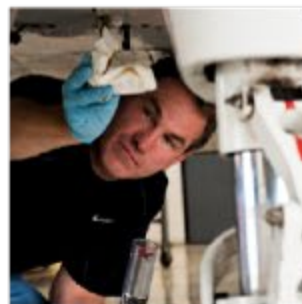


MID PERFORMANCE PERIOD PROGRESS REPORT



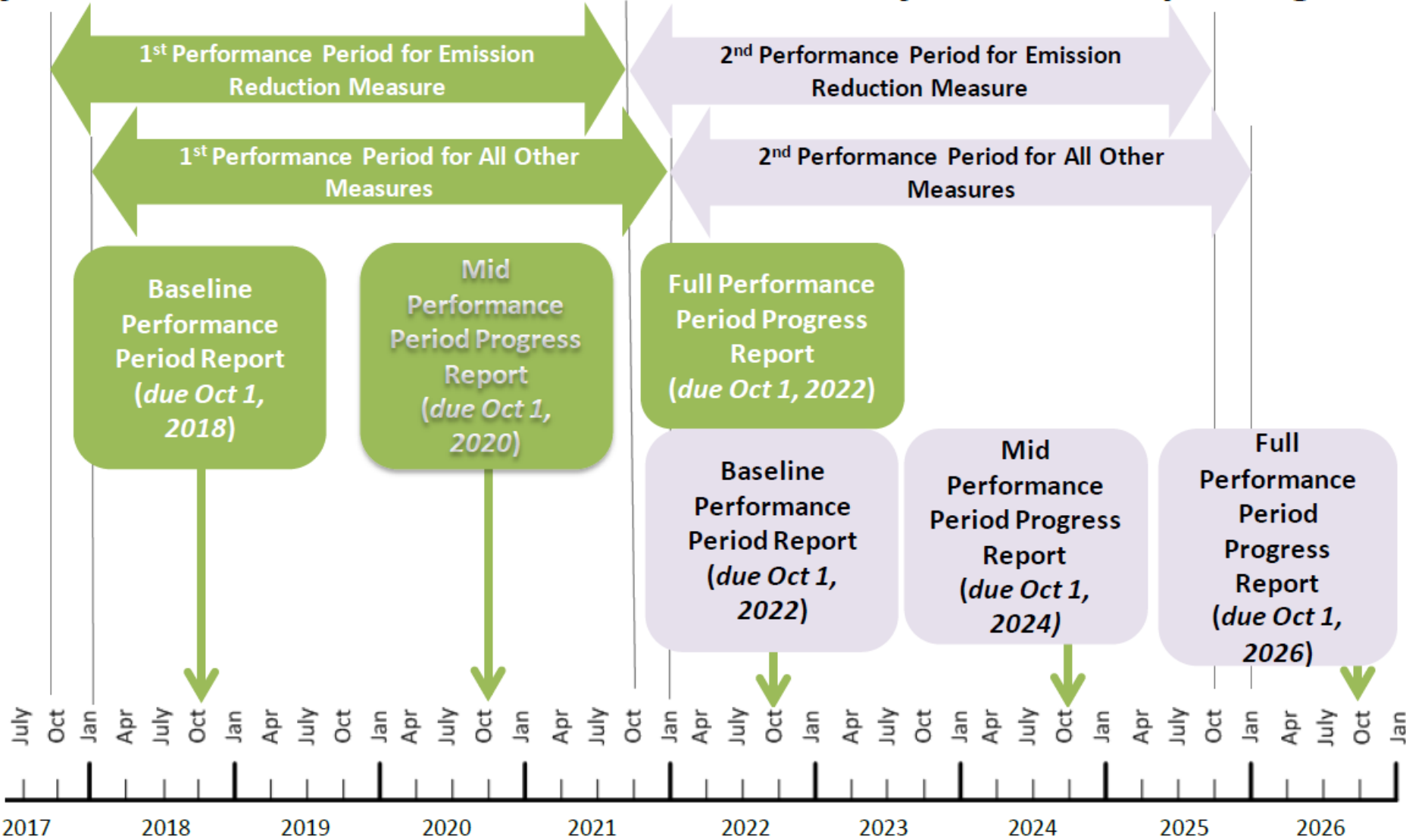
Nathaniel Vogt, P.E.
Transportation Planner
ODOT Office of Statewide Planning & Research



