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TO: Travis Halm, Iowa Department of Transportation (IADOT)
Brandon Geber, Illinois Department of Transportation (ILDOT)

FROM: Gena McCullough, Deputy Director

DATE: March 25, 2025

RE: MPO Pavement and Bridge Conditions Performance Measures

Bi-State Regional Commission is submitting this memorandum to the respective Departments of Transportation to fulfill the March 2016 Federal Highway Administration (FHWA) final rule making (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Conditions Performance Measures rulemaking requires MPOs to agree to set their own targets or agree to contribute and support meeting the state DOTs' respective pavement and bridge conditions (PM2), and systems performance and freight measures (PM3) targets for six measures. These include percent of Interstate pavement in Good and Poor Condition, percent of Non-Interstate National Highway System (NHS) in Good and Poor Condition, percent of NHS bridges in Good and Poor Condition, percent of person-miles traveled on Interstate that are reliable, percent of person-miles traveled on Non-Interstate NHS that are reliable, and Truck Travel Time Reliability Index.

The selected targets were originally adopted on September 25, 2018 by the Quad Cities Transportation Policy Committee. The committee agreed to support the respective state-level targets of IADOT and ILDOT by geography for all ten performance measures referenced in this memorandum. By supporting the DOTs' targets, the jurisdictions represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) as part of the federal transportation planning process agree to support, plan and program projects to contribute toward achieving the states' respective targets by the state side represented when possible. The ultimate goal is to maintain public roads in a state of good repair and reliable travel within Iowa and Illinois by supporting these efforts in the Quad Cities, Iowa/Illinois MPA.

The federal rulemaking dictates that a review of progress be conducted two years after the adoption of these targets, and adjustments to the four-year targets are allowed. At this point, both the Iowa and Illinois DOTs reviewed their projects to determine if progress was made towards achieving the targets and have elected to revise some of the targets. The Quad Cities Transportation Policy Committee agreed on March 25, 2025 to continue to support the revised targets set by the respective state DOTs.



The Quad Cities MPO Policy Committee acknowledges through each state’s performance management agreement(s) between the MPO and IADOT and ILDOT, that cooperative planning and programming will require coordination related to crash data collection and sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO’s decision to support the statewide targets, and to report the decision related to these targets within 180 days after each respective DOT reports its statewide targets.

The revised Iowa and Illinois statewide targets are outlined below. Note that both Departments of Transportation are required to establish 2- and 4-year targets for each measure, except those noted in the table with an asterisk that are not required in the first performance period. Illinois DOT is required to establish 2- and 4-year targets for each measure, except noted in the table. The 2-year performance numbers will be provided at the midpoint of the performance period. The 4-year targets will be reviewed at the midpoint of the performance period and adjusted as needed.

		2021	2023	2023	2025	2025
		Baseline	2- Year Target	2- Year Actual	<i>Prior 4- Year Target</i>	4-Year Target
Pavement	Interstate % Good	58.8%	55.0%	58.2%	55.0%	53.0%
	Interstate % Poor	0.4%	3.0%	0.5%	3.0%	3.0% <i>(No change)</i>
	Non-Interstate NHS % Good	37.9%	35.0%	35.3%	35.0%	30.0%
	Non-Interstate NHS % Poor	3.7%	6.0%	4.0%	6.0%	6.0% <i>(No change)</i>
Bridge	NHS % Good	49.4%	52.5%	48.9%	56.0%	48.0%
	NHS % Poor	2.4%	5.0%	1.3%	6.6%	6.6% <i>(No change)</i>
Reliability	Interstate % Reliable	99.9%	98.0%	99.9%	98.0%	98.0% <i>(No change)</i>
	Non-Interstate NHS % Reliable	96.5%	94.0%	96.7%	94.0%	94.0% <i>(No change)</i>
Freight	Interstate Truck Travel Time Reliability	1.13	1.25	1.13	1.25	1.25 <i>(No change)</i>

* Based on total lane miles in Iowa by highway system: 3,479 interstate; and 12,867 National Highway System (NHS) non-interstate (DOT and local). Based on 2,648 NHS (DOT and local) bridges.

	Data Year	2021	2023		2025	
	Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
Pavement and Bridges (PM2)	% of Interstate Pavement in Good condition	65.7%	64.9%	65.0%	66.0%	65.0%
	% of Interstate Pavements in Poor condition	.4%	0.4%	1.0%	0.7%	0.5%
	% of non-Interstate NHS pavements in Good condition	29.5%	30.8%	29.0%	30.0%	
	% of non-interstate NHS pavements in Poor condition	8.0%	10.1%	8.9%	8.5%	
	% of NHS bridges classified as in Good condition	22.8%	22.4%	18.5%	15.8%	19.0%
	% of NHS bridge classified as in Poor condition	12.4%	10.5%	12.4%	12.0%	
System Performance (PM3)	Data Year	2021	2023		2025	
	Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
	% of person-miles traveled on the Interstate that are reliable	85.3%	83.5%	80.0%	79.0%	80.0%
	% of person-miles traveled on the non-Interstate NHS that are reliable	94.2%	92.3%	91.0%	90.0%	
	Truck Travel Time Reliability Index	1.28	1.30	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 (CMAQ MPA)	33.1%	34.8%	32.4%	32.7%	
Percent of Non-Single Occupancy vehicle (SOV) Travel (E/W Gateway IL MPA)	19.5%	21.8%	18.0%	18.2%	24.0%	

* Based on 2,185 interstate lane miles in Illinois. Based on 5,571 non-interstate NHS lane miles. There are 2,316 interstate bridges in Illinois and a total of 4,829 bridges on the NHS, or 2,513 non-interstate NHS bridges.

Please let me know if there is any additional information required as part of this notification. I can be reached at 309-793-6300, Ext. 1146 or gmccullough@bistateonline.org. The minutes from the Policy Committee meeting will be sent as supporting documentation once they are approved at the next meeting. We look forward to working cooperatively with you to support facility conditions in a state of good repair and transportation system reliability efforts in each state.