> <p>Baseline: 1310 (2020)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>1,496.1 (21-25)</p>	<p>Number of Serious Injuires</p> <table border="1"> <caption>Number of Serious Injuires</caption> <thead> <tr> <th>Year</th> <th>Serious Injuries</th> <th>Serious Injury Targets</th> </tr> </thead> <tbody> <tr><td>2018</td><td>1,312</td><td></td></tr> <tr><td>2019</td><td>1,349</td><td></td></tr> <tr><td>2020</td><td>1,308</td><td></td></tr> <tr><td>2021</td><td>1,435</td><td></td></tr> <tr><td>2022</td><td>1,412</td><td></td></tr> <tr><td>2023</td><td>1,388</td><td></td></tr> <tr><td>2024</td><td>1,389</td><td></td></tr> <tr><td>2025</td><td>1,496</td><td></td></tr> </tbody> </table>	Year	Serious Injuries	Serious Injury Targets	2018	1,312		2019	1,349		2020	1,308		2021	1,435		2022	1,412		2023	1,388		2024	1,389		2025	1,496		<p>1,388¹ (2023)</p>	<p>The number of serious injuries in the state of Iowa increased in 2021 and declined in 2022 and 2023.</p>
Year	Serious Injuries	Serious Injury Targets																													
2018	1,312																														
2019	1,349																														
2020	1,308																														
2021	1,435																														
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2024	1,389																														
2025	1,496																														
<p>Rate of Serious Injuries*</p> <p>Baseline: 4.23 (2020)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>4.391 (21-25)</p>	<p>Serious Injury Rate</p> <table border="1"> <caption>Serious Injury Rate</caption> <thead> <tr> <th>Year</th> <th>Seious Injury Rate</th> <th>Serious Injury Rate Targets</th> </tr> </thead> <tbody> <tr><td>2018</td><td>3.916</td><td></td></tr> <tr><td>2019</td><td>3.994</td><td></td></tr> <tr><td>2020</td><td>4.377</td><td></td></tr> <tr><td>2021</td><td>4.299</td><td></td></tr> <tr><td>2022</td><td>4.244</td><td></td></tr> <tr><td>2023</td><td>4.125</td><td></td></tr> <tr><td>2024</td><td>4.235</td><td></td></tr> <tr><td>2025</td><td>4.391</td><td></td></tr> </tbody> </table>	Year	Seious Injury Rate	Serious Injury Rate Targets	2018	3.916		2019	3.994		2020	4.377		2021	4.299		2022	4.244		2023	4.125		2024	4.235		2025	4.391		<p>4.125¹ (2023)</p>	<p>The rate of serious injuries is a ratio of Serious Injuries to Vehicle Miles Traveled. The rate of serious has declined since 2020.</p>
Year	Seious Injury Rate	Serious Injury Rate Targets																													
2018	3.916																														
2019	3.994																														
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2025	4.391																														

*Indicates a Federal Performance Measure

¹Source: Iowa DOT FHWA 2025 Safety Targets, August 2024.

Objective: Reduce Transportation Related Injuries and Deaths

Performance Measure	Target	Data and Trends	Current Status	Analysis																											
<p>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries*</p> <p>Baseline: 145 (2020)</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>Decrease 148.4 (21-25)</p>	<p>Number of Non-Motorized Fatalities and Serious Injuries</p> <table border="1"> <caption>Number of Non-Motorized Fatalities and Serious Injuries</caption> <thead> <tr> <th>Year</th> <th>Actual Value</th> <th>Target Value</th> </tr> </thead> <tbody> <tr> <td>2018</td> <td>134</td> <td>-</td> </tr> <tr> <td>2019</td> <td>139</td> <td>-</td> </tr> <tr> <td>2020</td> <td>139</td> <td>-</td> </tr> <tr> <td>2021</td> <td>154</td> <td>-</td> </tr> <tr> <td>2022</td> <td>129</td> <td>-</td> </tr> <tr> <td>2023</td> <td>150¹</td> <td>-</td> </tr> <tr> <td>2024</td> <td>-</td> <td>142.5</td> </tr> <tr> <td>2025</td> <td>-</td> <td>148.4</td> </tr> </tbody> </table> <p>Legend: ◆ Non-Motorized Fatalities and Serious Injuries ◇ Non-Motorized Fatality and Serious Injury Targets</p>	Year	Actual Value	Target Value	2018	134	-	2019	139	-	2020	139	-	2021	154	-	2022	129	-	2023	150 ¹	-	2024	-	142.5	2025	-	148.4	<p style="background-color: yellow; padding: 10px; display: inline-block;">150¹ (2023)</p>	<p>After spiking in 2021, the number of non-motorized incidents declined below prior levels in 2022. The number then spiked again in 2023.</p>
Year	Actual Value	Target Value																													
2018	134	-																													
2019	139	-																													
2020	139	-																													
2021	154	-																													
2022	129	-																													
2023	150 ¹	-																													
2024	-	142.5																													
2025	-	148.4																													