Department of
Transportation

BIENNIAL REPORTING TIMELINE

Performance Period and State DOT Biennial Performance Reporting



MID PERIOD REPORTING TIMELINE

- Today: Present 2-year performance & 4-year target coordination
- Mid-July: ODOT report to MPOs
 - 2-year performance vs. 2-year targets
 - ODOT's proposed adjustments to 4-year targets
- Mid-August: MPO comments to ODOT
 - Comments on ODOT's proposed adjustments
 - MPO's proposed adjustments to 4-year targets
- Mid-August to mid-September: Coordination of target adjustments
- October 1st: ODOT submits report with adjusted targets to FHWA
- March 30, 2025: MPOs adopt adjusted targets (if any)



PAVEMENT & BRIDGE CONDITION




Infrastructure Condition Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Interstate Pavement Condition						
% Good	72.9%	74.9%	> 55%	> 55%	Yes	↑
% Poor	0.1%	0.1%	< 1%	< 1%	Yes	↔
Non-Interstate NHS Pavement Condition						
% Good	46.4%	51.0%	> 40%	> 40%	Yes	↑
% Poor	1.9%	1.1%	< 2%	< 2%	Yes	↓
NHS Bridge Conditions						
% Good	60.9%	62.1%	> 55%	> 55%	Yes	↑
% Poor	2.0%	2.0%	< 3%	< 3%	Yes	↔

Key:	
↑	Increasing, improving
↓	Decreasing, improving
↓	Decreasing, not improving
↔	Little to no annual change
⤴	Inconsistent changes

- No adjustments to 4-year targets proposed










SYSTEM RELIABILITY

System Reliability Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Travel Time Reliability (TTR) - Interstates	98.8%	97.0%	> 85.0%	> 85.0%	Yes	
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.8%	> 80.0%	> 80.0%	Yes	
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes	

- No adjustments to 4-year targets proposed



CONGESTION REDUCTION (PHED)

Congestion Reduction Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Annual Peak Hours of Excessive Delay (PHED) per Capita						
Akron Region	5.6	3.4	<5.0	<5.0	Yes	
Canton Region	1.6	1.2	<3.0	<3.0	Yes	
Cincinnati Region	7.1	5.4	<9.0	<9.0	Yes	
Cleveland Region	6.8	4.8	<21.0	<21.0	Yes	
Columbus Region	5.1	4.5	<10.0	<10.0	Yes	
Dayton Region	6.3	4.9	<7.2	<7.2	Yes	
Toledo Region	6.1	5.2	<7.0	<7.0	Yes	

- No adjustments to 4-year targets proposed






CONGESTION REDUCTION (NON-SOV)

Congestion Reduction Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel						
Akron Region	17.3%	21.5%	> 16.0%	> 16.0%	Yes	↑
Canton Region	16.3%	19.9%	> 15.0%	> 15.0%	Yes	↑
Cincinnati Region	20.0%	24.3%	> 18.5%	> 18.5%	Yes	↑
Cleveland Region	20.6%	24.9%	> 18.5%	> 19.0%	Yes	↑
Columbus Region	20.8%	27.2%	> 18.5%	> 19.0%	Yes	↑
Dayton Region	18.1%	21.7%	> 16.1%	> 16.1%	Yes	↑
Toledo Region	16.1%	18.7%	> 15.0%	> 15.0%	Yes	↑

- No adjustments to 4-year targets proposed



EMISSIONS REDUCTION

Environmental Sustainability Measures and Targets						
Performance Measure	Baseline (2018-2021)	2-Year Performance (2022-2023)	2-Year Target (2022-2023)	4-Year Target (2022-2025)	Target Met?	Trend
Total Emissions Reduction - VOC (kg/day)	620.195	110.492	> 60.000	> 60.000	Yes	
Total Emissions Reduction - NOx (kg/day)	1018.130	167.087	> 250.000	> 250.000	No	
Total Emissions Reduction - PM2.5 (kg/day)	246.405	11.947	> 30.000	> 30.000	No	

