

**TWIN CITIES AREA TRANSPORTATION STUDY**  
**TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING**  
**Monday, May 19, 2025**  
**9:30 am**

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**In Person:**     **Kinexus - Michigan Works! Anchor Room A**  
                    **499 W Main St, Benton Harbor, MI 49022**

**Web:**            <https://us06web.zoom.us/j/9489277047?pwd=RzkydlFacGFHNkVWeURpak1kSEcxUT09>

**Audio:**        Call in Number: 1 (312) 626-6799  
                    Meeting ID: 948 927 7047  
                    Passcode: 000619

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**AGENDA**

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of March 17, 2025 Meeting Minutes *(Action)* pg. 2
5. TwinCATS Travel Demand Model, *Dan Sequin MDOT*
6. 2026-2029 Transportation Improvement Program (TIP) *(Action)*
7. Local Road Agency Updates
8. Transit Updates (TCATA)
  - 8.1. Transit Safety Targets *(Action)*  
      Link to TCATA Safety Plan: See page 15 for Safety Targets
  - 8.2. Transit State of Good Repair Targets *(Action)*  
      Link to TCATA Asset Management Plan: See page 8 for State of Good Repair targets
9. MDOT Project Updates pg. 6
10. Bridge and Pavement Performance Measures Targets *(Action)* pg. 8
11. FY 2026 TwinCATS Unified Work Program *(Action)*
12. Privilege of the Floor or Public Comment
13. Adjournment

Comments can be sent prior to the meeting to Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or calling (269) 925-1137 x 1524. For questions about accessibility or to request accommodations, please contact Kim Gallagher at (269) 925-1137 x 1518 or by email at [gallagherk@swmpc.org](mailto:gallagherk@swmpc.org)

**TWIN CITIES AREA TRANSPORTATION STUDY**  
 TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE  
 Monday, March 17, 2025

**Committee Members in Attendance**

Representative	TwinCATS Member Organization	TAC	Pol
Richard Royal ( <i>Virtual</i> )	Benton Charter Township	X	X
Paul Gillespie ( <i>Virtual</i> )	Berrien County Community Development Department	X	
John Humphry	Berrien County Planning Commission		X
Mark Heyliger	Berrien County Road Department		X
Tim Drews	City of Benton Harbor	X	X
Tim Zebell ( <i>Virtual</i> )	City of St. Joseph		X
Alex Austin	City of St. Joseph	X	
Cindy Gray	Disability Network of SW Mich.	X	
Terrie Smith ( <i>Virtual</i> )	Lincoln Charter Township	X	
Jim Sturdevant ( <i>Virtual</i> )	MDOT Bureau of Transportation Planning	X	X
Adrian Stroupe	MDOT Southwest Region	X	X
Jonathon Smith ( <i>Virtual</i> )	MDOT Coloma Transportation Service Center	X	X
Denise Cook	St. Joseph Charter Township		X
Roger Seeley	St. Joseph Charter Township	X	
Mike Allard ( <i>Virtual</i> )	Village of Shoreham	X	X
Kacey Dominguez ( <i>Virtual</i> )	Village of Stevensville	X	X
Fred Featherly ( <i>Virtual</i> )	MDOT – Office of Passenger Transportation	X	
Kim Gallagher	Southwest Michigan Planning Commission		X

**Others in Attendance**

Name	Representing
Jonathon Fisk	St. Joseph Charter Township
Ralph Benson	Lincoln Charter Township
Brandon Kovnat	Southwest Michigan Planning Commission

**Committee Members Absent**

Representative	TwinCATS Member Organization	TAC	Pol
Ray Bell	Berrien County Board of Commissioners		X
Kevin Stack	Berrien County Road Department	X	
Juan Ganum	City of Bridgman		X
Darwin Watson	City of New Buffalo	X	X
Dick Stauffer	Lincoln Charter Township		X
Steve Tilly	Royalton Township	X	X
David Chandler	Sodus Township	X	X
Shannon Christy	Southwest Mich. Regional Airport	X	X
Todd Schurn ( <i>Virtual</i> )	Twin Cities Area Transportation Authority		
(Vacant)	Village of Grand Beach	X	X
Christian Nicholaides	Federal Highway Administration		
Evan Gross	Federal Transit Administration		
Katie Beck	MDOT Statewide and Urban Travel Analysis		
Fred Featherly ( <i>Virtual</i> )	MDOT – Office of Passenger Transportation	X	
Scott Webber	Northwestern Indiana Regional Planning Commission		

**TWIN CITIES AREA TRANSPORTATION STUDY**  
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE  
Monday, March 17, 2025  
Meeting Minutes

**Call to Order and Roll Call**

Policy Committee Chair, Dick Stauffer, called the meeting to order at 9:30 am, and Kim Gallagher conducted roll call.

