

NILES BUCHANAN CASSS AREA TRANSPORTATION STUDY

TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING

Date & Time: Tuesday, November 25, 2025 at 1:30 pm

Location: Niles District Library – 620 E Main St, Niles, MI 49120
Lower-Level Community Room

Zoom Link: [NATS Meeting Zoom Link](#)

Audio: Call in Number: 1 (312) 626-6799
Meeting ID: 921 578 9818
Passcode: 288785

Agenda

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of October 28, 2025 Meeting Minutes (*Action*) pg. 2
5. SWMPC Staff Report
6. Local Agency Updates
 - 6.1. Construction Updates & Planned 2026 Road Projects
 - 6.2. Community Updates (Developments, Land Use Changes, new Plans, Policies etc.)
 - 6.3. Employment & House Data Approval for 2055 Long Rang Plan (*Action*) pg. 6
7. Niles Dial A Ride Transit Updates
8. MDOT Updates
 - 8.1. Current and Planned MDOT Projects – *Jon Smith*
 - 8.2. MDOT Project Amendments (*Action*) pg. 9
 - 8.3. Southwest Region Updates – *Adrain Stroupe*
 - 8.4. Statewide Updates – *Jim Sturdevant/Danniel Brooks*
9. New Business – Approval of 2025 Traffic 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 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

NILES-BUCHANAN-CASS TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE
October 28, 2025 – Meeting Attendance

Committee Members in Attendance

Representative	NATS Member Organization	TAC	Pol
Tony McGhee	City of Buchanan	x	x
Zack Holt	City of Niles Dept. Public Works	x	
Joe Ray	City of Niles, Jerry Tyler Memorial Airport	x	
Serita Mason	City of Niles (2)		x
Ric Huff	City of Niles (3)		x
Butch Payton	Bertrand Township	x	x
Bill Kazprzak	Howard Charter Township	x	x
Richard Cooper	Niles Charter Township	x	x
Pepper Miller	Niles Dial A Ride Transportation	x	x
Sharon Tyler	Berrien County Board of Commissioners (1)		x
John Humphry	Berrien County Planning Commission		x
Roseann Marchetti	Cass County Board of Commissioners (1)		x
James Lawrence	Cass County Board of Commissioners (2)		x
Roseann Marchetti	Cass County Planning Commission	x	x
Joe Bellina	Cass County Road Commission	x	
Jonathon Smith (<i>virtual</i>)	MDOT, Coloma TSC	x	x
Adrain Stroupe	MDOT, Southwest Region	x	x
Dan Brooks	MDOT, Statewide Planning	x	x
Fred Featherly (<i>virtual</i>)	MDOT, Office of Passenger Transit	x	
Kim Gallagher	SWMPC	x	x
Brandon Kovnat	SWMPC	Alt	Alt

Others in Attendance: Mike Baker, *City of Buchanan*; Jerry Marchetti, *Ontwa Township*; Jim Sturdevant, *MDOT Statewide Planning*

Committee Members Absent

Representative	NATS Member Organization	TAC	Pol
Georgia Boggs	City of Niles (1)		x
Dawn Bolock	Village of Edwardsburg	x	x
Lynn Ferris	Buchanan Township	x	x
Doug Fetters	Mason Township	x	x
Susan Flowers	Milton Township	x	x
Meryl Christensen	Ontwa Township	x	x
Dan Fette	Berrien County Community Development	x	
Kevin Stack	Berrien County Road Department	x	
Mark Heyliger	Berrien County Road Department		x
Sandra Seanor	Cass County Road Commission		x
Robert Torzynski	Pokagon Band of Potawatomi Indians	x	x

**NILES-BUCHANAN-CASS TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE**

October 28, 2025 – Niles District Library

Call to Order

Policy Committee Chair, Richard Cooper, called the meeting to order at 1:30 PM and Kim Gallagher took roll call.

Dan Brooks introduced himself as the new MDOT statewide planner, who will be taking over the role held by Jim Sturdevant. Jim Sturdevant will be staying on to train Dan and will officially retire in January.