*Indicates a Federal Performance Measure

¹Source: Iowa DOT FHWA 2025 Safety Targets, August 2024.

Efficiency

Goal: Improve system efficiency.



Objective: Improve System Reliability

Performance Measure	Target	Data and Trends	Current Status	Analysis																																								
<p>Percent of Person - Miles Traveled on the Non-Interstate NHS that are Reliable*</p> <p>Baseline: 95.6% (2017)¹</p> <p>Iowa DOT Performance Measure and Target – DMATS adopted by resolution</p>	<p>94.0% (2025)</p>	<p>Travel Time Reliability</p> <table border="1"> <caption>Travel Time Reliability Data</caption> <thead> <tr> <th>Year</th> <th>Historical (%)</th> <th>Prior Target (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>95.5%</td> <td></td> <td></td> </tr> <tr> <td>2018</td> <td>96.3%</td> <td></td> <td></td> </tr> <tr> <td>2019</td> <td>96.3%</td> <td></td> <td></td> </tr> <tr> <td>2020</td> <td>96.8%</td> <td></td> <td></td> </tr> <tr> <td>2021</td> <td>96.5%</td> <td>95.0%</td> <td></td> </tr> <tr> <td>2022</td> <td>97.1%</td> <td></td> <td></td> </tr> <tr> <td>2023</td> <td>96.7%</td> <td></td> <td>94.0%</td> </tr> <tr> <td>2024</td> <td></td> <td></td> <td>94.0%</td> </tr> <tr> <td>2025</td> <td></td> <td></td> <td>94.0%</td> </tr> </tbody> </table>	Year	Historical (%)	Prior Target (%)	Target (%)	2017	95.5%			2018	96.3%			2019	96.3%			2020	96.8%			2021	96.5%	95.0%		2022	97.1%			2023	96.7%		94.0%	2024			94.0%	2025			94.0%	<p>96.7%¹ (2023)</p>	<p>In Iowa, the percent of reliable person-miles has stayed fairly constant, increasing by about one percentage point between 2017 and 2023.</p>
Year	Historical (%)	Prior Target (%)	Target (%)																																									
2017	95.5%																																											
2018	96.3%																																											
2019	96.3%																																											
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2024			94.0%																																									
2025			94.0%																																									

*Indicates a Federal Performance Measure

¹Source: Iowa DOT System Performance and Freight Performance Measures: Status Update - September 30, 2024

Technology

Goal: Deploy technology to improve the system.



Objective: Intelligent Transportation Systems (ITS) to Maximize Efficiency

Performance Measure	Target	Data and Trends	Current Status	Analysis
<p style="text-align: center;">Percent of Signalized Intersections Connected to Adaptive Control Systems</p> <p style="text-align: center;">Baseline: 0% (2023)¹</p>	<p style="text-align: center;">Increase</p>		<p>Progress Made Toward Target. The SRTEETS project is currently in the implementation process. The project will implement adaptive control systems at 68 signalized intersections in the City of Dubuque. The project is divided into two phases. Phase 1 will include 38 intersections. Phase 2 will add 38 more intersections, primarily in downtown Dubuque. Target implementation dates are spring 2025 for Phase 1 and spring 2027 for Phase 2.</p>	<p>DMATS and the City of Dubuque are implementing the next generation of integrated traffic signal system that includes rapid simulation of future traffic conditions based on real-time data collection. It also includes communicating the modeled changes to road-users before they leave and while in route to balance delay and reduce congestion. The dynamic rerouting of traffic to balance road user delay is also expected to have safety benefits with a reduction in crashes and pollutants.</p>

¹Source: DMATS and City of Dubuque