

National Highway/Freight Performance Programs (NHPP/NHFP)
Mid-Performance Period Internal Assessment and 4-Year Target Adjustment Summary (Updated 07/27/2020)

Federal Highway Administration Performance Measures	Desired Trend	Baseline Performance (2017 Data)	Reference Only (2018)	2019 Actual Performance	2-Year Target (2019)	2019 Target Met	2019 Actual Better than Baseline	2-Year Significant Progress Achieved (Note 6)	4-Year Target (2021)
NHPP: NHS Pavement Condition (\$490, Subpart C)									
Percentage of Pavements of the Interstate (NHS) in Good Condition (Composite metric of IRI, Cracking, and Rutting/Faulting; See Note 1)	↑	57.8% (Reference)	58.1%	63.6% (Baseline)	N/A	N/A	N/A	N/A	47.8%
Percentage of Pavements of the Interstate (NHS) in Poor Condition (Composite metric of IRI, Cracking, and Rutting/Faulting; See Note 1)	↓	4.9% (Reference)	3.4%	4.6% (Baseline)	N/A	N/A	N/A	N/A	10.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI only; See Note 2)	↑	49.2%	48.4%	48.5%	46.7%	Yes	No	Yes	43.7%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI only; See Note 2)	↓	18.9%	19.1%	19.1%	21.6%	Yes	No	Yes	24.6%
NHPP: NHS Bridge Condition (\$490, Subpart D)									
Percentage of NHS Bridges in Good Condition (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage)	↑	32.7%	30.9%	26.3%	27.0%	No	No	No	23.0% (Adj from 26%)
Percentage of NHS Bridges in Poor Condition (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage)	↓	9.8%	6.3%	6.2%	7.0%	Yes	Yes	Yes	8.0% (Adj from 7%)
NHPP: NHS System Reliability (\$490, Subpart E)									
Percent of the Reliable Person-Miles Traveled on the Interstate (NHS) based on 80th percentile over 4 time periods	↑	85.2%	87.3%	88.5%	75.0%	Yes	Yes	Yes	75.0%
Percent of the Reliable Person-Miles Traveled on the Non-Interstate NHS based on 80th percentile over 4 time periods (See Note 3)	↑	84.0% (Reference)	86.0%	88.4% (Baseline)	N/A	N/A	N/A	N/A	70.0%
NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F)									
Truck Travel Time Reliability (TTTR) Index on the Interstate (NHS) based on 95th percentile over 5 time periods	↓	1.38	1.40	1.44	1.75	Yes	No	Yes	1.75
NHPP: Assess Congestion and Mitigation Air Quality Program (\$490, Subparts G and H)									
Traffic Congestion: Annual Hours of Peak Hour Excessive Delay Per Capita (2018-21 Unified MDOT-SEMCOG target for the Detroit urbanized area; See Note 4)	↓	18.5 hrs (Reference)	15.2 hrs	12.7 hrs (Baseline)	N/A	N/A	N/A	N/A	22.0 hrs
Traffic Congestion: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (2018-21 Unified MDOT-SEMCOG target for the Detroit urbanized area using U.S. Census ACS Journey to Work method)	↑	16.0%	15.9%	16.0%	14.4%	Yes	No	Yes	14.4%
On-Road Mobile Source Emissions (2018-21 MDOT-SEMCOG urbanized area project performance funded with CMAQ program funds; cumulative 2-year and 4-year targets)									
Total Emission Reductions: PM2.5 (Measured in KG/Day)	↑	653.357	463.789	1047.785	417.410	Yes	Yes	Yes	834.820
Total Emission Reductions: NOx (N/A to MI for the 2018-2021 performance period)		N/A			N/A			N/A	N/A
Total Emission Reductions: VOC (N/A to MI for the 2018-2021 performance period)		N/A			N/A			N/A	N/A
Total Emission Reductions: PM10 (N/A to MI for the 2018-2021 performance period)		N/A			N/A			N/A	N/A
Total Emission Reductions: CO (See Note 5)	↑	87,665.109		N/A	32968-780	N/A	N/A	N/A	65937-560
Supplemental Documents to State Biennial Performance Report (Baseline, Mid and Final)									
Michigan Highway Freight Bottleneck Report, currently being written for mid-performance period									
MPO CMAQ Performance Report (SEMCOG only for 2018-2022 performance period), currently being written for mid-performance period									

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Note 1 - Interstate (NHS) Pavement Condition Target Phase-in : The 2018-2021 performance period only requires 4-Year targets be established. The baseline for the 4-year target will be the actual 2019 condition. The requirement of establishing a baseline and 2- and 4-Year targets will go into full effect with the 2022-2025 performance period.