Changes to the Agenda

None.

Public Comment

None.

Approval of Minutes from the August 26, 2025 NATS Meeting

Motion to approve the minutes from the August 26, 2025 NATS Technical Advisory Committee and Policy Committee Meeting. Made by Pepper Miller and seconded by Butch Payton. **Motion approved.**

SWMPC Staff Report

Gallagher reported that there was a recent Notice from FHWA, which discussed the temporary Obligation limits due to the Government Shutdown. MDOT will continue to obligate projects as normal using the temporary obligation authority figures based on FHWA's pro-rata guidance. Which will remain in effect until Congress passes an appropriation Act on Continuing Resolution

Gallagher gave brief presentation on the HAAS Alert System, which she learned about at a regional traffic safety meeting she had attended. The HAAS system sends out alerts from emergency vehicles to drivers through vehicle technologies and mapping apps Waze & Apple Maps. This is real time alert which can give drivers up to 30 seconds advance warning. This differs from current crowd sourced notices which are updated by drivers after vehicles have passed them. HAAS has been adopted in Grand Rapids, and Detroit, and is expanding to other EMS, police, MDOT, and utility fleets statewide.

Gallagher and Kovnat gave a presentation on traffic safety in NATS area. Presented the online interactive heatmaps showing concentrations on crashes and where serious & fatalities have occurred. Showed a sample of an intersection analysis which summarized crashes by type and severity (fatalities, injuries, or property damage only). Gallagher said they will continue analysis on the high crash areas in NATS and added that people could also make requests for data on specific locations.

Local Agency Updates

Projects Currently Under Construction

Tony McGhee discussed the ongoing Front Street reconstruction in the City of Buchanan. Utility work is complete, and the road water work should be done by early November. A ribbon cutting is scheduled for November 21, 2025. Some landscaping and minor items will still need to be completed in the spring.

Projects Programmed for FY 2026

see packet page 8-9 for details.

Kovnat presented the cost estimate changes for the Red Bud Trail and the Pokagon Street projects. The estimate for Red Bud Trail is higher than programmed, while the estimate for Pokagon St. is lower. Presented proposed amendment which will keep the same percentage of local match for the Pokagon St project. and reprogram the federal funds to Red Bud Trail. The updated funding for both projects is shown below.

JN	Agency	Road	Limits	Federal	Local	Total
			Federal Allocation	\$559,185		
216111	Berrien CRD	Red Bud Trl	US-12 to Bertrand Rd.	\$375,950 (+\$208,138)	\$299,643 (+\$257,705)	\$675,593 (+\$465,843)
216119	City of Niles	Pokagon St.	2nd St. to 5th St.	\$183,125 (-\$207,953)	\$51,003 (-\$57,919)	\$234,128 (-\$265,872)
			Total Programmed	\$559,185		
			Balance	\$0		

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the local project amendments to the NATS 2026-2029 Transportation Improvement Program. Made by Butch Payton and seconded by Pepper Miller. **Motion Approved.**

Motion for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Bill Kasprzak and seconded by Roseann Marchetti. **Motion approved.**

Community Updates

Ontwa Township: Joe Bellina reported that the Ontwa Township is finishing construction on Township funded a multi-use path along Elhart Rd from May St. to the Edwardsburg village southern limits.

City of Buchanan: McGhee stated that the City of Buchanan is developing a form-based code and is also in the process of updating its Parks and Recreation Plan.

Howard Township: Kasprzak discussed proposed solar energy developments within the Township. He also noted that AEP and MEC are upgrading utility towers, a project that involves significant tree clearing.

City of Niles: Ray reported that the City of Niles is updating its Parks and Recreation Plan. He added that the city adopted a form-based code approximately two months ago.

Gallagher reminded the committee members to review the Employment data that MDOT will be using for the Travel Demand Model.

Transit Updates

Pepper Miller said that the millage renewal to fund Niles Dial A Ride will be on the November ballot in the City of Niles.

She discussed the new State transit reporting system, PTIMS. She said this was a major improvement and it aligns well with the FTA system.

