Department of Transportation
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Mike DeWine, *Governor*
Jim Tressel, *Lt. Governor*
Pamela Boratyn, *Director*

February 4, 2026

Ohio Metropolitan Planning Organizations
Executive Directors

Re: Coordinating Performance Targets for 2026-2029

Dear Colleagues,

The Ohio Department of Transportation (ODOT) is initiating a coordinated review of proposed federal transportation performance targets for the 2026-2029 performance period. These targets are critical for ensuring compliance with federal requirements, improving system performance, and aligning statewide and regional priorities.

Performance measures help us track progress toward national goals, inform project selection, and enhance transparency and accountability. Your input ensures these targets reflect both statewide objectives and the unique needs of your region.

ODOT and Metropolitan Planning Organizations (MPOs) must establish quantifiable targets for the following measures:

- Pavement condition — Interstate & Non-Interstate NHS
- Bridge condition — NHS
- Travel time reliability — Interstate & Non-Interstate NHS
- Truck travel time reliability — Interstate
- Total emission reductions — CMAQ projects
- Traffic congestion — NHS in large urban areas
    - Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
    - Percent of Non-Single Occupant Vehicle (SOV) Travel

Note: The performance measures for traffic congestion are applicable only to large urban areas encompassed by AMATS, LCATS, MORPC, MVRPC, NOACA, OKI, SCATS, and TMACOG. As these are not statewide measures, ODOT is not proposing targets, but encourages MPOs to

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propose targets. The most recent targets and baseline performance are provided on the attachment. ODOT will provide additional information about congestion performance to MPOs as requested. After collaborating with ODOT, MPOs must adopt congestion targets by September 11, 2026.

ODOT will respond to comments received from MPOs prior to establishing statewide targets. Once established by ODOT, MPOs have 180 days to adopt a resolution either to support the statewide targets or to establish targets specific to the planning area. In coordination with ODOT, MPOs may choose to establish MPO-specific targets for any of the measures.

The timeline of actions below will meet the obligations of the regulatory framework.

Action	Responsibility	Date
Propose statewide targets to MPOs	ODOT	February 4, 2026
Submit comments on proposed targets to ODOT	MPO	February 27, 2026
Establish statewide targets	ODOT	March 15, 2026
Adopt planning area targets (support statewide or MPO-specific)	MPO Board	September 11, 2026
Submit adoption resolution to ODOT	MPO	September 25, 2026
Submit all targets to FHWA	ODOT	October 1, 2026

Please review the attached proposed targets and methodology and send comments or questions to Nathaniel Vogt at nathaniel.vogt@dot.ohio.gov by **February 27, 2026**.

Through collaboration, ODOT and your MPO will ensure a performance-driven planning process that supports Ohio's transportation system and regional priorities.

Thank you for your partnership.

Sincerely,

James Gates
Deputy Director, Division of Planning
Ohio Department of Transportation

Attachment: Proposed Federal Performance Targets for 2026-2029

SUMMARY

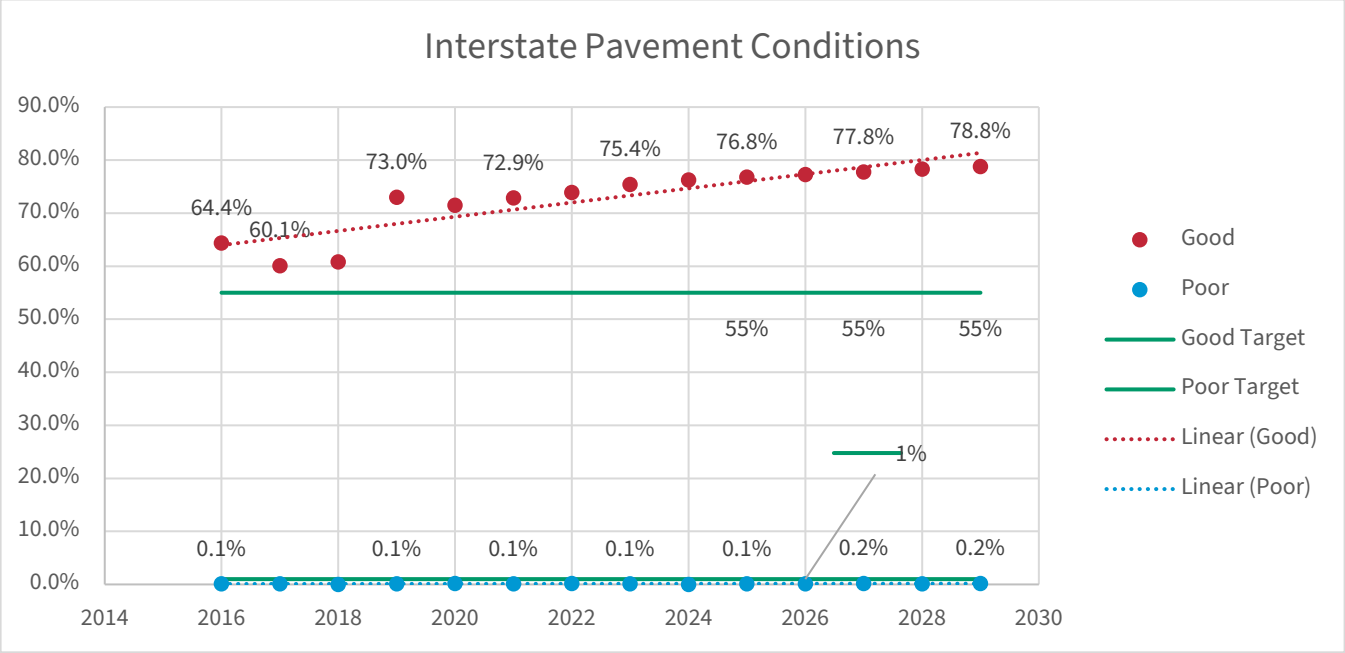
The table below summarizes the proposed targets for the Federal Transportation Performance Measures for the 2026-2029 Performance Period.