Note 2 - Non-Interstate NHS Pavement Condition Target Phase-in : The 2018-2021 performance period baseline and 2- and 4-Year targets are based on IRI only. The full composite metric (IRI, Cracking and Rutting/Faulting) goes into effect with the 2022-2025 performance period.

Note 3 - Non-Interstate NHS Person-Miles Reliability Target Phase-In : The 2018-2021 performance period only requires 4-Year targets be established. The baseline for the 4-year target will be the actual 2019 condition. The requirement of establishing a baseline and 2- and 4-Year targets will go into full effect with the 2022-2025 performance period.

Note 4 - Peak Hour Excessive Delay (PHED) Phase-In : The 2018-2021 performance period only requires a 4-Year target be established. The baseline for the 4-year target will be the actual 2019 condition. The requirement of establishing a baseline and 2- and 4-Year targets will go into full effect with the 2022-2025 performance period.

Note 5 - Total Emissions Reduction CO : Per FHWA 2019 applicability determination, MDOT-SEMCOG is not required to meet requirements of 490.107 for the remainder of the performance period (23 CFR 490.105(e)(9)(v))

Note 6 - Significant Progress Determination : Internal determination of achieving "Significant Progress" using FHWA definition as (1) actual condition/performance is better than baseline or (2) actual condition/performance is equal to or better than established target. FHWA will make a formal determination and advise MDOT if significant progress has/not been achieved. A Non-achievement determination will result in further reporting requirements.

MPO Response for State Target Adjustment

§490.105(f)(7) MPO response to State DOT target adjustment. For the established targets in paragraph (f)(3) of this section, if the State DOT adjusts a 4-year target in the State DOT's Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target as allowed under paragraph (f)(3)(i) of this section, then the MPO shall, within 180 days [October 1+180 days=March 30], report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area. **§490.105(f)(8) Target adjustment.** If the MPO establishes its target by committing to a quantifiable target, described in paragraph (f)(3)(ii) of this section, then the MPOs may adjust its target(s) in a manner that is mutually agreed upon by the State DOT and MPO. **§490.105(f)(9) Reporting.** The MPOs shall report targets and progress toward the achievement of their targets as specified in § 490.107(c). After the MPOs establish or adjust their targets, the relevant State DOT(s) must be able to provide these targets to FHWA upon request.

FHWA ASSESSMENT AND POTENTIAL CONSEQUENCE AND/OR PENALTY (DOT only)

NHPP/NHFP Significant Progress toward achieving targets - POTENTIAL CONSEQUENCE

Reference §490.109. Applicability: Bridge, Pavement, Travel-Time Reliability, and Freight Reliability performance targets. Following the submittal of each mid- and full-performance report, FHWA will assess each target separately to determine the significant progress (note 6) made toward the achievement of those targets. For the first performance period, FHWA will not assess phased-in measures/targets (i.e. those that did not require 2-year targets) at the mid-performance period, but will assess the 4-year targets against the baseline established by 2019 actual performance at the conclusion of the performance period. FHWA will consider extenuating circumstances (defined in §490.109(e)(5)) documented in the biennial performance report. If FHWA determines significant progress was not achieved, then MDOT will need to provide FHWA a description of actions Michigan will undertake to achieve the targets related to the measure in which significant progress was not achieved through an amended biennial performance report submitted within six months of the FHWA determination notice.

Minimum Bridge and Pavement Condition - POTENTIAL PENALTY

On an annual basis, FHWA will assess pavement and bridge condition independent of the target setting process, and in accordance with 23 USC §119(f)(1) determine if minimum conditions have been met, and will assess penalty if minimum condition is not met.

Bridge Minimum Condition : ≤ 10.0 percent of total deck area of NHS bridges classified as "Structurally Deficient"

Penalty: If for 3 consecutive years the minimum bridge condition is not met, MDOT must obligate and set aside NHPP funds for eligible NHS bridge projects in accordance with §490.413. The penalty remains in effect until the total deck area of NHS bridge achieves ≤ 10.0 percent classified as "structurally deficient."

Pavement Minimum Condition : < 5.0 percent of Interstate pavement in "Poor" condition

Penalty: If in any one year the minimum Interstate pavement condition is not met, MDOT must obligate and set aside NHPP funds for eligible Interstate pavement projects in accordance with §490.317. The penalty remains in effect until Interstate pavement achieves < 5.0 percent "Poor" condition.

Minimum Condition Assessment

Percent NHS Bridges classified as "Structurally Deficient" - **Not in penalty status**

Percent Interstate Pavement in "Poor" condition - **Not in penalty status**

	2017	2018	2019
Percent NHS Bridges classified as "Structurally Deficient" - Not in penalty status	9.8%	6.3%	6.2%
Percent Interstate Pavement in "Poor" condition - Not in penalty status	N/A	3.4%	4.6%