

TWIN CITIES AREA TRANSPORTATION STUDY TECHNICAL ADVISORY and POLICY COMMITTEES MEETING

Tuesday, January 16, 2024

9:30 am

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

AGENDA

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of November 20, 2023 Meeting Minutes *(Action)* Page 2
5. SWMPC Staff Report Page 5
6. Local Road Agency Updates
7. Transit Updates and Amendment Requests *(Action)* Page 7
8. CMAQ & CRP Funding Amendments *(Action)* Page 8
9. MDOT Project Updates Page 9
10. MDOT Project Amendments *(Action)* Page 11
11. Traffic Safety Performance Targets *(Action)* Page 12
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 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

TWIN CITIES AREA TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE
Monday, November 20, 2023 Meeting Attendance

TWINCATS MEMBER	MEMBERS	TAC	POL	J	F	M	A	M	J	J	A	S	O	N	D
Benton Charter Township	Richard Royal	x	x	V		V		A		V		V	A	A	
Berrien Co. Board of Commissioners	Ray Bell		x	V		A		A		V		V	V	A	
Berrien Co. Community Dev. Dept.	(Vacant / Dan Fette)	x		A		A						A	A	A	
Berrien Co. Planning Commission	Eric Lester, M.D.		x	A		A		A		A		A	A	A	
Berrien Co. Road Dept.	(Vacant)		x	A									A		
Berrien Co. Road Dept.	Kevin Stack	x		IP		IP		A		IP		IP	A	A	
City of Benton Harbor	Ellis Mitchel		x	A		A		A		A		A	IP	A	
City of Benton Harbor	Tim Drews	x	Alt	A		IP		IP		IP		V	IP	A	
City of Bridgman	Juan Ganum	Alt	x	IP		A		IP		IP		IP	V	A	
City of Bridgman	(Vacant)	x	Alt												
City of St. Joseph	John Hodgson		x	A		A		A		V		A	IP	A	
City of St. Joseph	Tim Zebell (TAC V. Ch.)	x		A		V		V		V		IP	IP	V	
Cornerstone Alliance	Vacant	x	x	A		A		A		A		A	A		
Disability Network of SW Mich.	Cindy Gray	x		A		IP		A		A		A	IP	A	
Hagar Township	(Vacant)	x	x												
Lake Charter Township	(Vacant)	x	x												
Lincoln Charter Township	Dick Stauffer (Pol. Ch.)		x	IP		A		IP		IP		IP	IP	IP	
Lincoln Charter Township	Terrie Smith	x		IP		A		IP		A		A	A	IP	
MDOT – Bureau of Trans. Planning	Jim Sturdevant	x	x	IP		IP		IP		A		IP	IP	IP	
MDOT – Bureau of Trans. Planning	Richard Bayus	Alt	Alt	A		A		A		A		A	A	A	
MDOT – Southwest Region	Josh Grab	x	x	V		V		IP		A		A	A	V	
MDOT – Southwest Region	Vacant	Alt	Alt							IP		IP	IP		
MDOT – Trans. Service Center	Jonathon Smith	x	x	V		V		V		A		V	V	V	
Royalton Township	Steve Tilly	x	x			A		A		A		A	A	A	
Sodus Township	David Chandler	x	x			A		A		A		A	A	A	
Southwest Mich. Regional Airport	Vince Desjardins	x	x			A		A		A		A	A	A	
St. Joseph Charter Township	Denise Cook		x	IP		IP		IP		IP		IP	IP	IP	
St. Joseph Charter Township	Roger Seeley	x		IP		IP		IP		IP		IP	IP	IP	
	Jonathan Fisk	Alt		IP		IP		IP		IP		A	IP	IP	
Twin Cities Area Trans. Authority	Rufas Adams	x	x	A		IP		A		A		A	V	IP	
Village of Grand Beach	(Vacant)	x	x												
Village of Shoreham	Mike Allard	x	x	IP				A		A				V	
Village of Shoreham	Mike Allard	x	x			V		A		A		V	V	V	
Village of Stevensville	Kacey Dominguez		x	IP		V		V		IP		V	IP	IP	
Village of Stevensville	Tim Drews	x	Alt	A		IP		A		IP		V	IP	A	
Federal Highway Administration	Andy Pickard	x	x	A		A		A		A		A	A	A	
Federal Transit Administration	Kathleen Russel	x	x	A		A		A		A		A	V	A	
MDOT - Modeling	Katie Beck	x		A		A		A		A		A	A	A	
MDOT - Passenger Division	Fred Featherly	x		A		V		V		A		A	A	A	
Northwestern Ind. Reg. Plan. Comm.	Scott Weber	x	x	A		A		A		IP		A	A	A	
Southwest Michigan Planning Comm.	Kim Gallagher	x	x	IP		IP		IP		IP		A	IP	IP	
Southwest Michigan Planning Comm.	Brandon Kovnat			IP		IP		IP		IP		IP	IP	IP	

