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**MEETING NOTICE**

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There will be a Transportation Technical Committee meeting held on:

**DATE:** Thursday, February 6, 2025  
**TIME:** 1:30 p.m.  
**PLACE:** WMSRDC OFFICE CONFERENCE ROOM

If you are unable to attend, please contact Brian Mulnix at 231.722.7878 x200

316 Morris Avenue, Suite 340, Muskegon, MI 49440  
Telephone: (231) 722-7878 / [www.wmsrdc.org](http://www.wmsrdc.org)

# TRANSPORTATION TECHNICAL COMMITTEE

## AGENDA February 6, 2025

- I. CALL TO ORDER
- II. APPROVAL OF THE PREVIOUS MINUTES (JANUARY 9, 2025) - **(ATTACHMENT I) (ACTION)**
- III. PUBLIC COMMENT **(AGENDA ITEMS)**
- IV. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
  - A. FY2023-2026 TIP AMENDMENT 23 **(ATTACHMENT II) (ACTION)**
  - B. FY2026-2029 TIP **(INFORMATION)**
- V. 2025 MID PERIOD PERFORMANCE MEASURE ADJUSTMENTS FOR PAVEMENT AND BRIDGE **(ATTACHMENT III) (ACTION)**
- VI. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) **(INFORMATION)**
- VII. MPO ROUNDTABLE
- VIII. PUBLIC COMMENT
- IX. ADJOURNMENT

# ATTACHMENT I

## WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN) TECHNICAL COMMITTEE MEETING

### MEETING MINUTES

January 9, 2025

- Members Present:** Brett Laughlin, Ottawa County Road Commission, Chairperson  
Derek Gajdos, City of Grand Haven  
Paul Bouman, MCRC  
Luke Walters, MDOT Lansing  
Todd Myers, City of Muskegon  
Scott Borg, Harbor Transit  
Scott Beishuizen, City of Montague  
Brian Armstrong, City of Whitehall  
Wally Delamater, Village of Spring Lake  
Craig Bessinger, City of Ferrysburg  
James Koens, MATS  
Wade Vandebosch, Muskegon County DPW  
Ben VanHoeven, City of Roosevelt Park  
Amy Haack, Village of Fruitport  
Jim Murphy, City of Norton Shores
- Members Absent:** Christina Nicolaidis, FHWA (Non-Voting)  
Scott Saigeon, MCRC  
Khi Guy, City of Muskegon Heights  
Dan VanderHeide, City of Muskegon  
Mark Disselkoen, City of North Muskegon  
Steve Biesiada, Muskegon Urban Township Rep  
Jeff Marcinkowski, Rural Township Rep
- Others Present:** Marc Frederickson, MDOT Muskegon  
Tyler Kent, MDOT Grand Region  
Dana Appel, Harbor Transit  
Cathy Brubaker-Clark,
- Staff Present:** Joel Fitzpatrick, WMSRDC  
Lauryn Blake, WMSRDC  
Brian Mulnix, WMSRDC  
Jack Grice, WMSRDC

**I. CALL TO ORDER**

The meeting was called to order at 1:30 p.m. A quorum was present. Attendance was taken via sign-in sheet.

**II. APPROVAL OF THE PREVIOUS MINUTES**

A motion to approve the minutes was made. Motion approved. *M/S Delamater/VanHoeven*

**III. PUBLIC COMMENT**

The WestPlan Public Participation Plan procedure was followed to achieve public participation in this meeting. No members of the public spoke.

**IV. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**A. FY2023-2026 TIP AMENDMENT 22**

Mr. Brian Mulnix discussed TIP Amendment 22. He clarified that there are two transit jobs that were included due to a GPA change, rather than needing amending. He also explained that the MDOT trunkline jobs went along with a handout provided Mr. Tyler Kent. Mr. Mulnix also announced that there is a non-motorized trail job included. A motion was made and supported to approve the FY2023-2026 TIP Amendment 22. Motion approved. *M/S Murphy/Beishuizen*

**B. FY2026-2029 TIP PROJECT LIST**

Mr. Brian Mulnix reviewed the FY2026-2029 TIP project list with the committee. Multiple corrections need to be made to the spreadsheet provided, but the projects in JobNet were programed correctly. Following this discussion, Mr. Tyler Kent mentioned that the MDOT jobs needed to come to the committee for public participation requirements. Mr. Joel Fitzpatrick informed the committee that WMSRDC will create, analyze, and prioritize an illustrative list for the projects that weren't selected and have that out within the next couple of months. A motion was made and supported to approve the FY2026-2029 TIP Project List with corrections. Motion approved. *M/S Beishuizen/Gajdos*