**Changes to the Agenda**

Gallagher said that the West Michigan Regional Trail Plan Presentation would not be occurring and should be removed from the agenda.

**Public Comment**

None.

**Approval of Past Meeting Minutes**

**Motion** to approve the minutes from the January 27, 2025 TwinCATS combined Policy and Technical Advisory Committee meeting. Made by Roger Seeley and seconded by Tim Drews. **Motion approved.**

**SWMPC Staff Report**

Gallagher reported on the following items.

**Unified Work Program (UWP):** SWMPC, MDOT and FHWA held a pre-UWP meeting to discuss the FY 2026 work plan. The draft plan will be released for public comment in early May, with TwinCATS approval at the May meeting.

**Asset Management:** Applications for PASER data collection funding on local (non-federal aid) roads were sent to agencies in December 2024, and awards were given to Bridgman, Buchanan, and the Van Buren County Road Commission. There is still funding available, and agencies should contact Gallagher for an application.

**2026-2029 TIP Update:** Local road projects were approved by TwinCATS in January and programmed into MDOT's JobNet database. The full TIP document, including all projects, will be posted for public comment in early May and voted on by TwinCATS at the May meeting. Projects are posted on the SWMPC website in an interactive map where public comments can be submitted.

**Local Road Agency Updates**

Tim Zebell provided updates on the City of St. Joseph's 2025 projects.

**Botham Ave Project:** Bid letting is complete, with the accepted bid 8.7% over the engineer's estimate. Work is expected to begin late July to early August. The total estimate was lower than programmed due to non-participating work (watermain, sanitary sewer, and pocket parking) coming in under budget, while the participating estimate was higher.

**Cleveland Ave Project:** Obligated with a May letting date.

**Local Agency TIP Amendment to add the Sawyer Road Path**

The proposed sidewalk in Chikaming Township along Swayer road connecting Red Arrow Hwy to Downtown Sawyer was presented. Gallagher explained that Chikaming Township is applying for a federal earmark grant through Senator Peters office, which required the project be in the TIP for eligibility. The Township also plans to apply for statewide competitive TAP funding.

**Motion for the Technical Advisory Committee** to recommend that the Policy Committee approve adding the Sawey Rd Path to the TwinCATS 2023-2026 Transportation Improvement Program as contained in the meeting packet. Made by Tim Drews and seconded by Roger Seeley. **Motion approved.**

**Motion for the Policy Committee** to approve the recommendation from the Technical Advisory committee. Made by Mark Heyliger and seconded by John Humphry. **Motion approved.**

### **Transit Updates (TCATA)**

Gallagher reported that TCATA lost its insurance through the MI Transit Pool in November, causing it's premium to jump from \$90K to \$375K annually, with a \$275K per-incident deductible. Several weeks ago, TCATA had a severe crash that resulted in hospitalizations, and will add to further uncertainty about future insurance coverage. TCATA has hired a consultant to explore contracting with a third-party to manage the service.

A meeting was held on March 6<sup>th</sup> with local communities to discuss transit needs and potential local funding contributions. Many participants were unaware that their communities receive no transit service, highlighting the need for education on the transit service in Berrien County. Currently, only Benton Harbor contributes local funds, and TCATA does not have enough funding to meet the 50% federal match requirement, leaving federal funds unused.

### **MDOT Project Updates**

*See Meeting Packet Page 10 for MDOT project updates.*

John Smith mentioned that MDOT send emails about major project updates, including road closures and detours, which anyone can sign up to receive. He also recommended checking MI Drive for real-time construction and closure updates. Gallagher added that SWMPC forwards major updates to TwinCATS committee members.

Smith also provided additional details on two major projects.

**2026 M-139 Project:** The last review meeting was held a few weeks ago, and one more public open house is planned for later this year. The project limits may be adjusted based on available funding.

**2027 St. Joseph Main Street Project:** The project has gone through multiple stakeholder meetings, and a third public meeting is scheduled for early April. The base plans (30% design completion) are finished.

