

# NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING

February 27, 2024

1:30 pm

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**In Person:** Niles District Library – 1st Floor Boardroom  
620 E Main St, Niles, MI 49120

**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. Approve Minutes from the November 28, 2023 Meeting *Action* Pg. 2
5. Staff Report
6. Local Agency Updates Pg. 6
7. Transit Updates
8. MDOT Updates pg. 8
9. 2024 Safety Targets *Action* Pg. 10
10. Privilege of the Floor or Public Comment
11. Adjournment

Comments can be sent prior to the meeting to Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or by 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)

# Niles-Buchanan-Cass Area Transportation Study 2023 Meeting Attendance

From the November 28th, 2023, Meeting

NATS MEMBER ORG./POSITION	MEMBERS (2022)	TAC	POL	J	F	M	A	M	J	J	A	S	O	N	D
Berrien Co. Board of Commissioners (1)	Michael Majerek		x	A		A		V		A		A	A	V	
Berrien Co. Board of Commissioners (2)	(Vacant)		x												
Berrien Co. Community Dev. Dept.	Dan Fette	x		A		A		A		A		A	A	A	
Berrien Co. Planning Commission	(Vacant)		x	A		A				A					
Berrien Co. Road Dept. (Policy)	(Vacant)		x	A											
Berrien Co. Road Dept. (TAC)	Kevin Stack	X		P		P		A		P		A	P	A	
Bertrand Township	Butch Payton	x	x	A		P		P		P		P	P	P	
Buchanan Township	Lynn Ferris	x	x	A		P		P		P		P	P	A	
Cass Co. Board of Commissioners (1)	Roseann Marchetti		x	P		P		P		P		P	A	P	
Cass Co. Board of Commissioners (2)	James Lawrence		x	P		A		A		P		P	P	P	
Cass Co. Planning Commission	Roseann Marchetti	x		P		P		P		P		P	A	P	
Cass Co. Road Comm. (Policy)	Sandra Seanor		x	P		P		P		P		P	A	A	
Cass Co. Road Comm. (TAC)	Joe Bellina (TAC Chair)	x		P		P		P		P		P	P	P	
City of Buchanan	Don Ryman		x	V		P		P		P		A	A	A	
City of Buchanan	Rich Murphy	x		A		P		P		P		A	P	P	
City of Niles (1)	Georgia Boggs		x	P		A		A		A		A	A	A	
City of Niles (2)	Serita Mason		x	V		V		A		P		P		P	
City of Niles (3)	(Vacant)		x												
City of Niles Community Dev. Director	(VACANT)	x								P		A	P		
City of Niles Dial-A-Ride Transit	Pepper Miller	x	x	P		P		P		P		P	P	P	
City of Niles Public Works Dir./Airport	Joe Ray	x		P		P		P		A		P	P	P	
Howard Township	Bill Kasprzak	x	x	P		P		A		P		P	P	P	
Kinexus	(Vacant)	x													
Mason Township	Doug Fetters	x	x	A		A		A		A		A	P	A	
MDOT - Bureau of Trans. Planning	Jim Sturdevant	x	x	P		P		P		P		A	P	P	
MDOT - Southwest Region	Josh Grab	x	x	V		V		P		V		V	A	P	
MDOT - Southwest Region (Alternate)	Madee Thorburn	Alt	Alt	A		A		A		p		V	V	A	
MDOT - Transportation Service Center	Jonathon Smith	x	x	V		V		V		V		V	V	A	
Milton Township	Susan Flowers	x	x	A		P		P		A		A	P	A	
Niles Charter Township	Richard Cooper (P. Ch.)	x	x	P		P		A		P		P	P	P	
Ontwa Township	<b>Meryl Christensen</b>	x	x	A		A		P		P		P	A	P	
Pokagon Band of Potawatomi Indians	Robert Torzynski	x	x					A				A	A		
Village of Edwardsburg	<b>Dawn Bolock</b>	x	x	A		A		A		A		A	A	P	
Federal Highway Administration	<b>Andrew Sibold</b>	NV	NV	A		A		A		A		A	A	A	
Federal Transit Administration	Susan Weber	NV	NV	A		A		A		A		A	A	A	
EGLE - Air Quality	Breanna Bukowski	NV		A		A		A		A		A	A	A	
MDOT - Modeling	Jon Roberts	NV		A		A		A		A		A	A	A	
MDOT - Office of Passenger Trans.	Fred Featherly	NV		A		A		V		A		A	V	A	
Michiana Area Council of Governments	Caitlin Stevens	NV	NV	A		A		A		A		A	A	A	
Southwest Michigan Planning Comm.	Kim Gallagher	x	x	P		P		P		P		A	P	A	
Southwest Michigan Planning Comm.	Brandon Kovnat	NV	NV	P		P		A		A		P	A	P	

P. Ch.: Policy Chair; Alt: Alternate; NV: Non-voting; P: Present in Person; V- Present virtually; A: Absent.

Note: **Bold** indicates member was updated at the September 2023 meeting.

GUESTS: Zane Aldrich - SWMPC

## Minutes

NILES BUCHANAN CASS AREA TRANSPORTATION STUDY  
TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING  
Tuesday, November 28, 2023 – 1:30 pm  
Niles District Library, Niles MI

1. Call to Order and Roll Call

Joe Bellina, Technical Advisory Committee chair, called the meeting to order at 1:30 p.m. Zane Aldrich took roll call.