Pol. Ch. - Policy Chair; TAC Ch. - TAC Chair; Alt – Alternate; IP – Present in person; V – Participating remotely; A – Absent; A blank spot means the position is vacant.

Others: Alan Smaka, St. Joseph Twp; Joell Regovich, Abonmarche

1. **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.

2. **Changes to the Agenda**

None.

3. **Public Comment**

None.

4. **Approval of The October 16, 2023 Meeting Minutes**

Motion to approve the minutes from the September 17, 2023, TwinCATS combined Policy and Technical Advisory Committee meeting. Made by Roger Seeley and seconded by Denise Cook. **Motion approved.**

5. **SWMPC Staff Report**

Non-Federal Aid PASER Collection: Gallagher announced that she had sent an email to all Act 51 agencies on how to get reimbursement for collecting pavement condition data on non-federal aid roads. Agencies interested in collecting PASER data can apply by December 8th, specifying the total miles to be rated in 2024. If there are more applicants than funding, selection will be based on where the local PASER data is missing, and when the roads were last rated. The goal would be to set up a rotating schedule for rating all non-federal aid roads.

Carbon Reductiopnm Program: Gallagher discussed the Carbon Reduction Program (CRP) call for projects which was sent out in October. SWMPC received seven applications and will schedule a project review meeting for early December.

6. **Local Road Agency Updates**

None.

7. **Transit Updates**

Gallagher announced that she would be meeting with the three transit providers in Berrien County to discuss improving travel between the county's urban areas.

Rufus Adamas announced that TCATA had added \$281,250 to their 2023 vehicle purchases, to purchase an additional 3-4 Ford Transit Vans. This will be funded with \$225,000 in federal 5307, and \$56,250 in state CTF.

8. **MDOT Project Updates**

The status for MDOT's 2023 and 2024 federally funded projects is included in the meeting packet on page 7. Jonathon Smith provided additional information about these projects and gave updates for MDOT projects which only have state funding.

9. **MDOT Project Amendments**

Proposed amendments were included in the meeting packet on page 8. There were no questions or comments about the proposed amendments.

Motion for the Technical Advisory Committee to recommend that the policy Committee approve the MDOT project amendments to the TwinCATS 2023-2026 Transportation Improvement Program. Made by Roger Seeley and seconded by Terrie Smith. **Motion approved.**

Motion for the Policy Committee to approve the recommendation from the Technical Advisory Committee. Made by Denise Cook and seconded by Kacey Dominguez. **Motion approved.**

10. **Approval of the 2020 Adjusted Census Urban Boundary**

Kovnat presented on the 2020 Adjusted Census Urban Boundary (ACUB) for the Benton Harbor St. Joseph Urban Area and for the Michigan portions of the Michigan City Urban Area. HE explained that the ACUB determines if a road is classified as urban or rural which is a criteria in the Act 51 funding formula, and certain federal funds. The ACUB also determines the minimum area for an MPO (e.x TwinCATS). The 2020 ACUB will add Chicaning Township, New Buffalo Township, and the City of New Buffalo to TwinCATS. Population figures used in funding formulas are based on the Census Urban area population, and not affected by any adjustments.

There were no questions or comments about the proposed 2020 ACUB.