### **MDOT Project Amendment**

*See Meeting Packet Page 12 for amendment details.*

No questions or comments were made about the proposed amendments.

**Motion for the Technical Advisory Committee** to recommend that the Policy Committee approve the MDOT project amendment to the TwinCATS 2023-2026 Transportation Improvement Program as contained in the meeting packet. Made by Tim Drews and seconded by Roger Seeley. **Motion approved.**

**Motion for the Policy Committee** to approve the recommendation from the Technical Advisory committee. Made by Adrain Stroupe and seconded by John Humphry. **Motion approved.**

### **Review and Approval of 2026-2029 Projects**

*See Meeting Packet Page 13 for the list of proposed 2026-2029 projects.*

Kovnat explained that 2026 is an overlap year between the 2023-2026 TIP and the 2026-2029 TIP. Most 2026 projects have already been approved for the current 2023-2026 TIP, and any new 2026 projects (not yet approved) will be noted.

**2026-2029 CMAQ and CRP projects:** Gallagher mentioned that Congestion Mitigation and Air Quality (CMAQ) program is allocated countywide, while the Carbon Reduction Program (CRP) is allocated only for use within the TwinCATS MPO. However, both funds are intended to reduce emissions, and several projects use both funds which is why they are presented together. There is a possibility that CMAQ and CRP funding could be eliminated in the next federal transportation bill. CMAQ has existed for decades, tied to Ozone reduction under Clean Air Act. The CRP is a new program under the IIJA, targeting carbon emissions.

**2026-2029 TCATA FTA funded projects:** The proposed FTA 5307 and 5339 funded projects were presented, including the estimated operating allocation. Gallagher noted the 5307 operating funding is apportioned based on urban area population and density, independent of what may happen with TCATA.

**2026-2029 MDOT Projects:** Kovnat presented the Michigan Transportation Program Portal, which has an interactive map with all proposed 2026-2029 federally funded (FHWA & FTA) transportation projects (MDOT, Local agencies, and Transit). Users can select a project to see details and submit comments. Projects with only state funding are mapped separately. MDOT has only programmed projects for the TwinCATS area to 2027. However, as it gets closer to 2028 and 2029 MDOT will add projects based on maintenance needs and available funding.

**Motion for the Technical Advisory Committee** to recommend that the Policy Committee approve adding the projects as presented to the TwinCATS 2026-2029 Transportation Improvement Program. Made by Roger Seeley and seconded by Michelle Height. **Motion approved.**

**Motion for the Policy Committee** to approve the recommendation from the Technical Advisory committee. Made by Adrain Stroupe and seconded by John Humphry. **Motion approved.**

#### **Privilege of the Floor or Public Comment**

Several changes at federal government affecting transportation were discussed.

- FHWA and FTA staff have been dismissed as part of the overall federal employee layoffs.
- The National Electric Vehicle Infrastructure (NEVI) program has been suspended.
- In early February, FHWA added a requirement for amendments to be approved in Washington, D.C., which effectively halted all amendments. This policy was recently overturned, resuming the approval process.
- The current transportation act, the Infrastructure Investment and Jobs Act (IIJA) will expire in 2027 causing uncertainty about federal programs beyond 2027.

Sturdevant added that he didn't expect any major changes at MDOT.

#### **Adjournment**

The meeting was adjourned at 10:20 AM. The next TwinCATS meeting is scheduled for Monday April 21, 2025, at 9:30 AM.

*Minutes taken by Brandon Kovnat, SWMPC transportation planner*

# Michigan Department of Transportation Projects

## Within the TwinCATS Planning Area

Updated May 11, 2025 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Currently Under Construction

#### Lincoln, St. Joseph, and Benton Township

**Project:** I-94 from exit 23 to Britan Ave. – Reconstruction (JN 131843 & 132824)

**Status:** I-94 WB work in progress. I-94 WB off ramp at Exit 23 CSX RR ramp bridge work ongoing, ramp is closed anticipating opening in June. I-94 WB ramps including Napier Ave exit and entrance, Pipestone Rd entrance and Niles Ave entrance and exit are closed for work anticipating opening in mid-July.