2. Changes to the Agenda

None.

3. Public Comment

None.

4. Approve Minutes from the October 24, 2023, Meeting

**Motion** to approve the minutes for the October 24, 2023, Joint NATS Technical Advisory Committee and Policy Committee Meeting. Made by Roseann Marchetti and seconded by Jim Sturdevant. **Motion approved.**

5. Staff Report

Kovnat discussed the how to get reimbursements for collecting pavement condition data on non-federal aid roads. SWMPC has communicated this information to all Act 51 agencies via email.

Agencies interested in participating in the data collection process must submit their applications by December 8th and must include the total miles to be rated in 2024. In case of more applicants than available funding, selection will be based on areas with missing local PASER data and the last rating dates of the roads. The objective is to establish a rotating schedule to ensure the rating of all non-federal aid roads.

6. Local Agency Updates

Kovnat announced that MDOT has released the actual funding allocations for FY 2024. In NATS, the STBG funding is \$6,018 higher than estimated, while CRP funding is \$488 lower, and TAP funding is \$819 lower.

Bellina proposed to add the STBG funds to Berrien Conty Road Department and the Cass County Road Commission proportionally, in the same manner as the funds were reduced at the October NATS meeting. The \$488 in CRP funds would be taken out of the McCoy Creek trail Extension, since this is the only CRP funded project for FY 2024. This project is also using TAP funding from 2021-2023. Since it isn't utilizing any FY 2024 TAP funds, the committee agreed that no changes should be made to the project's TAP funding amount.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the funding changes as discussed in order to balance NATS FY 2024 budget. Made by Joe Ray and seconded by Jim Sturdevant. **Motion passed.**

**Motion** for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Roseann Marchetti and seconded by Serita Mason. **Motion passed.**

Joe Ray announced that the Wayne Street project in the City of Niles, which was funded in FY 2023, was just let with the accepted bid 18% below the estimate.

7. Local Amendment

Joe Bellina explained that the resurfacing of Pine Lake Road from Conrad Road to Daily Road is a Rural Task Force funded project for FY 2024. The project limits are partially within the NATS planning area which means the project must be included in the NATS TIP.

8. Transit Updates

Pepper Miller announced that Niles Dial A Ride had received approval from the Niles City Council to purchase three vans. She added that they are still waiting to receive a bus which was ordered two years ago; they expect delivery by June.

9. MDOT Project Updates

Brandon Kovnat presented on US-12/M-51 project that is currently under construction. Joe Ray raised concerns about the level of communication between MDOT and local communities.

Joe Bellina raised concern about a road diet on M-60 that was conducted solely by painting new pavement markings, but the with the old lane marking are still visible. Additional comments were raised about this project and how MDOT has been communicating and responding to concerns.

10. MDOT Amendment Requests

Kovnat gave a brief presentation on the MDOT amendment requests. For details on the amendments see meeting packet page 6.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the Local and MDOT project amendments to the NATS 2023-2026 Transportation Improvement Program as included in the meeting packet. Made by Joe Ray and seconded by Jim Sturdevant. **Motion passed.**

**Motion** for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Bill Kasprzak and seconded by Dawn Bolock. **Motion passed.**

11. 2020 Adjusted census Urban Boundary

Brandon Kovnat presented the proposed 2020 Adjusted Census Urban Boundary (ACUB). Several comments were brought up:

- Joe Bellina questioned why MDOT didn't follow all the recommendations from the September 19th Regional ACUB review meeting.
- Joe Ray asked why certain areas were included in the ACUB despite not being classified as urban by the U.S. Census, and he further questioned why certain areas which had no development were classified as urban by the census.
- Ray expressed a concern that designated additional miles of roads as urban would create more competition for limited funding.
- Bellina clarified that any federal aid eligible road within the NATS planning area could already use urban funding, whether within the ACUB or not, and adjusting the ACUB wouldn't affect this.
- Jim Sturdevant and Josh Grab indicated that the vote on the ACUB could wait until January.

Joe Ray requested to table the approval of the ACUB until the January meeting.

12. 2024 Meeting Schedule

**Motion** for Technical Advisory Committee to approve the 2024 Technical Advisory Committee meeting schedule. Made by Roseann Marchetti and seconded by Bill Kasprzak. **Motion passed.**

**Motion** for the policy Committee to approve the 2024 Policy Committee meeting schedule made by Bill Kasprzak and seconded by Dawn Bolock. **Motion passed.**

13. Privilege of the Floor or Public Comment

Joe Ray announced the departure of Ryan Millan as the City of Niles Community Development Director.

Josh Grab announced the departure of Madee Thorburn from MDOT.

14. Adjournment

The meeting was adjourned at 2:33 pm.