Motion for the Technical Advisory Committee to approve the *Statement of Agreement for the Adjusted Census Urban Boundary Establishment and Revision* covering the Benton Harbor St. Joseph Urban Area and for the Michigan City Urban Area. **Motion approved.**

Motion for the Policy Committee to approve the *Statement of Agreement for the Adjusted Census Urban Boundary Establishment and Revision* covering the Benton Harbor St. Joseph Urban Area and for the Michigan City Urban Area. **Motion approved.**

11. **2024 TwinCATS Meeting Dates**

Gallagher presented the proposed TwinCATS meeting dates for calendar year 2024. There was a consensus that these dates were acceptable and that they did not need to be approved by a vote.

12. **Privilege of the Floor or Public Comment**

None.

13. **Adjournment**

The meeting was adjourned at 10:40 AM. The next meeting is scheduled for Monday December 18th, 2023 at 9:30 AM.

Minutes Compiled by Brandon Kovnat, SWMPC transportation Planner.

TwinCATS 2026-2029 Transportation Improvement Plan

Call for 2027-2029 Projects Timeline

Task	Date
TwinCATS approves 2027-2029 Project Selection Criteria*	April 2024
Call for TwinCATS 2027-2029 Projects Packet Released*	June 2024
Project Applications Due to SWMPC	September 2024
Staff Reviews/Scores Projects*	October 2024
Candidate projects mapped and uploaded to website.*	October 2024
TwinCATS Project Selection Committee Meeting*	Late November – Early December 2024
Fiscally constrained Candidate Project List Released/Mapped*	Mid- December 2024
TwinCATS Policy Committee Approves Candidate List*	January 2025
Approved projects uploaded into MDOT Job Net System	March 2025
Produce 2026-2029 TwinCATS Transportation Improvement Program Document*	March – Late May 2025
TwinCATS Approves 2026-2029 TIP*	June 2025
Approved TIP submitted to MDOT	July 2025

*Opportunity for Public Comment

Note: 2026 projects approved in the 2023-2026 TIP will require updated cost estimates to be moved into the 2026-2029 TIP.

TwinCATS Member Jurisdictions

Cities/Villages

Benton Harbor
 Bridgman
 New Buffalo*
 St. Joseph
 Shoreham
 Stevensville

Townships

Benton Charter
 Chikaming*
 Hagar
 Lake Charter
 Lincoln Charter
 New Buffalo*
 Royalton Charter
 Sodus Charter
 St. Joseph Charter

*New agencies added based on the 2020 Census

Note: The Berrien County Road Department as the Act 51 agency must be the official applicant for all projects on township roads.

ATTENTION AGENCIES WHO SUBMIT PROJECTS TO MULTIPLE TRANSPORTATION PROGRAMS FOR FUNDING.

SWMPC staff will also be releasing 2027-2029 Call for Project Application Packets for the following programs in the summer of 2024. Previously approved 2026 projects will require updated cost estimates.

CMAQ Program

- Berrien CMAQ Program (Any Act 51 agency in Berrien County)
- Cass CMAQ Program (Any Act 51 agency in Cass County)
- Van Buren CMAQ Program (Any Act 51 agency in Van Buren County)

Rural Task Force Program

- Berrien Rural Task Force (*Village of Baroda, Village of Galien, Village of Eau Claire, Village of Three Oaks, BCRD, Berrien Bus*)
- Cass Rural Task Force (*Village of Marcellus, CCRC, Cass County Public Transit, Cassopolis*)
- Van Buren Rural Task Force (*VBRC, Village of Bloomingdale, Village of Gobles, Village of Hartford, Village of Lawrence, Decatur, Village of Lawton, Village of Breedsville*)

Small Urban Program

- Berrien Springs (*Village of Berrien Springs, BCRD, Berrien Bus*)
- Coloma Watervliet Paw Paw Lake (*City of Watervliet, City of Coloma, BCRD, Berrien Bus*)
- Buchanan (*City of Buchanan, BCRD, Niles DAR, Berrien Bus*)
- Dowagiac (*City of Dowagiac, CCRC, Cass County Road Commission, Dowagiac DAR*)
- South Haven (*City of South Haven, VBRC, Van Buren Public Transit, Allegan County Road Commission*)

TwinCATS Carbon Reduction Program

Twin Cities Area Transportation Authority Amendment Request

January 2, 2024.

Add Facility Improvement Project in FY 2024

Includes parking areas, steps, walkways, electrical infrastructure, water systems, plumbing, HVAC, windows, doors, painting, building structural components, flooring, lighting, fencing, and restoration of grounds.