**Est. Con:** Jul. 10, 2023 – Nov. 30, 2026

#### St. Joseph and Lincoln Township

**Project:** I-94BL/Lakeshore Dr. at Maiden Lane – Signal upgrade (JN 209414)

**Status:** Signal is operational.

**Est Con:** Dec. 17, 2023 – TBD

#### Benton Township

**Project:** I-94 from Pavement Change east of I-96 to Hennessey Road – HMA Overlay (JN 128907)

**Status:** Construction is underway including Hennessey Road bridge work. Maintaining 1 lane of traffic on EB pavement and 1 lane on WB pavement.

**Est Con:** Mar. 01, 2025 – Aug. 15, 2026

### Projects Scheduled for Construction in FY 2025

#### Benton Harbor/St. Joseph

**Project:** I-94BL/Main Street over St. Joseph River – Rehabilitate hydraulic Cylinders (JN 221347)

**Status:** Remaining cylinders requiring rehabilitation will be completed this coming winter.

**Est Con:** Dec. 16, 2024 – Apr. 01, 2026

### Projects Scheduled for Construction in FY 2026

#### Benton Township and City of Benton Harbor

**Project:** M-139 from 0.44 miles south of I-94 to I-94 BL/Main St – Reconstruction (JN 210875)

**Status:** Design is in progress. Plan review held 02/26/25. Base plan review held 08/08/24 with public open house held 10/16/24.

#### City of St. Joseph

**Project:** M-63 (Niles Ave) @ Lincoln Ave, M-63 over St. Joseph River Bascule bridge (Blossomland) – Signal Modernization (JN 211989)

**Status:** Design in progress. Targeting 02/06/2026 letting.

#### Various Location in Berrien County

**Project:** I-94 & US-31 Bridges – Capital Structural or Preventive maintenance (JN 214931, 214992, 215028)

**Status:** Design in Progress.

#### Bridgman

**Project:** I-94 WB North of Exit 16 – Guardrail Extension (JN 222028)

**Status:** Design in progress.

# Michigan Department of Transportation Projects

## Within the TwinCATS Planning Area

Updated May 11, 2025 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Scheduled for Construction in FY 2027

#### City of St. Joseph

**Project:** M-63 & I-94BL from Central Avenue to the Blossomland and Bicentennial bridges – Reconstruction (JN 213168)

**Status:** Design in progress. 5<sup>th</sup> stakeholder meeting and public meeting to be held 06/02/25. Base plan review scheduled for 03/04/25. 4<sup>th</sup> stakeholder meeting held 02/05/25. 3<sup>rd</sup> public meeting held 04/08/25.

#### Lincoln Township

**Project:** I-94 west of exit 22 – Construct crash investigation sites (JN 211804)

**Status:** Environmental reviews in progress and design will begin soon.

#### Hagar Township

**Project:** I-196 over at Riverside Rd., Central Ave., and Red Arrow Hwy – Bridge Rehabilitation (JN 211253 & 211558)

**Status:** Design will begin soon. Project scope verification recently held.

*Stay up to date with MDOT: news, projects, report a pothole, traffic alerts, five-year plan at:*

<http://www.michigan.gov/drive>



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

October 18, 2024

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide the enclosed 2022-2025 Performance Tracking document which has the mid-performance period summary of state and unified national performance program 2-year actual performance and 4-year target adjustments for the 2022-2025 performance period. MDOT appreciates the contributions Metropolitan Planning Organizations (MPOs) have made to actively participate in the 2024 coordination sessions.

Per 23 Code of Federal Regulations (CFR) §490.105(d)(1), states and MPOs shall establish statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network or geographic area that are applicable to the measures in accordance with respective subparts of 23 CFR §490, as documented below:

- Subpart B, Highway Safety Improvement Program (regulated annually)
- Subpart C, NHS Pavement Condition
- Subpart D, NHS Bridge Condition
- Subpart E, NHS System Performance
- Subpart F, Interstate Freight Movement
- Subpart G, Traffic Congestion (applicable MPOs only)
- Subpart H, On-Road Mobile Source Emissions Reduction (applicable MPOs only)

In accordance with federal law (23 United States Code 134 (h)(2)) and 23 Code of Federal Regulations (CFR) §490.105(f)(7), if the State DOT adjusts a 4-year target in the Mid-Performance Period Progress Report, and if for that respective target the MPO established a target by supporting the State DOT target during the baseline year, then the MPO shall within 180 days 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.