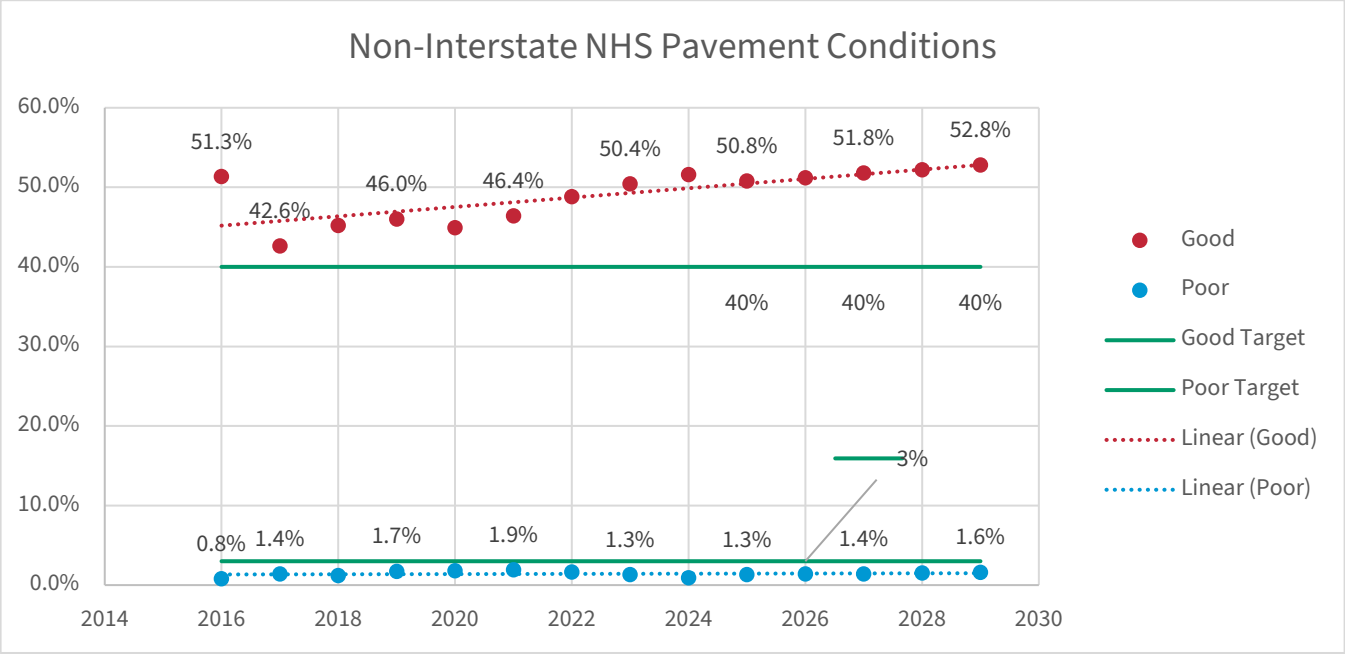
Performance Measure	Baseline 2024	Previous Target 2025	2-Year Target 2027	4-Year Target 2029	Basis of Target
Pavement Condition: Interstates					
% Good	76.3%	55.0%	55.0%	55.0%	See explanation on the pages that follow.
% Poor	0.0%	1.0%	1.0%	1.0%	
Pavement Condition: Non-Interstate NHS					
% Good	51.6%	40.0%	40.0%	40.0%	See explanation on the pages that follow.
% Poor	0.9%	2.0%	3.0%	3.0%	
Bridge Condition: NHS					
% Good	59.4%	55.0%	55.0%	55.0%	See explanation on the pages that follow.
% Poor	2.3%	3.0%	3.0%	3.0%	
Travel Time Reliability					
Interstate % Reliable	95.7%	85.0%	85.0%	85.0%	Performance on Interstates for 2017-2019 averaged 90%. Since 2020, It has declined from 100% to 96%. A linear trendline for 2020 to 2025 projects performance declining to 92.2% in 2027 and 90.0% in 2029. **Maintaining the current target of 85% is reasonable and achievable.**
Non-Interstate NHS % Reliable	97.5%	80.0%	80.0%	80.0%	Performance on the non-Interstate NHS for 2017-2019 averaged 90%. Since 2020, It has declined from 96% to 94%. A linear trendline for 2020 to 2025 projects performance declining to 95.2% in 2027 and 94.8% in 2029. **Maintaining the current target of 80% is reasonable and achievable.**
Truck Travel Time Reliability (TTTR) Index	1.26	1.50	1.50	1.50	The index for 2017-2019 averaged 1.35. Since 2020, It has increased from 1.17 to 1.26, indicating decreasing reliability. A linear trendline for 2020 to 2025 projects the index will rise to 1.34 in 2027 and 1.39 in 2029. **Maintaining the current target of 1.50 is reasonable and achievable.**
Total Emission Reductions (Baseline is 2025 metric)					
PM2.5 (kg/day)	56.115	18.200	7.435	14.870	These targets are cumulative, i.e., the total emission reductions for CMAQ projects implemented in the first 2 years and all 4 years, respectively. The 4-year target is the total emission reductions from projects for which emission reductions could be estimated. The 2-year target is one-half of the 4-year target.
NOx (kg/day)	346.312	250.000	68.000	136.000	
VOC (kg/day)	236.949	60.000	63.000	126.000	
Annual Hours of Peak Hour Excessive Delay Per Capita (Baseline is 2025 metric)					
Akron	3.4	5.0			These targets are selected by the MPO for each area. ODOT can provide performance data to inform target setting.
Canton	1.3	3.0			
Cincinnati	6.8	9.0			
Cleveland	5.6	21.0			
Columbus	6.3	10.0			
Dayton	5.6	7.2			
Toledo	5.1	7.0			
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel					
Akron	23.4%	16.0%			These targets are selected by the MPO for each area. ODOT can provide performance data to inform target setting.
Canton	21.0%	15.0%			
Cincinnati	24.0%	18.5%			
Cleveland	26.9%	19.0%			
Columbus	29.5%	19.0%			
Dayton	23.3%	16.1%			
Toledo	20.0%	15.0%			