The project will be funded with FY 5307 funds from FY 2022 and State CTF funds from FY 2024.

FY 2022 FTA 5307	FY 2024 MDOT-CTF	Total
\$222,153	\$55,538	\$277,691

TwinCATS 2024-2026 CMAQ and STBG Funded Project Amendments

Recommendation from the Subcommittee meeting on 12/14/2023

Project: Countywide Signal Upgrades – FY 2024 JN215166

Agency: Berrien County Road Department

Project Description: Upgrade 13 traffic signals, adding corridor synchronization to improve traffic flow

Amendment: The total project cost has increased by more than 25%. Recommend awarding the remaining FY 2024 Berrien CMAQ funds of \$16,086 and \$104,100 in CRP funds.

	Programed	Proposed
Total Project Estimate	\$310,505	\$800,000
CMAQ 2024	\$159,894	\$175,980
CMAQ 2025 AC	\$48,294	\$48,294
Total CMAQ	\$208,188	\$224,274
CRP 2024		\$72,506
CRP 2026 AC		\$31,594
Total CRP		\$104,100
Total Federal Funds	\$208,188	\$328,374
Local Match	\$102,317	\$471,626

Project: John Beers Path – FY 2024 JN218839

Agency: Lincoln Township / BCRD

Project Description: build a sidewalk on both sides of John Beers Rd. from Roosevelt Rd. to Demarrow Rd.

Amendment: This project was awarded a Special State Grant that needs to be obligated in 2024. Project will be moved from 2026 to 2024 using an Advance Construct for the CMAQ funding. Recommend awarding \$104,100 in CRP funds.

	Programed	Proposed
Total Project Estimate	\$990,000	\$927,300
CMAQ 2026	\$400,000	\$400,000 (AC)
CRP 2024		\$72,506
CRP 2026 AC		\$31,594
Total CRP		\$104,100
Total Federal Funds	\$400,000	\$504,100
State Rep. Special Grant		\$400,000
Local Match	\$590,000	\$23,200

Project: Lakeview Trail – FY 2025 JN215348

Agency: Berrien County Road Department

Project Description: Construct a trail on M-63 from Monette Rd. to Higman Park rd.

Amendment: Recommend adding the entire FY 2025 CRP allocation of \$148,00 to the project.

	Programed	Proposed
Total Project Estimate	\$2,010,957	\$2,010,957
Statewide TAP 2025	\$1,608,766	\$1,608,766
CRP 2025		\$148,000
Total Federal Funds	\$1,608,766	\$1,756,766
Local Match	\$402,191	\$254,191

Project: EV Charging Infrastructure – FY 2026 -NEW Job

Agency: TCATA

Project Description: Fund EV infrastructure to support electric buses.

Amendment: Recommend awarding \$87,812 in CRP funds.

	Proposed
Total Project Estimate	\$109,765
CRP 2026	\$87,812
CTF math	\$21,953

Michigan Department of Transportation Projects

Within the TwinCATS Planning Area

Updated January 8, 2024 by Jon Smith, MDOT Coloma TSC Engineer – smithj29@michigan.gov

Projects Currently Under Construction

St. Joseph and Lincoln Township

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

Status: Project came in 3.31% over Engineer's estimate.

Est Con: Dec. 17, 2024 – Oct. 31 2024

Chikaming Township

Project: I-94 at Sawyer Exit 16 – Wrong way movement prevention (JN 209467)

Status: Project came in 32.64% over Engineer's Estimate.

Est con: Jan. 18, 2024 – Dec. 13, 2024

Lincon, St. Joseph, and Benton Township

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

Status: The mainline I-94 work resumes in spring near Exit 23.

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

Projects Scheduled for Construction in 2024

Sodus Township

Project: US-31 in Sodus Township – Bridge structural maintenance (JN 212705)

Status: Project came in 14.52% under Engineer's estimate.

Est. Con: Apr. 1, 2024 – Oct. 31, 2024

Hagar Township

Project: I-196 from Coloma Rd. to Central Ave. –HMA Overlay (JN 216907)

Status: Project came in 9.58% under Engineer's Estimate.

