

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: July 6, 2026
Subject: Adoption of Resolution Supporting the IIJA Performance Management Targets

The Infrastructure Investment and Jobs Act (IIJA) continues to place emphasis on the performance management approach first specified in the Moving Ahead for Progress in the 21st Century Act (MAP-21). It requires state DOTs, transit agencies, and MPOs to establish performance and outcome-based programs in several national priority areas.

While the various rules have different deadlines, generally, after a State DOT adopts targets for a particular rule, MPOs have 180 days from the date targets are established by a State to adopt their own targets or support the State's. The MPO deadline for adopting targets for the performance period (2026-2029) regarding pavement, bridges, travel time reliability, freight travel time reliability, emission reductions, peak hour excessive delay, and non-single occupancy travel is September 12, 2026. MVRPC has decided to support the State's targets for all applicable measures.

Exhibit 1 summarizes measures and targets regarding pavement, bridges, travel time reliability, freight travel time reliability, emission reductions, peak hour excessive delay, and non-single occupancy travel. Measures described in Exhibit 1 generally apply to the National Highway System only and are adopted every four years.

A resolution to support the IIJA performance management targets as established by ODOT is attached and staff recommends its adoption.

Attachments:

1. Summary of pavement, bridges, reliability, emission reductions, peak hour delay, and non-sov performance measures.
2. Resolution Supporting the IIJA Performance Management Targets

Exhibit 1: Summary of Pavement, Bridge, Reliability, Emission Reduction, Peak Hour Delay, and Non-SOV Performance Measures.

State Target		MVRPC
NHS Pavement Condition	2/4 Year	2024 Baseline
Percentage of Interstate Pavements in Good Condition	55%	82%
Percentage of Interstate Pavements in Poor Condition	1%	0%
Percentage of Non-Interstate NHS Pavements in Good Condition	40%	31%*
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%	1.9%
NHS Bridge Condition	2/4 Year	2024 Baseline
Percentage of NHS Bridges by deck area in Good Condition	55%	82%
Percentage of NHS Bridges by deck area in Poor Condition	3%	0.2%
NHS Travel Time Reliability	2/4 Year	2024 Baseline
Percent of person-miles traveled on the Interstate that are reliable	85%	99.5%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	80%	98.3%
Interstate Truck Travel Time Reliability	2/4 Year	2024 Baseline
Interstate Truck Travel Time Reliability Index	<1.50	1.22
Total Emission Reduction	2/4 Year	2024 Baseline
VOC Total Emission Reduction	63.0/123.0 kg/day	NA
NOX Total Emission Reduction	68.0/136.0 kg/day	NA
PM 2.5 Total Emission Reduction	7.435/14.870 kg/day	NA
Peak Hour Excessive Delay (MVRPC)	2/4 Year	2024 Baseline
Annual Hours of Peak Hour Excessive Delay per Capita	<7.2 hours	<7.2 hours
Non-SOV Travel (MVRPC)	2/4 Year	2024 Baseline
Percent of Non-Single Occupancy Vehicle Travel	>20.8%	>20.8%

* Does not meet State's target for the measure



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**RESOLUTION 26-20
SUPPORTING THE INFRASTRUCTURE INVESTMENT AND JOBS ACT
PERFORMANCE MANAGEMENT TARGETS**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties including the jurisdictions of Carlisle, Franklin, Springboro, and Franklin Township in Warren County; and

WHEREAS, the MPO Members of the MVRPC Board of Directors serve as the policy and decision making body through which local governments guide the MPO's transportation planning for the Dayton Metropolitan Area; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required State Departments of Transportation (DOTs) and MPOs to set targets for pavement, bridges, travel time reliability, freight travel time reliability, emission reductions, peak hour excessive delay, and non-single occupancy travel, and the Infrastructure Investment and Jobs Act (IIJA) reaffirms this requirement; and

WHEREAS, the Ohio Department of Transportation reported annual targets for pavement, bridges, travel time reliability, freight travel time reliability, emission reductions, peak hour excessive delay, and non-single occupancy travel on March 16th, 2026; and

WHEREAS, MPOs have 180 days to set targets following the above mentioned deadlines; and

WHEREAS, MVRPC working with the Ohio Department of Transportation (ODOT) has chosen to support ODOT's targets.

NOW, THEREFORE, BE IT RESOLVED, that the MPO Members of the Board of Directors of the Miami Valley Regional Planning Commission hereby support ODOT's performance management targets as outlined in Exhibit 1 and agree to plan and program projects that contribute to the achievement of such targets.

BY ACTION OF THE MPO Members of the Miami Valley Regional Planning Commission Board of Directors.

Brian O. Martin, AICP
Executive Director

8/6/2026

Date

Robin I. Oda, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Richard D. Gould, 1st Vice-Chairperson