Draft

# NATS FY 2024 Projects

Updated 2/20/2024

## McCoy Creek Trail Extension

**Agency:** City of Buchanan

**Location:** From the McCoy Creek Trailhead on Schirmer Parkway to the River St. Joe Brewery. Follows Schirmer Parkway and River Rd. in the city of Buchanan, and Walton Rd. in Buchanan Township

**Description:** Build a non-motorized path.

<b>Cost:</b>	Federal NATS CRP	\$63,000
	Federal NATS TAP	\$169,885
	Federal Statewide TAP	\$169,885
	<b>Total Federal Funds</b>	<b>\$402,770</b>
	<b>Local Match</b>	\$881,535
	<b>Total Participating Estimate</b>	<b>\$1,284,305</b>

**Status:** Not Obligated

## Bertrand Road

**Agency:** Berrien County Road Department

**Location:** Bertrand Rd. from US-31 to Portage Rd. in Bertrand Township

**Description:** Trench and widen with an asphalt overlay.

<b>Cost:</b>	Federal NATS STBG	\$172,866
	Federal NATS HIP	\$11,072
	<b>Total Federal Funds</b>	<b>\$183,938</b>
	<b>Local Match</b>	\$335,410
	<b>Total Participating Estimate</b>	<b>\$519,348</b>

**Status:** Obligated

## Gumwood Road Realignment

**Agency:** Cass County Road Commission

**Location:** Just north of the Gumwood Rd. and Redfield Rd. Intersection in Milton Township

**Description:** Realign Gumwood Rd to create a single four-way intersection with Redfield Rd.

<b>Cost:</b>	Federal NATS STBG	\$364,151
	Federal NATS HIP	\$23,324
	Federal RTF Funding (AC to 2026)	532,244
	<b>Total Federal Funds</b>	<b>919,719</b>
	<b>Local Match</b>	\$245,281
	<b>Total Participating Estimate</b>	<b>\$1,165,000</b>

**Status:** Not Obligated

# Local Non-Rural Program Obligation Thermometer

January 16, 2024

As of December 16, 2023, the Federal Highway Administration (FHWA) has provided \$100.7 million of obligation limitation for the Local Non-Rural Federal Aid Program.<sup>1,2</sup> Additionally, some obligation authority may be added to or removed from the local highway program due to voluntary transfers from other sources (e.g., Transit, Earmarks, Grants, Local Federal Fund Exchange, and Other). Obligation limitation is available to local agencies on a first come, first served basis. Currently, obligation limitation is available from Oct. 1, 2022, through Jan. 19, 2024, based on the Continuing Appropriations Act, 2024, Division A, Public Law (Pub. L.) 118-15. The obligation limit will be updated if and when the obligation limit changes.

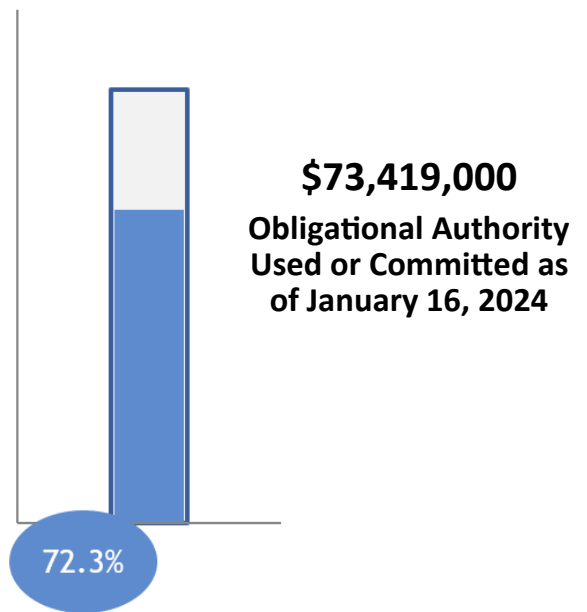
Federal obligations occur on new projects, cost adjustments to prior year projects, and the conversion of prior year Advance Construct Projects.

The Local Non-Rural Obligation Thermometer is a tool intended to give local transportation agencies information regarding the status of Federal-aid Obligation Limitation. The Michigan Department of Transportation intends to update the thermometer at least monthly and perhaps more frequently as we reach the end of the fiscal year. Obligations occur daily and the thermometer is by no means intended to be the official accounting of obligations. Rather, it is a general description of obligations that occurred at the time the thermometer was published.

Throughout the fiscal year, obligational authority will be set aside for metropolitan planning, local technical assistance programs, conversion of local rail advance construct projects, and projects that will be flexed to transit. **As projects adjust, the amount of obligation authority available is subject to change.**

## Local Non-Rural Obligation Limit

\$101,545,000



- Obligation Authority
- Obligated Amt
- Transit, Rail, Planning, etc.

### Footnotes:

<sup>1</sup> Local obligation limitation is 25 percent of the amount of formula obligation limitation and limitation exempt amounts received by the State of Michigan. It is then further separated for the RTF Program from all other local funding categories.

<sup>2</sup> Based on FHWA Notice N4520.282, Dec. 1, 2023.



