

**MEMORANDUM**

To: MPO Policy Committee

From: CMAP/Transportation Committee

Date: December 20, 2024

Subject: 2026 Highway asset condition targets

Action Requested: Approval

Purpose

CMAP's Transportation Committee requests MPO Policy Committee approval of IDOT's new pavement condition targets and confirm the existing regional bridge condition targets.

Background

Federal law requires metropolitan planning organizations (MPOs) to set a variety of performance measures, including six measures related to highway and bridge asset condition. According to a federal rulemaking finalized in 2018¹, these measures are monitored on the same cycle of a four-year target and a two-year midpoint adjustment. State departments of transportation (DOTs) initially set statewide targets, with MPOs then identifying targets no more than 180 days later. MPOs may either affirm statewide targets or set other targets specific to their regions.

On October 7, 2024, IDOT shared adjusted statewide midpoint targets for pavement condition and bridge condition as part of this cycle in their State Biennial Performance Report in the FHWA Transportation Performance Management Portal. This action triggers CMAP's responsibility to either support IDOT's targets or identify its own regional targets by March 30, 2025.

Pavement condition targets

State DOTs and MPOs are required to establish a set of pavement condition targets for the full extent of the Interstate and non-Interstate NHS, regardless of ownership, within their

¹ The bridge condition and pavement condition performance measure (PM2) requirements are set out in the [Federal Highway Administration's National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program](#) final rule

respective jurisdiction. Pavement condition is calculated using a combination of three pavement distresses for asphalt and jointed concrete and two pavement distresses for reinforced concrete. Detailed information regarding the different pavement distress types and condition threshold metrics can be found in CMAP’s 2021 NHS pavement condition performance targets memo.²

The federal rule requiring targets went into effect in 2018, at which time CMAP set regional targets for pavement condition as part of the ON TO 2050 plan. Those targets were based on available, but incomplete, data. In 2021, IDOT’s statewide pavement condition targets and the full set of pavement distress data were made available. As a result, CMAP aligned its four-year pavement condition targets with IDOT’s statewide targets. To continue this alignment, CMAP staff recommends supporting the State’s 2024 pavement condition targets which have been adjusted to reflect the system’s current condition and anticipated investments. Since setting baseline targets in 2022, the State has achieved two of its four pavement targets: Percentage of Interstate Pavements in Poor Conditions and Percentage of non-Interstate NHS pavements in Good condition.

Table 1. IDOT revised statewide pavement performance targets through 2024

Data Year	2021	2023		2025	
Reporting Year	2022	2024		2026	
	Baseline	Actual	Target	Original Target	Adjusted Target
% of Interstate Pavement in Good condition	65.7%	64.9%	65.0%	66.0%	65.0%
% of Interstate Pavements in Poor condition	0.4%	0.4%	1.0%	0.7%	0.5%
% of non-Interstate NHS pavements in Good condition	29.5%	30.8%	29.0%	30.0%	No change
% of non-Interstate NHS pavements in Poor condition	8.0%	10.1%	8.9%	8.5%	No change

Bridge condition targets

State DOTs and MPOs are required to establish bridge condition targets for the full extent of the NHS in their respective jurisdictions, regardless of ownership. Bridge condition is calculated using data from the National Bridge Inventory (NBI). Bridge condition is determined through a scheduled inspection process and classified by the lowest rating of NBI condition ratings for deck, superstructure, substructure, or culvert.

Unlike pavement, the method and data source for setting bridge condition targets have not changed since the first ON TO 2050 plan in 2018. Therefore, CMAP staff recommends no change to the region’s existing bridge condition target methodologies, which reflect the goal of

² See agenda item 7 on page 17. <https://cmap.illinois.gov/wp-content/uploads/TCFullPacket02-26-2021.pdf>

steady improvements to regional bridge conditions. While the region has not yet achieved these targets, they remain ambitious, but within the range of recent values.

Table 2. CMAP region bridge performance targets through 2024

Data Year	2016	2023		2025	
Reporting Year	2017	2024		2026	
	Baseline	Actual	Target	Original Target	Adjusted Target
% of NHS bridges classified as in Good condition	36.6%	24.6%	36.9%	37.1%	No change
% of NHS bridges classified as in Poor condition	8.6%	11.2%	8.1%	8.0%	No change

Next steps

CMAP staff are working with IDOT to better quantify the financial needs required to reach the region’s performance targets which will be incorporated into the upcoming Regional Transportation Plan’s (RTP’s) Financial Plan. As part of the RTP process, CMAP will review and update (as appropriate) all of its federal performance measure targets.

Following discussion and approval by the MPO Policy Committee, staff will inform IDOT that the CMAP MPO supports IDOT’s statewide 2021 pavement condition targets and will continue to abide by regional bridge condition targets. By supporting IDOT’s pavement targets, the MPO agrees to not only integrate state targets as goals in the metropolitan planning process but also to both plan and program projects that help meet the State’s targets.

Moving forward, CMAP will continue to support the ongoing tracking of the region’s performance measures, To enhance these efforts, CMAP has developed a series of [interactive performance measure dashboards](#)³ to provide greater insight into its target progress monitoring and reporting process. CMAP staff will update these dashboards on an annual basis, as data becomes available.

Requested: Approval

³ See new dashboard here: <https://experience.arcgis.com/experience/4415ff2ee63a4d1ebc5baa0f13ea0f23/>