This decision to support the State DOT target, or develop a quantifiable target for the metropolitan area, must be made for each measure and can be different for each measure. If the MPO elects to develop a quantifiable 4-year target, which is considered a 4-year target adjustment when doing so at the mid-performance period, it must do so in coordination with MDOT. The MPO due date for the 2022-2025 4-year target adjustment is March 30, 2025.



Metropolitan Planning Organization Director  
Page 2  
October 18, 2024

In addition to the state targets shown in the enclosed table, MDOT will provide supplementary information to assist MPOs in making decisions on MPO target adjustments. The supplementary information will include a description of the measures, recent performance and trends, and the methodology used to establish a 4-year target adjustment, where applicable.

Separately, applicable state DOTs and MPOs have established coordinated urbanized area targets that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Traffic Congestion program as regulated by Subpart G of 23 CFR §490. Michigan DOT, Ohio DOT, and Indiana DOT have coordinated with the respective MPOs and determined no 4-year target adjustments would be made for the current performance period.

Thank you for your MPO's participation in the national performance management measures program coordination process. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee, Departmental Specialist, Bureau of Development, at (517) 898-4875 or [TravelbeeK@michigan.gov](mailto:TravelbeeK@michigan.gov). For questions regarding statewide planning processes, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or [LanumJ@michigan.gov](mailto:LanumJ@michigan.gov).

Sincerely,

E-SIGNED by TODD WHITE  
on 2024-10-18 07:02:52 EDT

Todd White, Director  
Bureau of Transportation Planning

Enclosure

cc: J. Lanum, MDOT  
K. Travelbee, MDOT  
D. Mayle, MDOT

Performance Measure	Desired Trend	Baseline <sup>(3)</sup>	2-Year <u>PREDICTED</u> Performance	2-Year <u>ACTUAL</u> Performance	2-Year Performance Better than Baseline	2-Year Performance Better than Target	2-Year Significant Progress Achieved <sup>(1)(3)</sup>	4-Year ORIGINAL Predicted Performance	4-Year ADJUSTED <sup>(2)</sup> Predicted Performance
NHPP: NHS Pavement Condition (\$490, Subpart C)									
Measure: IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)									
Percentage of Pavements of the <u>Interstate in Good Condition (PCM)</u>	↑	Null MIU (Actual 70.4%)	59.2%	71.4%	Yes	Yes	No MIU 9.8%	56.7%	67.1%
Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM)	↓	Null MIU (Actual 1.8%)	5.0%	1.6%	Yes	Yes	No MIU 9.8%	5.0%	
Percentage of Pavements of the <u>Non-Interstate NHS in Good Condition (PCM)</u>	↑	41.6%	33.1%	38.7%	No	Yes	Yes	33.1%	29.4%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Poor Condition</u> (PCM)	↓	8.9%	10.0%	8.1%	Yes	Yes	Yes	10.0%	
NHPP: NHS Bridge Condition (\$490, Subpart D)									
Measure: Percent square foot condition to total deck square foot, by deck area									
Percentage of NHS Bridges in <u>Good Condition</u>	↑	22.1%	15.2%	24.0%	Yes	Yes	Yes	12.8%	
Percentage of NHS Bridges in <u>Poor Condition</u>	↓	7.0%	6.8%	7.1%	No	No	No	5.8%	10.0%
NHPP: NHS System Reliability (\$490, Subpart E)									
Measure: 80th percentile over 4 time periods									
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u>	↑	97.1%	80.0%	93.9%	No	Yes	Yes	80.0%	
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u>	↑	94.4%	75.0%	93.6%	No	Yes	Yes	75.0%	
NHPP: Greenhouse Gas (\$490, Subpart E)									
Measure: NHS tailpipe CO <sub>2</sub> emissions									
Percent change in NHS tailpipe CO <sub>2</sub> emissions compared to reference year 2022	↓	Not applicable at this time, reference Note 4.							
NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F) Measure:									
95th percentile over 5 time periods, expressed as an Index									
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u>	↓	1.31	1.60	1.43	No	Yes	Yes	1.60	
CMAQ: Traffic Congestion and Emissions Reduction (\$490, Subparts G and H) <sup>(Note 1)</sup>									
<u>Traffic Congestion Unified Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)</u>									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↓	9.0 hours	16.0 hours	10.4 hours	No	Yes	Yes	16.0 hours	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		9.8 hours	18.0 hours	10.4 hours	No	Yes	Yes	18.0 hours	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		5.7 hours	10.0 hours	5.2 hours	Yes	Yes	Yes	10.0 hours	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		0.6 hours	2.0 hours	0.9 hours	No	Yes	Yes	2.0 hours	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		6.1	7.0 hours	7.1 hours	No	No	No	7.0 hours	
<u>Traffic Congestion Unified Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method).</u>									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↑	31.9%	29.7%	35.1%	Yes	Yes	Yes	29.7%	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		18.7%	15.5%	21.5%	Yes	Yes	Yes	15.5%	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		18.5%	15.5%	19.1%	Yes	Yes	Yes	15.5%	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		20.6%	18.0%	21.3%	Yes	Yes	Yes	18.0%	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		16.1%	15.0%	17.6%	Yes	Yes	Yes	15.0%	
<u>On-Road Mobile Source Emissions Reduction (Cumulative 2-year and 4-year performance and targets), kg/day (Coordination with SEMCOG, MACC, SMPC, and WMSRDC)</u>									
State Total Emission Reduction: PM2.5	↑	1,527.492	595.000	1,064.792	Yes	Yes	Yes	1,191.000	
State Total Emission Reduction: NOx		13,118.817	5,227.000	14,648.581	Yes	Yes	Yes	10,455.000	
State Total Emission Reduction: VOC		5,246.548	2,295.000	5,418.239	Yes	Yes	Yes	4,590.000	
State Total Emission Reduction: CO (NA to MI this performance period)									
State Total Emission Reduction: PM10 (NA to MI this performance period)									
Supplemental Documents to State Biennial Performance Report (Baseline, Mid and Final)									
1. <a href="#">MM2045 (provide key freight plan pages in narrative)</a>									
2. <a href="#">IJA Compliant Freight Plan Amendment</a>									
3. MPO CMAQ Performance Plan Update (23 CFR §490.107) : SEMCOG (applies only to urbanized area with a population over 1 million with nontainment/maintenance area for criteria pollutant overlapping the TMA boundary)									