# Michigan Department of Transportation Projects

## Within the NATS Planning Area

Updated January 5, 2024 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Currently Under Construction

#### **Bertrand Township and Niles Township**

**Project:** US-31 from US-12 to Berrien Township line – HMA overlay (JN201984)

**Status:** Construction complete.

**Est Con:** Jan. 30, 2023 – Nov. 13, 2023

#### **Bertrand Township, Niles Township, and Howard Township**

**Project:** US-12 from M-139 to Leet Rd. – Concrete pavement repairs (JN214939)

**Status:** Construction complete.

**Est Con:** Jul. 10, 2023 – Oct. 20, 2023

#### **City of Niles and Niles Township**

**Project:** M-51 from Chestnut Ln. to M-60BR – Interchange reconstruction and asphalt resurfacing (JN202003)

**Status:** Construction ongoing, interchange work underway with traffic shifted to US-12EB.

**Est Con:** Sep. 25, 2023 – Dec. 30, 2025

#### **NATS Area**

**Project:** Regionwide signal upgrades (JN209414)

**Status:** Construction is underway or will begin shortly.

**Est Con:** Dec. 17, 2023 – Oct. 31, 2024

### Projects Scheduled for Construction in 2024

#### **Niles Township**

**Project:** M-139 over the Franz and Norton Drain – Culvert repairs (JN209684)

**Status:** Construction begins in the spring.

**Est Con:** Mar. 4, 2024 – Sep. 27, 2024

#### **Milton Township**

**Project:** US-12 and Gumwood Intersection – Traffic signal installation (JN218477)

**Status:** Project let and came in 1.14% under Engineer's estimate. Construction will begin in the spring.

**Est Con:** Apr. 1, 2024 – Jun. 28, 2024

#### **Bertrand Township**

**Project:** US-12 from Galien Township line to west of Mayflower Rd– Shoulder rehabilitation (JN127449)

**Status:** Being turned in for the April Letting. Coordination has occurred with the county/locals agencies for the detours required for the culvert work.

**Est Con:** TBD – Dec. 30, 2024



# Michigan Department of Transportation Projects

## Within the NATS Planning Area

Updated January 5, 2024 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Scheduled for Construction in 2025

#### **Bertrand Township and Niles Township**

**Project:** S. US-31 from US-12 to Niles/Berrien Township Line + Concrete repairs and shoulder resurfacing (JN 216911)

**Status:** Design is in progress.

#### **Niles Township**

**Project:** US-31 under Buchanan Rd. – Bridge Capital Preventive maintenance (JN208503)

**Status:** Design is in progress.

#### **City of Niles**

**Project:** M-51 at 10<sup>th</sup> St. and 11<sup>th</sup> St. – Pedestrian crosswalk improvements (JN 218784)

**Status:** Design is in progress.

### Projects Scheduled for Construction in 2026

#### **Village of Edwardsburg, Ontwa Township, and Mason Township**

**Project:** US-12 from M-62 to Union – Milling & One Course Asphalt Overlay (JN216909)

**Status:** Design will begin in 2024.

### Projects Scheduled for Construction in 2027

#### **City of Niles and Bertrand Township**

**Project:** US-12 @ Redbud and M-139 @ M-139 – Modernize signals (JN211989)

**Status:** Design is in progress.

#### **Ontwa Township**

**Project:** US-12 at Beebe Rd and Adamsville Rd intersection – Addition of Left turn lane and Passing Flare (JN214141)

**Status:** Design will begin in 2024 with a Road Safety Audit (RSA).



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

October 17, 2023

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2024. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process for the safety performance measure.

**State Safety Targets for Calendar Year 2024:**

<b>Safety Performance Measure (5 year rolling average)</b>	<b>Baseline Condition (2018-2022)</b>	<b>2024 Targets (2020-2024)</b>
Fatalities	1,061.6	1,109.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.099	1.152
Serious Injuries	5,681.8	5,785.0
Serious Injury Rate per 100 million VMT	5.863	5.999
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	734.0	710.8

Federal Law and regulations require that MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31, 2023. MPOs are now required to decide on their MPO safety targets for calendar year 2024 no later than February 27, 2024.

MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. Enclosed is a report documenting the background and analysis for the development of the safety targets.

Metropolitan Planning Organization Director  
Page 2  
October 17, 2023

Thank you for your participation in the performance measure coordination process.

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or [LanumJ@michigan.gov](mailto:LanumJ@michigan.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style and is positioned above the typed name.

Don Mayle, Manager  
Statewide Planning Section

Enclosure

cc: J. Lanum, MDOT  
A. Pickard, FHWA  
D. Parker, MDOT  
E. Kind, MDOT  
M. Bott, MDOT  
K. Travelbee, MDOT  
T. White, MDOT  
M. Toth, MDOT  
C. Newell, MDOT

# TRANSPORTATION PERFORMANCE MANAGEMENT

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

### SAFETY PERFORMANCE MEASURES

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety.

On the same date, FHWA published a companion Safety Performance Management (Safety PM) final rule ([81 FR 13881](#)) to support national safety goals and carryout the HSIP. The safety PM final rule has been codified in a new regulation [23 CFR Part 490, Subpart B](#). The purpose of the Safety PM is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The five safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

In 2018, the National Highway Traffic Safety Administration (NHTSA) published the final Uniform Procedures for State Highway Safety Grants Program ([83 FR 3466](#)) and updated Highway Safety Plan (HSP) requirements. The purpose of the safety grants is to focus investments on reducing fatalities, injuries, and economic loss resulting from vehicle crashes through behavioral traffic safety programs.