Est. Con: Apr. 15, 2024 – May 25, 2024

Royalton Township

Project: M-139 North of Tanglewood Trl. – Culvert reconstruction (JN 208843)

Status: Construction begins in January 2024 with tree removals. Culvert work requiring a detour begins in May 2024 through August 2024.

Est. Con: Jan 22, 2024 – Sep. 13, 2024

City of St. Joseph

Project: M-63 - I-94BL/ Main St. and Port St. – Install pedestrian signals at intersection (JN 208843)

Status: This is a non-let force account project.

Est. Con: Unknown

Projects Scheduled for Construction in 2025

Benton Township

Project: I-94 from Pavement Change east of I- 196 to Bainbridge Township line – HMA Overlay (JN 128907)

Status: Design in progress

Projects Scheduled for Construction in 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 212705)

Status: Municipal utility discussions with the city/township have been held. Base plans (30%) are anticipated in March.

City of St. Joseph

Project: M-63 & I-94BL Bridges over St. Joseph River – Reconstruction (JN 211989)

Status: Stakeholder engagement is starting in January. A public survey will be available from 01/10/24-02/16/24.

Advisory group meetings will be held with designated individuals. Public meetings will be held in the spring.

Various Location in Berrien County

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

Status: Design in Progress

Projects Scheduled for Construction in 2027

Lincoln Township

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

Status: Design will begin in 2024

Hagar Township

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

Status: Design will begin in 2024.

MDOT Amendment Requests

Fiscal year: 2024 **Phase:** CON **Job Number:** 211815

Project: Durable all-weather markings with centerline and shoulder corrugations

Location: Various Trunkline Routes (MDOT roads) in Southwest Michigan.

Amendment: Change to locations and total length

<u>Original Length</u>	<u>Revised Length</u>
62.3 miles	67.4 miles

Fiscal year: 2024 PR & 2025 CON **Phase:** PE & CON **Job Number:** 219294

Project: Crackseal on various Trunkline routes (MDOT roads) in Southwest Michigan.

Location: Various Trunkline routes (MDOT roads) in Southwest Michigan.

Amendment: New Project

	PE	CON	Total Project
Federal STBG	\$15,347	\$225,088	\$240,434
State Match	\$3,403	\$49,913	\$53,316
Total Phase	\$18,750	\$275,000	\$293,750

Fiscal year: 2026 **Phase:** CON **Job Number:** 214931

Project: I-94 Bridge Structural Maintenance

Location: I-94 bridges at M-139, Nickerson Ave.

Amendment: Cost Increase based on latest estimated unit prices

	Current	Proposed
Federal BFPI	\$220,415	\$309,600
State Match	\$24,491	\$34,400
Total CON Estimate	\$244,906	\$344,000

Fiscal year: 2026 **Phase:** CON **Job Number:** 214992

Project: I-94 Bridge capital structural maintenance

Location: Under Napier Avenue

Amendment: Cost Increase based on latest estimated unit prices

	Current	Proposed
Federal BFPI	\$110,496	\$175,159
State Match	\$24,502	\$38,841
Total Estimate	\$134,998	\$214,000



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:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2018-2022)	2024 Targets (2020-2024)
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.

