

Resolution Adopting Pavement/Bridge Condition (PM2) & Travel Time Reliability/CMAQ
Emission Reduction (PM3) Performance Targets
STAFF REPORT

LAKE ERIE WEST REGIONAL COUNCIL
MPO POLICY BOARD
JUNE 17, 2026

This resolution adopts National Highway System (NHS) pavement and bridge condition performance measure targets, as well as travel time reliability and emissions reductions performance measure targets, related to the Ohio portion of the Lake Erie West transportation planning area.

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of pavements and bridges on the National Highway System (NHS). States and MPO's must establish 2-year (CY 2027) and 4-year (CY 2029) statewide targets for both metrics within a four-year performance period. Additionally, states and MPO's must establish targets for travel time reliability on the NHS, as well as congestion mitigation and air quality (CMAQ) emissions reductions throughout the MPO region. These measures and targets are listed as follows:

Pavements (PM2):

- Percentage of Interstate Pavements in Good Condition
- Percentage of Interstate Pavements in Poor Condition
- Percentage of Non-Interstate NHS Pavements in Good Condition
- Percentage of Non-Interstate NHS Pavements in Poor Condition

Bridge (PM2):

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition

Travel Time Reliability (PM3):

- Percentage of Person-Miles Traveled on Interstate that are Reliable
- Percentage of Person-Miles Traveled on Non-Interstate NHS that are Reliable
- Level of Truck Travel Time Reliability (LOTTTR)

Total CMAQ Emission Reduction (PM3):

- Volatile Organic Compounds (VOC) Total Emission Reduction
- Nitrous Oxide (NOx) Total Emission Reduction
- Particulate Matter 2.5 (PM2.5) Total Emission Reduction

Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel (PM3)

- Annual Hours of Peak Excessive Delay Per Capita on the NHS
- Percentage of Trips made by Non-Single Occupancy Vehicles in Urbanized Area

The Ohio Department of Transportation has established the following 2-year and 4-year targets for PM 2 and PM 3.

Infrastructure Condition Targets (PM2)		
Measure	2-Year Target	4-Year Target
% Interstate Pavement: Good	> 55%	> 55%
% Interstate Pavement: Poor	< 1%	< 1%
% Non-Interstate NHS Pavement: Good	> 40%	> 40%
% Non-Interstate NHS Pavement: Poor	< 3%	< 3%
% NHS Bridges: Good	> 55%	> 55%
% NHS Brides: Poor	< 3%	< 3%
Travel Time Reliability Targets (PM3)		
Measure	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	> 85%	> 85%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	> 80%	> 80%
Level of Truck Travel Time Reliability (TTTR)	< 1.50	< 1.50
Total CMAQ Emission Reduction (PM3)		
Measure	2-Year Target	4-Year Target
Volatile Organic Compounds (VOC) Total Emission Reduction	> 63 kg/day	> 126 kg/day
Nitrous Oxide (NOx) Total Emission Reduction	> 68 kg/day	> 136 kg/day
Particulate Matter 2.5 (PM2.5) Total Emission Reduction	> 7.435 kg/day	> 14.870 kg/day
PHED and Non-SOV Travel (PM3)		
Annual Hours of Peak Hour Excessive Demand (PHED) Per Capita	7.0	7.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	15.0%	15.0%

**A RESOLUTION
ADOPTING PAVEMENT/BRIDGE CONDITION (PM2) &
TRAVEL TIME RELIABILITY/CMAQ EMISSION REDUCTION (PM3)
PERFORMANCE TARGETS FOR OHIO**

WHEREAS, Toledo Metropolitan Area Council of Governments (now known as Lake Erie West Regional Council) is a voluntary association of local governments in northwest Ohio and southeast Michigan, organized on May 31, 1968, and established under Chapter 167 of the Ohio Revised Code and the Michigan Public Act No. 7 (EX-SESS), and has carried out comprehensive metropolitan and regional planning since that date; and

WHEREAS, the Lake Erie West Regional Council is designated as the Metropolitan Planning Organization (MPO) by the Governor through the Ohio Department of Transportation in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process (Process) for the Toledo area that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted by Congress in 2012, and the Code of Federal Regulations governing MPOs (23 C.F.R. 450) require that a long-range plan be updated every five (5) years; and

WHEREAS, federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of the National Highway System (NHS) pavements and bridges and states must set performance targets by March 15, 2026; and