The FHWA and NHTSA coordinated the final rules to identify three common performance measures (1 through 3 below) for which the annual performance targets must align as much as possible when reported in the HSIP and HSP. The measures/targets are reported as five-year rolling averages.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

### TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

With three common safety performance measures reported in the annual HSIP and HSP, establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Strategic Highway Safety Office (SHSO), and Michigan Metropolitan Planning Organizations (MPOs). The coordination and target requirements promotes working collaboratively to achieve the targets.

The annual timeline for establishing and reporting targets is as follows:

**April/May:** One or more coordination sessions between MDOT and MTPA members to develop safety targets for the next calendar year.

**July 1:** SHSO reports targets for the next calendar year to NHTSA through the HSP, including “coordinated” targets for the three common performance measures.

**August 31:** MDOT reports targets for the next calendar year to FHWA through the HSIP.

**February 27 (following year):** MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual targets should support the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

## MPO TARGET SETTING

The MPO must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

## TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of the five.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

## 2024 MICHIGAN SAFETY TARGETS

### Existing Trend

The first step in developing annual safety targets is to establish the 5-year rolling average baseline trend. FHWA prescribes the calculation as follows: For each measure, sum the most recent five consecutive years actual performance, ending in the year the targets for the next year are being developed, divide by five, and round to the tenth decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT, then divide by five, and round to the thousandth decimal place.

Data for calculation: The Fatalities Analysis Report System (FARS) is to be used for fatality related measures, and the State of Michigan Crash database is used for serious injury related measures. The VMT is calculated annually from the Highway Performance Monitoring System (HPMS).

### Exogenous Factors

The next step in the target development process is to consider how exogenous factors influence/impact traffic fatalities and serious injuries. The respective parties have agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a completed research report titled [Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States](#), which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent. Preliminary findings indicate individual acceptance of risk appears to have a greater impact on the number

of fatalities and serious injuries than fluctuations in traffic volume. In other words, the better the economy, the greater the level of risk individuals are willing to take.

## 2023-2024 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. The UMTRI change model predicts 1,109 fatalities in 2023 and 1,092 fatalities in 2024.

The change model predicts change in fatalities from the previous year based on several predictors. This log-change regression model is tied closely to whatever happened recently, so it cannot diverge very far from the current time unless we predict many years out into the future. The change model predicts a steady (slow) decrease in fatalities. The dataset is a collection of differences from one year to the next within the state, expressed as a percentage of the previous year. Thus, the predictors can influence exposure and/or risk.

Alternatively, the count model directly predicts counts so it could diverge from observed by a lot if the patterns change in the real world. Based on known factors, the count model shows a steady increase in fatalities through 2025. As this is not what is expected the change model was selected in developing the targets.

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 5,882 serious injuries in 2023 and 5,849 in 2024.

VMT values have been predicted for CYs 2022, 2023 and 2024. VMT estimates predict VMT has recovered to pre-2020 levels. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.107 for CY 2023, and 1.077 for CY 2024, and annual serious injury rates of 5.870 for CY 2023 and 5.768 for CY 2024. Results from the UMTRI model (the fatality and serious injury

relationship) were also used to generate non-motorized forecasted annual values of 722 for CY 2023 and 696 for CY 2024.

The above annual forecasted values for CY 2023 and CY 2024 along with the actual values from CY 2020 to 2022 to determine the 2024 Targets (five-year rolling average) are shown in the 2024 Target Summary table. In addition, actual values dating back to CY 2018 are included as part of the determination of the 2022 baseline condition.

## 2024 Predictions (Targets)

Number of Fatalities	1,109.2
Rate of Fatalities per 100M VMT	1.152
Number of Serious Injuries	5,785
Rate of Serious Injuries per 100M VMT	5.999
Number of Non-Motorized Fatalities and Serious Injuries	710.8

## Strategic Highway Safety Plan (SHSP)

While MDOT and the SHSO are responsible for setting the targets in collaboration with Metropolitan Planning Organizations (MPOs), traffic fatalities and serious injuries are a State of Michigan issue that requires awareness and intentional action from all levels of government and the public to change the overall safety culture. Over 90 percent of fatal crashes are the result of human behavior, and the most effective safety feature is changing user behavior to be more risk adverse. Crashes are not accidents.

Michigan’s Strategic Highway Safety Plan (SHSP) is the blueprint for addressing both fatalities and serious injuries. Under the guidance of the Governors Traffic Safety Advisory Commission (GTSAC), the SHSP has adopted the vision of Toward Zero Deaths (TZD). The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Over 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver education, emergency response, enforcement,

engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities and serious injuries. By incorporating safety into all facets of transportation, Michigan can achieve this vision. To get there, the GTSAC has adopted interim goals to reach every four years. To carry forth the SHSP is focused on four broad emphasis areas:

1. High-Risk Behaviors
2. At-Risk Road Users
3. Engineering Infrastructure
4. System Administration

Within these emphasis areas, 11 action teams provide more targeted guidance on area-specific safety issues. Structuring these action teams under the broad umbrella of these four emphasis areas creates efficiencies given the degree of overlap amongst the teams. Updated goals, strategies, objectives, and activities for each are based on current traffic crash data. More information on the GTSAC and the SHSP can be found at the [GTSAC website](#).

All citizens of Michigan are welcome and encouraged to participate in the action teams and attend the annual Safety Summit to learn more about the SHSP and what part they can play in changing the safety culture of Michigan. MDOT offers scholarships for local officials and MPOs to attend the summit.