**V. 2025 STATE SAFETY PERFORMANCE MEASURES**

Mr. Luke Walters announced that the only change made to the Safety Performance Measures was that they are basing it on a 5-year estimate multiplied by multiple different factors. Prior to this, it was based on the 5-year estimate alone. Mr. Tyler Kent added that GVMC will be making their own targets using MDOT's data. Mr. Walters continued, stating that GVMC has been doing their own analysis on a local level to that have already laid the groundwork. Mr. Mulnix clarified to the committee that, as a TMA, GVMC gets dedicated funding for certain safety projects and therefore has the means to do so. A motion was made and supported to recommend approval of the 2025 State Safety Performance Measures by the Policy Committee. Motion approved. *M/S Bessinger/Beishuizen*

**VI. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)**

Mr. Brian Mulnix informed the committee that there is nothing new to report on the

2050 MTP. The MPO will continue to monitor for any changes.

**VII. MPO ROUNDTABLE**

Mr. Joel Fitzpatrick reminded the committee that PASER trainings need to be completed to ride along during road ratings to be reimbursed for time. He has sent out information to the appropriate people. Ratings will begin in May.

Mr. Marc Frederickson announced that there may be a potential job for bridge work for US-31 at I-96 in 2026. Funding is still being sought for fixing the bridge's railing issues.

**VIII. PUBLIC COMMENT**

The WestPlan Public Participation Plan procedure was followed to achieve public participation in this meeting. No members of the public spoke.

**IX. ADJOURNMENT**

The meeting adjourned at 1:54 p.m.

January 9, 2025 WestPlan Tech Minutes continued....

**ATTACHMENT II**

**WESTPLAN FY2023-2026 TIP AMENDMENT 22**

Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Phase	Fund Source	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Federal Amendment Type
<b>TIP Line Items</b>														
2025	Trunkline	215062	MDOT	M-46	M-46 over Crockery Creek	Bridge Replacement	Bridge Replacement	CON	BFP	\$3,576,845	\$793,155	\$0	\$4,370,000	Phase Budget equal or over 24%
2025	Local	222756	Muskegon	Sanford St	Sanford Street, Muskegon	New Facilities	Construct 1.5 mile non-motorized pathway	CON	TAL	\$1,909,129	\$0	\$940,451	\$2,849,580	Phase Added
2026	Multi-Modal	222982	Harbor Transit Multi-Modal Transportation System	Transit Capital	Areawide	SP1101-<30 foot replacement bus with or without lift	2026 CRSM 3 Replacement Busses	NI	CRSM	\$256,000	\$64,000	\$0	\$320,000	Phase Added
2026	Local	223025	Roosevelt Park	Garrison Rd	North of Garrison road, south of railroad tracks	New Facilities	Construct Asphalt Non-Motorized Trail	CON	CRSM	\$120,000	\$0	\$30,000	\$150,000	Phase Added
<b>Transit Capital GPA</b>														
2026	Multi-Modal	214053	Muskegon County Board of Commissioners	Transit Capital	Areawide	SP1603-marketing	FY 26 5307 CMAQ Outreach and Marketing	NI	CM	\$140,000	\$35,000	\$0	\$175,000	GPA over or over 25%
2026	Multi-Modal	220694	Muskegon County Board of Commissioners	Transit Capital	Areawide	6410-5310 Projects	5310 - Mobility Management	NI	5310	\$40,000	\$10,000	\$0	\$50,000	
<b>MPO Adjustment</b>														
2025	Trunkline	214896	MDOT	M-46	from Muskegon Avenue east to Home Street	Road Rehabilitation	Concrete pavement inlay and road diet	ROW	NH	\$20,463	\$4,141	\$397	\$25,000	Road Diet over 1/2 mile
2025	Trunkline	214896	MDOT	M-46	from Muskegon Avenue east to Home Street	Road Rehabilitation	Concrete pavement inlay and road diet	CON	NH	\$22,079,857	\$4,467,732	\$428,413	\$26,976,000	Road Diet over 1/2 mile

