

2022 - 2025 National Performance Programs: NHPP/NHFP/CMAQ
Michigan Department of Transportation - State and Urbanized Area Target Summary

Performance Measure	Desired Trend	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
NHPP: NHS Pavement Condition (\$490, Subpart C)				
Pavement Condition Metric (PCM) is IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)				
Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM)	↑	70.4% (1)	59.2%	56.7%
Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM)	↓	1.8% (1)	5.0%	5.0%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Good Condition</u> (PCM)	↑	41.6%	33.1%	33.1%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Poor Condition</u> (PCM)	↓	8.9%	10.0%	10.0%
NHPP: NHS Bridge Condition (\$490, Subpart D)				
Percentage of NHS Bridges in <u>Good Condition</u> (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage)	↑	22.1%	15.2%	12.8%
Percentage of NHS Bridges in <u>Poor Condition</u> (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage)	↓	7.00%	6.8%	5.8%
NHPP: NHS System Reliability (\$490, Subpart E)				
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u> based on 80th percentile over 4 time periods	↑	97.1%	80.0%	80.0%
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u> based on 80th percentile over 4 time periods	↑	94.4%	75.0%	75.0%
NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F)				
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u> based on 95th percentile over 5 time periods	↓	1.31	1.60	1.60
CMAQ: Assess Congestion and Mitigation Air Quality Program (\$490, Subparts G and H)				
<u>Traffic Congestion Unified Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)</u>	↓	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		9.8 hours	18.0 hours	18.0 hours
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)		9.0 hours	16.0 hours	16.0 hours
Flint Urbanized Area (Unified Target Setting: MDOT and GCMPC for inclusive collaboration)		5.7 hours	10.0 hours	10.0 hours
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		6.1 hours	7.0 hours	7.0 hours
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		0.6 hours	2.0 hours	2.0 hours
<u>Traffic Congestion Unified Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method).</u>	↑	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		18.7%	15.5%	15.5%
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)		31.9%	29.7%	29.7%
Flint Urbanized Area (Unified Target Setting: MDOT and GCMPC for inclusive collaboration)		18.5%	15.5%	15.5%
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		16.1%	15.0%	15.0%
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		20.6%	18.0%	18.0%
<u>On-Road Mobile Source Emissions (Cumulative 2-year and 4-year targets), measured kg/day (Coordinated State targets with SEMCOG, MACC, SMPC, and WMSRDC)</u>	↑	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
State Total Emission Reduction: PM2.5		1527.492	595.000	1191.000
State Total Emission Reduction: NOx		13118.817	5227.000	10455.000
State Total Emission Reduction: VOC		5246.548	2295.000	4590.000

(1) Reflects 2021 HPMS Pavement Data Quality Summary (Interstates) for Good and Poor pavement condition as prepared by FHWA. In 2021, there were approximately 300 Interstate lane miles, or 5.1% of the Interstate system, under construction wherein no pavement data was collected in accordance with federal data collection requirements. 23 CFR 490.313(b)(4)(i) specifies that total mainline lane miles of Missing, Invalid or Unresolved (MIU) segments not be more than 5.0 percent of the total lane-miles of the respective network (Interstate, in this case). Having exceeded 5.0% MIU, FHWA considers the Interstate data set insufficient for determining Good or Poor condition. There are ongoing discussions with FHWA regarding this issue.