Michigan is committed to the goal of reducing traffic crashes and eliminating serious injuries and fatalities. MDOT implements countermeasures such as intersection-related improvements including signalization and geometric changes by converting traditional intersections to roundabouts where feasible. Other improvements include converting four-lane roadways to three lanes, restriping improvements, installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, vulnerable road user improvement projects, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had

decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but increased in 2020 and 2021 to a high of 1,136 and declined again in 2022 to 1,123. This is reflected in the five-year average or target of 1,109.2 for CY 2024. For the same time, serious injuries rose to a high of 5,979 in CY 2021 leading to the five-year average of 5,785 for CY 2024.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2022 are shown. Imagine what these could be if all participated in driving the numbers down.

### Targets Reported to FHWA

Year	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious	
Year	Reported	Reported	Reported	Reported	
Year	Target	Target	Target	Target	
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8

Targets as reported to FHWA for the respective year

### Annual Crash Data

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.141	5,782	5.876	720

### Reference:

- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway Safety Plan](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [Highway Safety Improvement Program/ Dashboard](#)



Highway Safety Improvement Program  
**Number of Fatalities**  
 2024 5-Year Moving Average Prediction



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

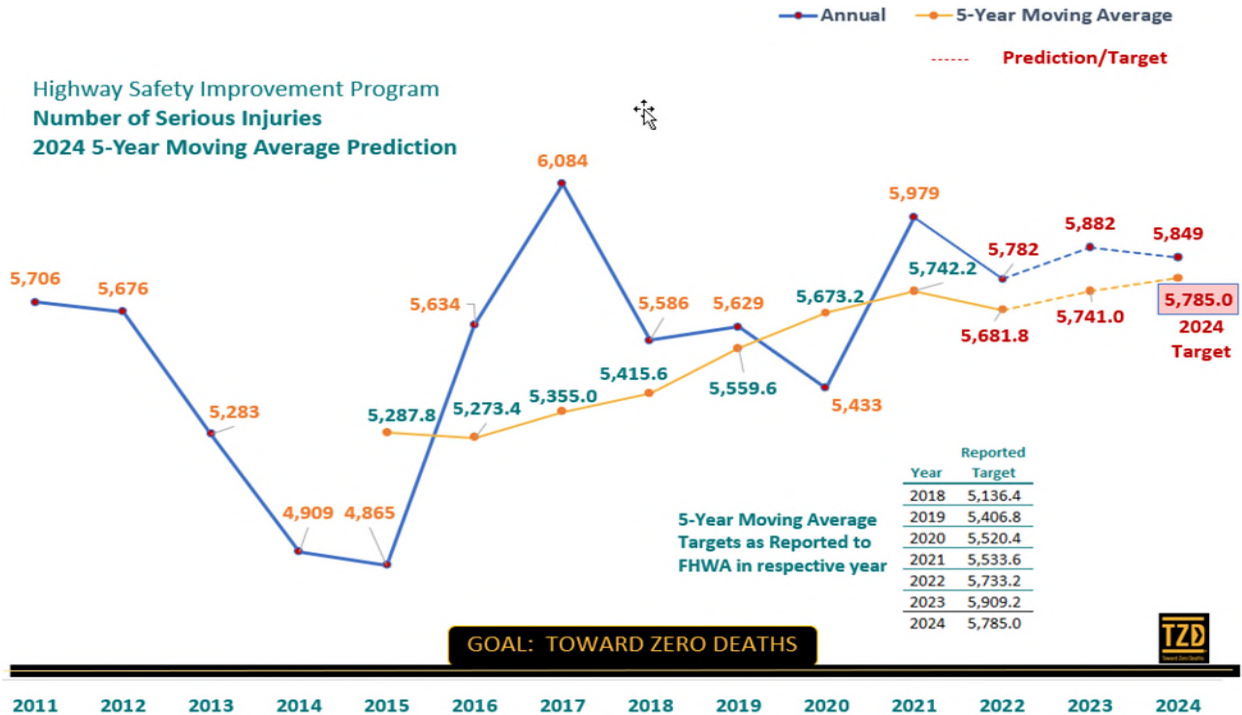
Highway Safety Improvement Program  
**Rate of Fatalities per 100m VMT**  
 2024 5-Year Moving Average Prediction



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes



Highway Safety Improvement Program  
Number of Serious Injuries  
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