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

All Michigan public roads

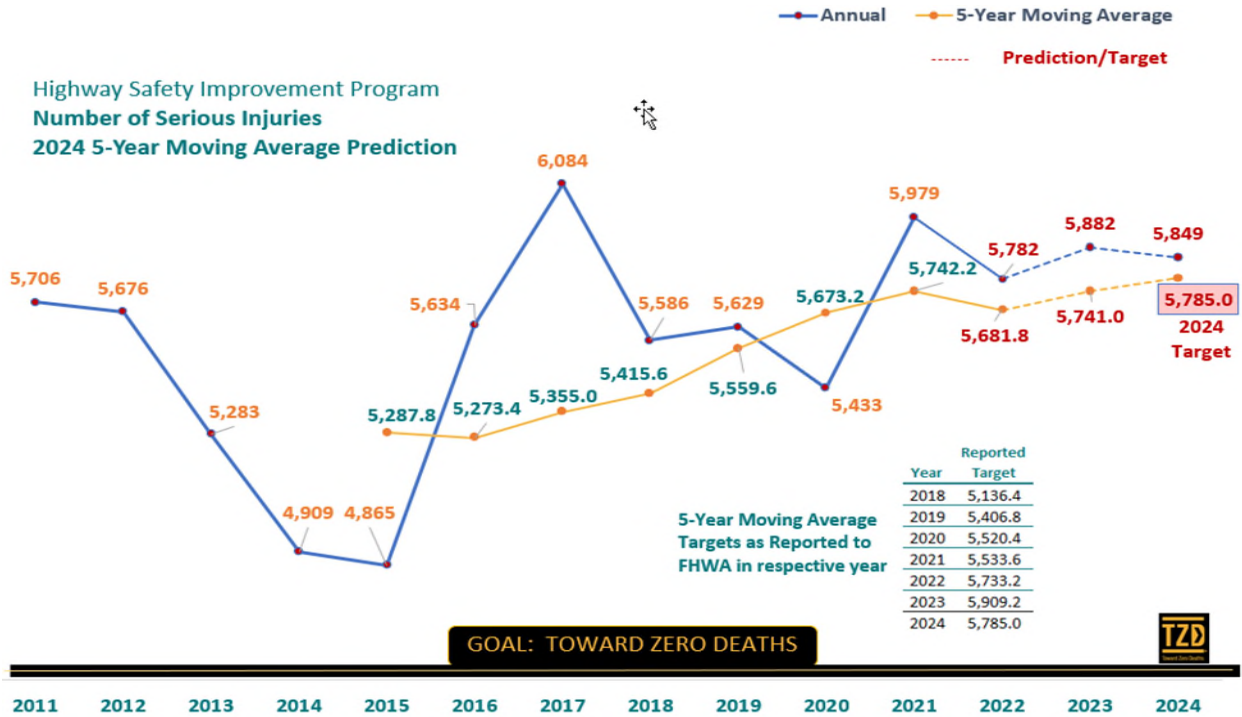
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