## ATTACHMENT II

### WestPlan FY2023-2026 TIP AMENDMENT 23

Fiscal Year	Job#	Responsible Agency	Project Name	Project Description	Fund Source	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Federal Estimated Amount	Amendment Type
2025	214096	Harbor Transit Multi-Modal Transportation System	Transit Capital	FY24 CMAQ 5307 Flex Construct new transit facility	CM	\$815,568	\$203,892	\$0	1,019,460.00	GPA over or over 25%
2025	223599	Harbor Transit Multi-Modal Transportation System	Transit Capital	(3) Chargers for EV Vans	5339	\$68,000	\$17,000	\$0	85,000.00	GPA over or over 25%
2025	223601	Harbor Transit Multi-Modal Transportation System	Transit Capital	Facility Construction	5339	\$8,000,000	\$2,000,000	\$0	10,000,000.00	GPA over or over 25%
2025	223602	Harbor Transit Multi-Modal Transportation System	Transit Capital	2 Electric Vans	5339	\$184,000	\$46,000	\$0	230,000.00	GPA over or over 25%
2025	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$183,662	\$0	\$0	183,662.00	GPA over or over 25%
2025	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$20,000	\$0	\$0	20,000.00	GPA over or over 25%
2026	222976	Muskegon County Board of Commissioners	Transit Capital	CMAQ - Bus Purchase	CM	\$420,874	\$105,218	\$0	526,092.00	Phase Added
2026	223042	Harbor Transit Multi-Modal Transportation System	Transit Capital	Marketing	CM	\$25,000	\$6,250	\$0	31,250.00	Phase Added
2026	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$946,633	\$0	\$0	946,633.00	GPA over or over 25%

# ATTACHMENT III

## Mid Period Performance Measure Adjustment for Pavement and Bridge



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

BRADLEY C. WEFERICH, 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.

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909  
www.Michigan.gov/MDOT • 517-241-2400

LH-LAN-0 (05/2023)



Metropolitan Planning Organization Director  
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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

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

Performance Measure	Desired Trend	Baseline <sup>(1)</sup>	2-Year	2-Year	2-Year	2-Year	2-Year	4-Year	4-Year
			PREDICTED Performance	ACTUAL Performance	Performance Better than Baseline	Performance Better than Target	Significant Progress Achieved <sup>(1)(3)</sup>	ORIGINAL Predicted Performance	ADJUSTED <sup>(2)</sup> Predicted Performance
<b>NHPP: NHS Pavement Condition (\$490, Subpart C)</b>									
<b>Measure: IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)</b>									
Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM)	↑	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</u> in <u>Good Condition</u> (PCM)	↑	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%	
<b>NHPP: NHS Bridge Condition (\$490, Subpart D)</b>									
<b>Measure: Percent square foot condition to total deck square foot, by deck area</b>									
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%
<b>NHPP: NHS System Reliability (\$490, Subpart E)</b>									
<b>Measure: 80th percentile over 4 time periods</b>									
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%	
<b>NHPP: Greenhouse Gas (\$490, Subpart E)</b>									
<b>Measure: NHS tailpipe CO<sub>2</sub> emissions</b>									
Percent change in NHS tailpipe CO <sub>2</sub> emissions compared to reference year 2022	↓	Not applicable at this time, reference Note 4.							
<b>NHPP: Interstate (NHS) Freight Reliability (\$490, Subpart F)</b>									
<b>Measure: 95th percentile over 5 time periods, expressed as an Index</b>									
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u>	↓	1.31	1.60	1.43	No	Yes	Yes	1.60	
<b>CMAQ: Traffic Congestion and Emissions Reduction (\$490, Subparts G and H) <sup>(Note 1)</sup></b>									
<b>Traffic Congestion <u>Unified</u> Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)</b>									
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 GCMP 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 hours	7.0 hours	7.1 hours	No	No	No	7.0 hours	
<b>Traffic Congestion <u>Unified</u> Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method)</b>									
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 GCMP 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%	
<b>On-Road Mobile Source Emissions Reduction (<u>Cumulative</u> 2-year and 4-year performance and targets), kg/day (Coordination with SEMCOG, MACC, SMPC, and WMSRDC)</b>									
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)									
<b>Supplemental Documents to State Biennial Performance Report (Baseline, Mid and Final)</b>									
<ol style="list-style-type: none"> <li>MM2045 (provide key freight plan pages in narrative)</li> <li>IIJA Compliant Freight Plan Amendment</li> <li>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)</li> </ol>									

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

Notations and References:
<p><b>Note 1 - Significant Progress Determination:</b> <u>NHPP/NFPP Measures [23 CFR 109]</u>: 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 NHPP. <u>CMAQ Measures</u>: 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.</p>
<p><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 NHFF. 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.</p>
<p><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)(i) 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 submission 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.</p>
<p><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-LJK) 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.</p>
<p><b>2024 Mid-Performance Report Important Notes (See 2-year summary for additional details)</b></p>
<p><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.</p>
<p><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 submitted 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 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.</p>
<p><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.</p>
<p><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.</p>
<p><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.</p>
<p><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 ODOT's 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</p>
<p><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.</p>