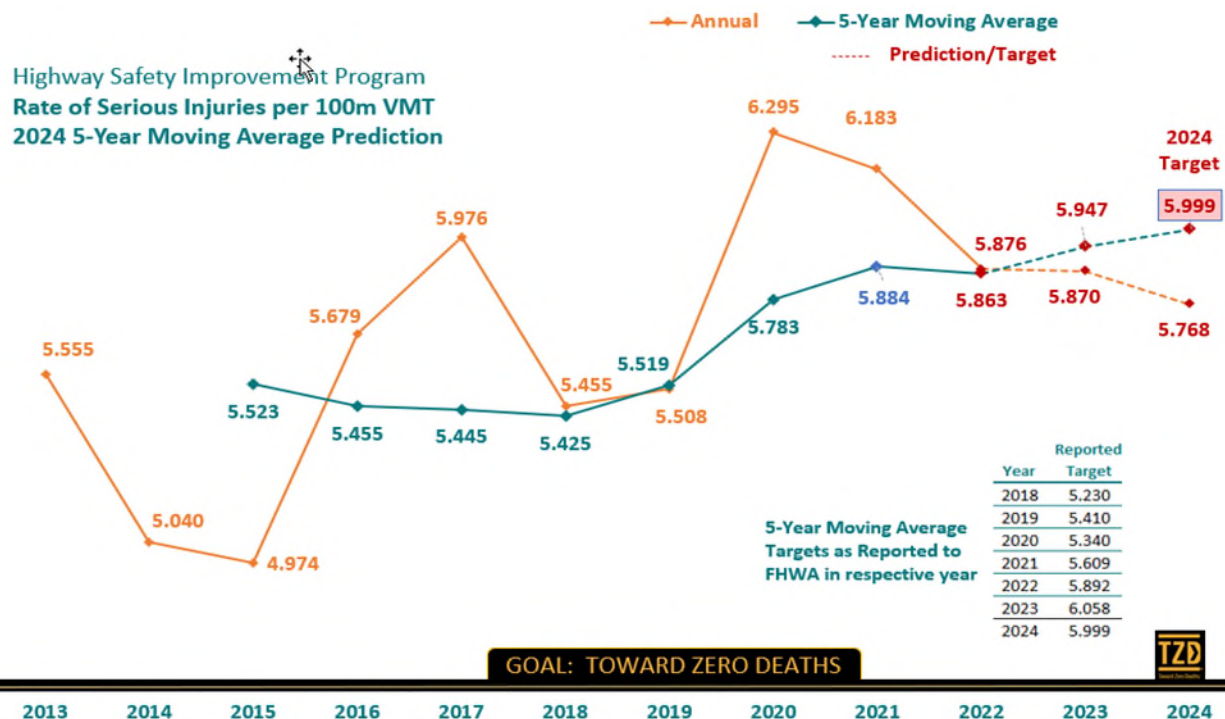


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program  
Rate of Serious Injuries per 100m VMT  
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



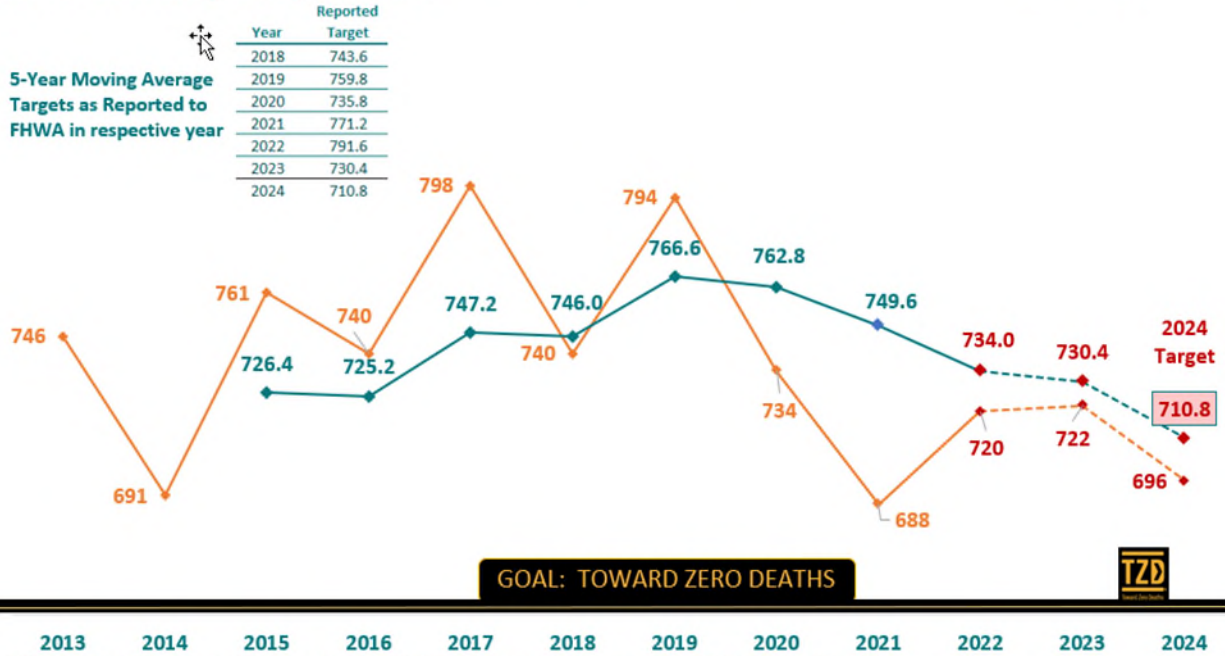
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program  
 Number of Non-Motorized Fatalities and Serious Injuries  
 2024 5-Year Moving Average Prediction