- Measure reduction from CMAQ-funded projects in air quality designated areas
- 2-year targets for NOx & PM2.5 not met
- Targets conservative relative to baseline performance
- Annual reductions have had high variability



PROPOSED TARGETS FOR EMISSIONS REDUCTION

Environmental Sustainability Adjusted Targets					
Performance Measure	Prior 2-Year Performance (2022-2023)	Estimated Future 2-Year Performance (2024-2025)	Estimated 4-Year Performance (2022-2025)	Proposed 4-Year Target (2022-2025)	Target Change
Total Emissions Reduction - VOC (kg/day)	110.492	60	170.5	> 60.000	0
Total Emissions Reduction - NOx (kg/day)	167.087	84	251.1	> 250.000	0
Total Emissions Reduction - PM2.5 (kg/day)	11.947	6.3	18.2	> 18.200	↓ 11.8

- Reviewed CMAQ program for FFY 2024 & 2025
- Estimated future performance on eligibility requests & OSUCC evaluations
- Emissions reduction estimates available for 76% of applicable projects
- Proposed target reflects the anticipated cumulative emissions reduction



COORDINATION OF ADJUSTMENTS

- ODOT report to be sent to MPOs in mid-July
- Response requested from all MPOs by August 15th
 - E-mail from Executive Director or Transportation Director
 - Concurrence with proposed 4-year targets
 - Any target adjustments proposed by MPO
 - Note: This is due before CMAQ performance plans are due
- Response to proposed PM 2.5 adjustment
 - BHJ and SCATS: E-mail as above for other targets
 - AMATS and NOACA: Included in CMAQ performance plan



CMAQ PERFORMANCE PLANS

- Applies to AMATS, LCATS, MORPC, NOACA, & OKI
- Like Mid Period Progress Report, but only for CMAQ measures
 - 2-year performance on PHED, Non-SOV, & emissions reduction
 - Progress of CMAQ projects in 2022 plan & their contribution toward achieving 2-year targets
 - **Adjusted 4-year targets** (These MPOs must establish targets specific to their areas per 23 CFR 490.105(f)(6)(iii))
 - Update on CMAQ projects and their contribution toward achieving 4-year targets
- Mid-September: MPOs submit plans to ODOT
- October 1st: ODOT submits plans with state progress report



ODOT REQUIREMENTS FOR TARGET ADJUSTMENTS

- What ODOT must do for a target to be adjusted

	Most Statewide Targets	PHED & Non-SOV	Statewide Emissions Reduction
Coordination	ODOT must coordinate with the relevant MPOs	Shall be agreed upon and made collectively by all State DOTs and MPOs for the urbanized area	ODOT must coordinate with the relevant MPOs
Adoption & Reporting	Submit Mid Performance Period Progress Report to FHWA	Submit Mid Performance Period Progress Report to FHWA (targets reported by the State DOTs and MPOs for each urbanized area shall be identical)	Submit Mid Performance Period Progress Report to FHWA



MPO REQUIREMENTS FOR TARGET ADJUSTMENTS

- What an MPO must do for a target to be adjusted

	Most Statewide Targets	PHED & Non-SOV	Emissions Reduction & MPO Quantifiable Targets
Coordination	ODOT must coordinate with the relevant MPOs	Shall be collectively developed and agreed upon by all State DOTs & MPOs for the urbanized area	Shall be collectively developed, documented, and mutually agreed upon by ODOT & MPO
Adoption (MPOs report performance in MTP)	MPO shall, within 180 days, either agree to support the adjusted ODOT target or commit to a new quantifiable target	MPO shall, within 180 days, commit to a new quantifiable target (targets reported by the State DOTs and MPOs for each urbanized area shall be identical)	CMAQ Performance Plans shall include the adjusted target(s); MPOs shall commit to other new quantifiable targets within 180 days





**Department of
Transportation**

transportation.ohio.gov

THANK YOU