Change from previous target

RATIONALE FOR PAVEMENT CONDITION PROJECTIONS

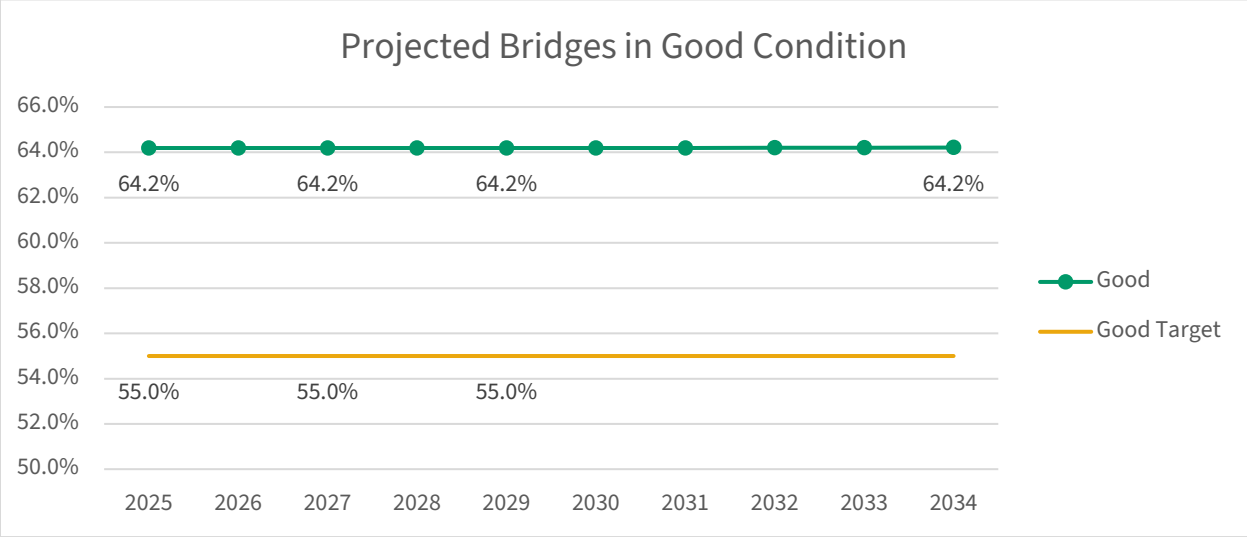
ODOT's proposed pavement condition targets for interstate and non-interstate NHS roads in 2027 and 2029 are based on historical trends from 2016 to 2024, HPMS data, and expected funding levels, with adjustments for inflation that may slow improvements and increase deterioration risk. These targets rely on straightforward projections of past performance patterns rather than predictive models, which ODOT does not currently have for HPMS data. The calculation method applied **trend lines** for % Good and % Poor conditions and included a slight inflation adjustment to flatten the improvement curve.