— Annual — 5-Year Moving Average  
 ..... Prediction/Target



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

## NATS Safety Performance Measures for 2024

Performance Measure	Description	NATS Data		Statewide Data		2022 State Target	2022 Target met?	2024 State Target
		2016-2020	2018-2022	2016-2020	2018-2022			
<b>Number of fatalities.</b>	The number of fatalities due to a vehicular crash.	7.6	7.6	1028.2	1,061.6	1065.2	Yes	1,109.2
<b>Fatalities per 100 million vehicle miles traveled (VMT).</b>	The rate of serious injuries based on the total miles driven in the area.	1.6	1.6	1.051	1.099	1.098	No	1.152
<b>Number of serious injuries.</b>	The number of serious injuries due to a vehicular crash.	39.0	41.0	5,673.2	5,681.8	5,733.2	Yes	5,785.0
<b>Serious injuries per 100 million vehicle miles traveled (VMT).</b>	The rate of serious injuries based on the total miles driven in the area.	8.0	8.4	5.778	5.863	5.892	Yes	5.999
<b>Non-motorized fatalities, serious injuries.</b>	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	3.8	3.6	762.8	734.0	791.6	Yes	710.8



STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

GRETCHEN WHITMER  
GOVERNOR

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

January 29, 2024

Subject: Call for Projects - Fiscal Year 2026 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for the Fiscal Year (FY) 2026 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2026 federal budget apportioned for this program is estimated to be \$21,098,000:

- \$13,098,000 for general HSIP
- \$2,000,000 for streamlined systemic HSIP
- \$6,000,000 for HRRR

These amounts may be subject to revisions.

We are asking the County Road Association of Michigan to distribute this notice to members.

Local agencies may submit up to three Streamlined Systemic Applications for consideration. There is no limit to the number of HSIP and/or HRRR Applications that an agency may submit. An agency wishing to submit a systemic horizontal curve delineation, rumble strips, edge line pavement markings, signal backplates, countdown pedestrian signals, or stop controlled intersection sign upgrade project is encouraged to use the *HSIP Streamlined Systemic Application*.

In FY 2024, the State of Michigan is subject to a new Vulnerable Road User (VRU) Rule. It is likely the State will also be subject to the rule for the foreseeable future. Therefore, a VRU financial goal of \$3,000,000 is included in Exhibit 2. For more information regarding VRU projects, please refer to the information provided in Exhibits 2 and 5.

Federal safety funds shall not exceed \$1,500,000 per Local Agency for the fiscal year. Any non-selected HRRR projects will be automatically considered for general FY 2026 HSIP safety funds. Selected projects are to be obligated in FY 2026.

**All applications must be submitted electronically by 11:59pm on Wednesday, May 1, 2024.**

Applications must be sent to MDOT-DesignLAP-Safety@Michigan.gov. Please note that this was a **new submittal email address** as of last year.

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Safety Project Applications.

A list of all submitted projects will be posted on the MDOT Local Agency Program (LAP) Special Funding Program website by Friday, May 24, 2024. Local Agencies are responsible to verify that their projects have been received and are on the list and must notify MDOT of any discrepancies no later than Friday, June 7, 2024.

Our goal is to maintain a fiscally-constrained program while maximizing the use of available federal funds. If you have any questions, please contact Jackie Pethers, Local Agency Programs Safety Engineer, at 517-643-6189 or at PethersJ1@Michigan.gov.

Sincerely,

E-SIGNED by Larry Doyle  
on 2024-01-26 10:09:36 EST

Larry T. Doyle, P.E.  
Division Administrator  
Development Services Division

Attachments

cc: K. Zachary, FHWA	B. Kadzban, MDOT	MDOT, Transportation Service Managers
M. Dionise, FHWA	D. Parker, MDOT	MDOT, Region Engineers
J. Trudelle, FHWA	L. Johnson, MDOT	Metropolitan Planning Organizations
	E. Mullen, MDOT	Rural Task Forces
	J. Jones, MDOT	MDOT, LAP Listserv Members
	A. Matisoff, MDOT	

BOD:DSD:JP:jj



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

February 6, 2024

Denise Donohue, Director  
County Road Association of Michigan  
417 Seymour, Suite One  
Lansing, MI 48901-2067

Matt Bach, Director of Communications  
Michigan Municipal League  
320 N. Washington Square, Suite 100  
Lansing, MI 48933-1288

Dear Denise Donohue and Matt Bach:

**Local Bridge Program**  
**Deadline for Applications – April 1<sup>st</sup>, 2024**

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for candidate projects for the Local Bridge Program. Selected projects will be funded during the 2027 fiscal year (FY). Do not submit projects which cannot be committed to construction within FY 2027. The applications can be submitted by the local agency owner or their consultant. All bridge applications submitted in previous years that have not been selected for funding have been discarded. There is a limit of 4 applications from any one local agency. An agency must be able to fund all applications submitted for FY 2027 in that fiscal year.

The Local Bridge Program budget is estimated at \$86 million for FY 2027. \$36 million is additional funding from the Bipartisan, Infrastructure Law (BIL). This amount may be subject to revisions. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

**All applications are to be electronically submitted by Monday, April 1<sup>st</sup>, 2024.**

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Local Bridge Project Applications.

If you have any questions or need further information, please contact Keith Cooper, Bridge Program Manager, at 517-331-1395 or at CooperK@Michigan.gov.

Sincerely,

E-SIGNED by Larry Doyle  
on 2024-02-06 11:28:42 EST

Larry Doyle, P.E., Division Administrator  
Development Services Division