WHEREAS, federal rules 23 CFR 490.507 and 23 CFR 490.607 establish measures to evaluate performance of National Highway System (NHS) travel time reliability and interstate system freight reliability and states must set performance targets by March 15, 2026; and

WHEREAS, MPO's must establish NHS Pavement and Bridge Condition Performance Management targets by either adopting the State's targets, or establish its own target within 180 days of the State establishing and reporting its targets; and

WHEREAS, MPO's must establish Travel Time Reliability and Freight Movement Performance Management targets by either adopting the State's targets, or establish its own target within 180 days of the State establishing and reporting its targets; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for pavements, bridges, travel time reliability, total CMAQ emission reduction, peak hour excessive delay and non-single occupancy vehicle travel including:

Pavements (PM2):

- Percentage of Interstate Pavements in Good Condition
- Percentage of Interstate Pavements in Poor Condition
- Percentage of Non-Interstate NHS Pavements in Good Condition
- Percentage of Non-Interstate NHS Pavements in Poor Condition

Bridge (PM2):

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition

Travel Time Reliability (PM3):

- Percentage of Person-Miles Traveled on Interstate that are Reliable
- Percentage of Person-Miles Traveled on Non-Interstate NHS that are Reliable
- Level of Truck Travel Time Reliability (LOTTR)

Total CMAQ Emission Reduction (PM3):

- Volatile Organic Compounds (VOC) Total Emission Reduction
- Nitrous Oxide (NOx) Total Emission Reduction
- Particulate Matter 2.5 (PM2.5) Total Emission Reduction

Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel (PM3)

- Annual Hours of Peak Excessive Delay Per Capita on the NHS
- Percentage of Trips made by Non-Single Occupancy Vehicles in Urbanized Area

WHEREAS, TMACOG may, within 180 days of the State establishing and reporting its pavement and bridge performance targets, establish pavement and bridge condition targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state pavement and bridge condition targets or committing to a quantifiable target for each pavement and bridge performance measure for their own metropolitan planning area; and

WHEREAS, TMACOG may, within 180 days of the State establishing and reporting its travel time reliability and freight movement performance targets, establish travel time reliability and freight movement performance targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state travel time reliability and freight movement performance targets or committing to a quantifiable target for each travel time reliability and freight movement performance measure for their own metropolitan planning area; and

WHEREAS, the Technical Advisory Committee approved adopting the State of Ohio PM2 and PM3 performance measure targets on June 3, 2026;

NOW, THEREFORE, BE IT RESOLVED by the Lake Erie West Regional Council MPO Policy Board that:

Section 1

THAT Lake Erie West has agreed to support the Ohio Department of Transportation (ODOT) statewide pavement and bridge condition (PM2) performance measure targets as follows:

Infrastructure Condition Targets (PM2)		
Measure	2-Year Target	4-Year Target
% Interstate Pavement: Good	> 55%	> 55%
% Interstate Pavement: Poor	< 1%	< 1%
% Non-Interstate NHS Pavement : Good	> 40%	> 40%
% Non-Interstate NHS Pavement : Poor	< 3%	< 3%
% NHS Bridges: Good	> 55%	> 55%
% NHS Brides: Poor	< 3%	< 3%

Section 2

THAT Lake Erie West has agreed to support the Ohio Department of Transportation (ODOT) statewide travel time reliability, CMAQ emission reduction, and PHED and Non-SOV Travel (PM3) performance measure targets as follows:

Travel Time Reliability Targets (PM3)		
Measure	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	> 85%	> 85%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	> 80%	> 80%
Level of Truck Travel Time Reliability (TTTR)	< 1.50	< 1.50
Total CMAQ Emission Reduction (PM3)		
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Volatile Organic Compounds (VOC) Total Emission Reduction	> 63 kg/day	> 126 kg/day
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PHED and Non-SOV Travel (PM3)		
Annual Hours of Peak Hour Excessive Demand (PHED) Per Capita	7.0	7.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	15.0%	15.0%

Section 3

THAT Lake Erie West will plan and program projects that contribute to the accomplishment of said performance measure targets.

Yeas _____, Nays _____, Abstain _____

Date of Adoption: _____

Mike Pniewski, Chair
MPO Policy Board, Lake Erie West Regional Council

Attest:

I, **Jennifer Allen**, Lake Erie West Regional Council Executive Assistant, do hereby certify that this is a true and accurate copy of Resolution No. 2026-18, adopted on

_____.

Jennifer Allen, Executive Assistant