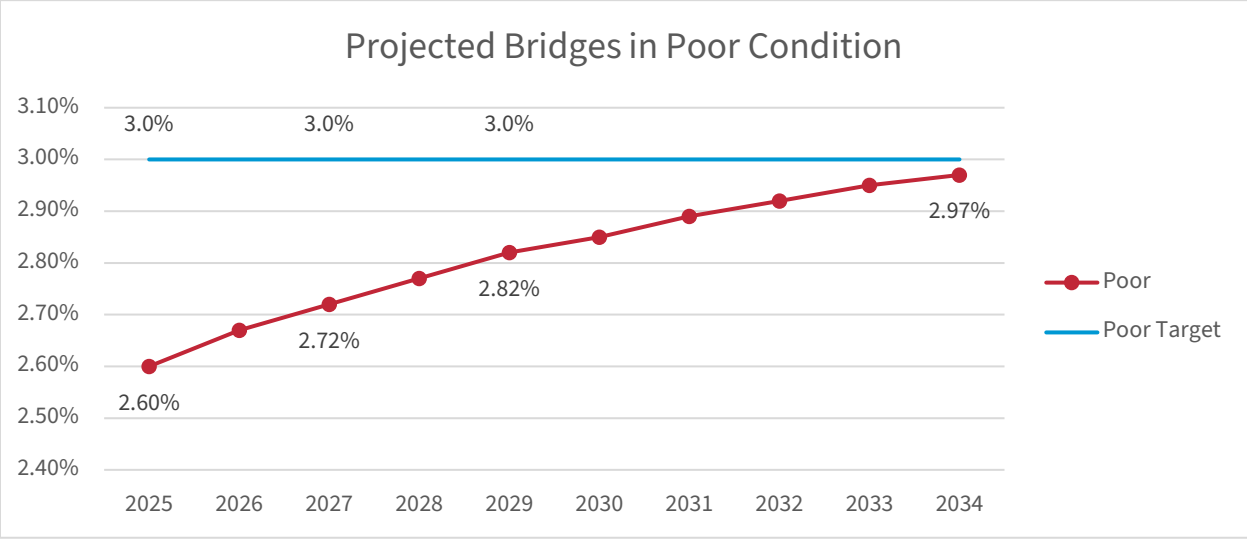




BRIDGE CONDITION TARGET JUSTIFICATION

As part of ODOT's forthcoming update of the Asset Management Plan (AMP), a Bridge Life-Cycle Planning Analysis was performed to model bridge condition performance for a 10-year period. It is based on a spreadsheet tool that incorporates inputs on deterioration of bridge conditions, inflation-adjusted unit costs (at 3.34% annually), and assumptions related to treatment applications. Expert judgment, informed by data and insights from the ODOT Office of Structural Engineering, was used to estimate the annual distribution of maintenance treatments and the corresponding improvement effects for each treatment type. Over the 10-year analysis horizon, the total available budget allocated to NHS bridges was $3.36 billion. The analysis was adapted for federal performance measures by limiting it to the bridges included in the measure.





The analysis found that, although conditions will deteriorate with no change in annual budgets or treatment strategies, ODOT should be able to exceed its current performance targets well beyond 2029. The recommendation is to leave the performance targets unchanged for the next performance period.