National Performance Program: NHPP/NFPP/CMAQ  
2022 - 2025 Performance Period  
Updated: September 24, 2024

Notations and References:
<b>Note 1 - Significant Progress Determination.</b> NHPP/NFPP Measures (23 CFR 109): Significant progress is achieved when (1) actual performance is better than baseline or (2) actual performance is better than the target. FHWA definition of "better than" for NHPP is an improvement of at least 0.1 percent and 0.01 for NHFP. CMAQ Measures: FHWA does not assess significant progress for CMAQ measures, the following is for internal purposes: Traffic Congestion measures - significant progress for 2- and 4-year targets is when (1) actual performance is better than baseline or (2) actual performance is better than the target by 0.1 points. Emissions Reduction measures - significant progress for 2-year targets is cumulative 2-year actual performance is better than the 2-year target, and significant progress for 4-year targets is cumulative 4-year actual performance is (1) better than the baseline or (2) better than the cumulative 4-year target.
<b>Note 2 - Target Adjustment.</b> State DOTs may adjust an established 4-year target in the Mid Performance Period Progress Report, as described in § 490.107(b)(2). State DOTs shall coordinate with relevant MPOs when adjusting their 4-year target(s) for NHPP and NHFP. Any adjustments made to 4-year targets established for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.
<b>Note 3 - Missing, Invalid or Unresolved (MIU) pavement data.</b> MIU threshold is 5.0 percent per regulation. Reference 23 CFR §490.313 including (b)(4)(ii) Calculation of overall pavement conditions in any State meeting the requirements of § 490.309(b) shall be based only on sections containing data reported in the HPMS submittal as of the submission dates required in § 490.311(c)(4) and (5). State DOTs not meeting the requirements of § 490.309(b) will be considered non-compliant with § 420.105(b) requiring State DOTs to submit data to the HPMS and § 490.107 requiring reporting on performance targets. Failure to report data meeting the requirements of § 490.309(b) by the submission dates for the Interstate System will be considered as not meeting the minimum requirements for pavement conditions on the Interstate System and that State DOT is subject to the penalties in § 490.315. If MIU exceeds threshold, FHWA will make an "indeterminable" significant progress determination even if performance is better than baseline and/or better than the target year. If the MIU exceeds 5.0 percent in a baseline year, the FHWA will either make a 1) "Significant Progress Not Achieved" determination if FHWA does not accept the justification provided or 2) "Progress Not Determined" if FHWA accepts the justification provided. The FHWA decision is subjective without regulatory input on what criteria FHWA will utilize to make the final determination.
<b>Note 4 - Greenhouse Gas.</b> On December 7, 2023 FHWA published a final rule incorporating a greenhouse gas measure into 23 CFR 490. On March 27, 2024, the U.S. District Court for the Northern District of Texas (5:23-CV-304-H), vacated and remanded the final rule nationwide. On April 1, 2024, the U.S. District Court for the Western District of Kentucky (5:23-cv-00162-BJB-LLK) also vacated and remanded the final rule but only for the twenty-one states participating in the multi-state lawsuit against the FHWA. On April 10, 2024, the U.S. Senate passed a Congressional Review Act to overturn the final rule. FHWA has announced its decision to challenge both District Court rulings through the respective Circuit Court of Appeals. As of the updated version of this document, the GHG remains both remanded and vacated awaiting an appeals decision, and still documented in 23 CFR 490 as a reporting requirement.