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



GOAL: TOWARD ZERO DEATHS

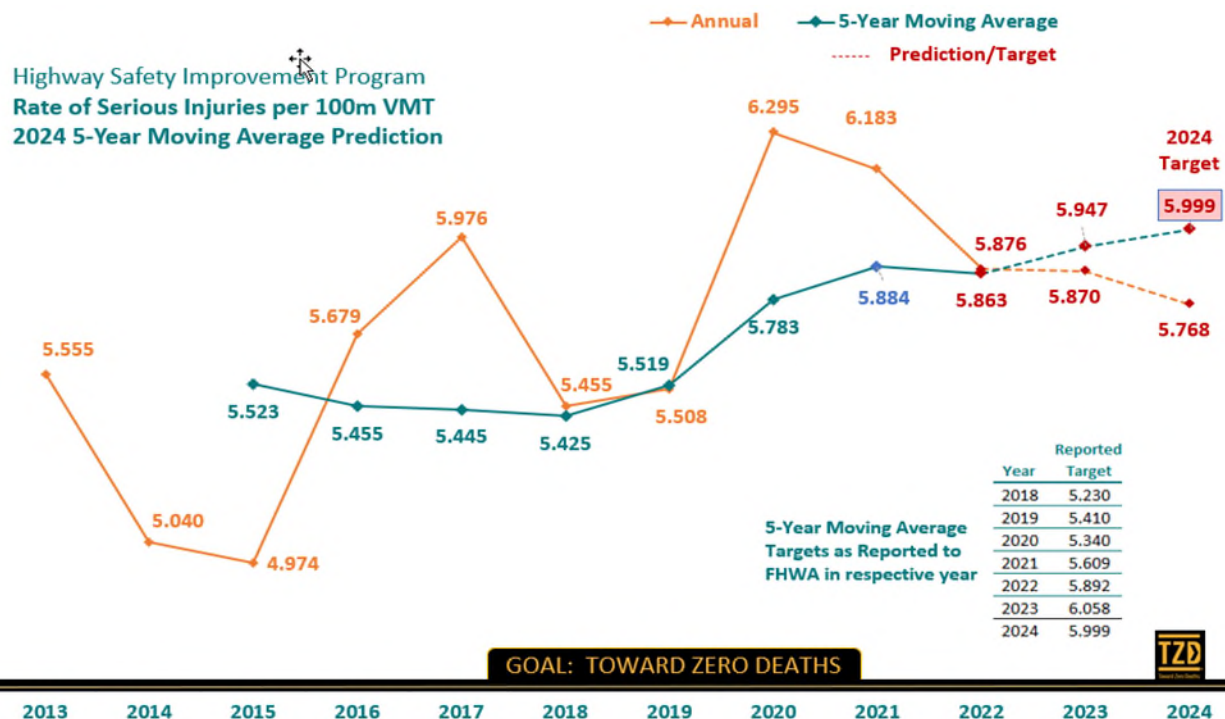


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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



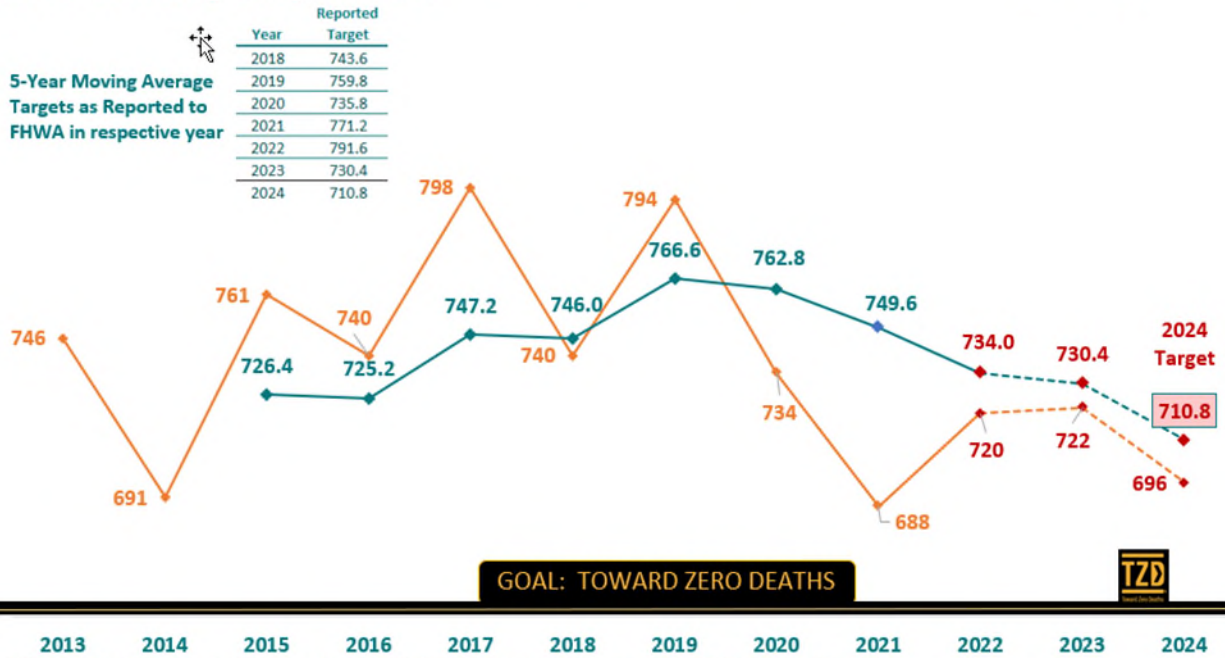
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

TwinCATS Safety Performance Measures for 2024

Performance Measure	Description	TwinCATS Data		Statewide Data		2022 State Target	2022 Target met?	2024 State Target
		2016-2020	2018-2022	2016-2020	2018-2022			
Number of fatalities.	The number of fatalities due to a vehicular crash.	8.0	8.4	1028.2	1,061.6	1065.2	Yes	1,109.2
Fatalities per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	0.778	0.820	1.051	1.099	1.098	No	1.152
Number of serious injuries.	The number of serious injuries due to a vehicular crash.	49.6	51	5,673.2	5,681.8	5,733.2	Yes	5,785.0
Serious injuries per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	4.885	5.029	5.778	5.863	5.892	Yes	5.999
Non-motorized fatalities, serious injuries.	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	7.2	6.6	762.8	734.0	791.6	Yes	710.8