<b>2024 Mid-Performance Report Important Notes (See 2-year summary for additional details)</b>
<b>Interstate Pavement MIU Baseline Impact:</b> In 2022, the baseline year for the performance period, MDOT exceeded the MIU threshold of 5.0 for Interstate pavement data. In accordance with regulation, FHWA made a "Progress Not Determined" determination for the 2018-2021 performance period 4-year target which also serves as the 2022-2025 baseline. In practical terms, this eliminated the option to achieve significant progress through actual performance better than baseline for the entire 2022-2025 performance period.
<b>Interstate Pavement MIU on 2-Year Performance Progress:</b> On the basis of actual performance, Michigan achieved significant progress for Interstate in Good and Poor Condition with actual performance being both better than baseline and better than the 2-year targets. That said, the 2023 Interstate HPMS data submittal exceeded the 5.0 MIU threshold. For the Mid-Performance Period, it is anticipated FHWA will again assess Progress Not Determined" and not recognize actual 2-year performance for reporting purposes. With approximately 10 percent of the Interstate under construction, and the data collection process conditions and process being tightly by regulated, it is impossible for Michigan to not exceed the 5.0 MIU threshold. MDOT has taken every possible opportunity to encourage FHWA to reconsider and revise this requirement in 23 CFR 490 to recognize substantial investment to improve the condition of the NHS should be rewarded, not penalized.
<b>Interstate Good Pavement 4-Year Target Adjustment :</b> Analysis predicts 70.1% Interstate pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 67.1% retains a 3-point cushion while also communicating the improved anticipated 4-year performance compared to the 56.7% Good 4-year target established in 2022. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.
<b>Non-Interstate Good Pavement 4-Year Target Adjustment :</b> Analysis predicts 32.4% Non-Interstate NHS pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 29.4% retains a 3-point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.
<b>NHS Bridge Performance:</b> Analysis predicts 9.5% NHS Bridge 'Poor' condition by deck area at the end of 2025. Adjusting the Poor target to 10.0% provides a 0.5 point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary.
<b>Traffic Congestion - PHED:</b> ODOT and MDOT used RITIS to calculate a 2-year actual performance at 5.2 hours for the Toledo Urbanized Area. FHWA used a complex process to calculate 7.1 hours. FHWA has rejected ODOTs request to utilize the 5.2 hours reported through RITIS, as anticipated. If using RITIS data, significant progress achieved, however the FHWA calculated 7.1 hours falls short of demonstrating significant progress. That said, FHWA does NOT make an official significant progress determination for any of the CMAQ Measures. After discussing this joint target with Ohio DOT, TMACOG and SEMCOG, the parties elected to not adjust the 4-year target. MDOT and ODOT are working with RITIS (Cambridge Analytics) to conduct an analysis of the data used for their reporting tool to identify the difference and make appropriate adjustments. This
<b>Traffic Congestion - Non-SOV:</b> While 2022 data is available through the ACS Commute to Work survey data tables, the CMAQ applicability tables issued in October 2021 used as the baseline for the 2022-25 performance period baseline, was based on the 2010 Decennial Census. The 2020 census was not finalized before the 2022 baseline CMAQ applicability tables were required to be published by regulation. As a result, both the 2-year and 4-year actual performance for NonSOV- will report the 2021 DP03 5-Year table data as that is the latest available (and last available) table that reflects the 2010 census urban boundaries.