MDOT Updates

Current and planned MDOT Projects

see packet page 11-12 for details.

MDOT Amendment Request

see packet page 13 for amendment details.

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the MDOT project amendments to the NATS 2026-2029 Transportation Improvement Program. Made by Joe Ray and seconded by Pepper Miller. **Motion approved.**

Motion for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Bill Kasprzak and seconded by Roseann Marchetti. **Motion approved.**

MDOT, Southwest Region Updates

Adrian Stroupe discussed the Scenic Byway program, and MDOT's involvement in providing new signage.

Privilege of the Floor

Gallagher discussed SWMPC's involvement with the byway program and US-12 Garage Sale.

Sharon Tyler brought up the new road funding in the state budget. Collection on new taxes will begin in January, however, it was not clear when the distribution of the funding would begin. She also raised concern that the legal challenges to the increased marijuana tax, which could cause delays in the implementation.

Kasprzak raised concerns about the traffic and safety on US-12 and Gumwood.

Adjournment

The meeting was adjourned at 2:45 PM. The next NATS meeting is scheduled for Tuesday November 25, 2025.

Minutes recorded by Brandon Kovnat, SWMPC Transportation Planner

Niles Model Emp						
MCD	2023 Farm Emp	2023 Basic Emp	2023 Industrial Emp	2023 Retail Emp	2023 Service Emp	2023 Total Emp
Bertrand Twp	9	166	666	108	454	1,403
Buchanan (City)	2	370	444	136	842	1,794
Buchanan Twp	13	130	74	70	295	582
Howard Twp	25	286	304	62	403	1,080
Mason Twp	11	38	229	19	37	334
Milton Twp	14	140	96	75	178	503
Niles (City)	3	855	1,313	971	3,555	6,697
Niles Twp	33	932	1,063	1,151	2,383	5,562
Ontwa Twp	9	312	929	174	908	2,332
TOTAL	119	3,229	5,118	2,766	9,055	20,287

NAICS	Description	NAICS	Description
11	Agriculture, Forestry, Fishing and Hunting	54	Professional, Scientific, and Technical Services
21	Mining, Quarrying, and Oil and Gas Extraction	55	Management of Companies and Enterprises
22	Utilities	56	Administrative and Support and Waste Management and Remediation Services
23	Construction		
31-33	Manufacturing	61	Educational Services
42	Wholesale Trade	62	Health Care and Social Assistance
44-45	Retail Trade	71	Arts, Entertainment, and Recreation
48-49	Transportation and Warehousing	72	Accommodation and Food Services
51	Information	81	Other Services (except Public Administration)
52	Finance and Insurance	92	Public Administration (not covered in economic census)
53	Real Estate and Rental and Leasing	99	Non-classifiable

EMP Sector	NAICS	EMP Sector	NAICS
Farm	11	Retail	44-45
Basic	21, 22, 23, 52, 53, 92	Service	54, 55, 56, 61, 62, 71, 72, 81
Industrial	31-33, 42, 48-49, 51		

Business_Name	Address	City	NAICS_Description	County	Approx. Employment
LAKELAND REGIONAL HEALTH SYST	31 N SAINT JOSEPH AVE	NILES	GENERAL MEDICAL & SURGICAL HOSPITALS	BERRIEN	500
WALMART	2107 S 11TH ST	NILES	DEPARTMENT STORES	BERRIEN	350
PILKINGTON NORTH AMERICA INC	2121 W CHICAGO RD # E	NILES	FLAT GLASS MANUFACTURING	BERRIEN	300
LAKE MICHIGAN COLLEGE	1905 FOUNDATION DR	NILES	JUNIOR COLLEGES	BERRIEN	250
EDWARDSBURG PUBLIC SCHOOLS	69410 SECTION ST	EDWARDSBURG	ELEMENTARY & SECONDARY SCHOOLS	CASS	245
NORTH AMERICAN MOULDING LLC	70751 APRIL ST	EDWARDSBURG	OTHER MILLWORK (INCLUDING FLOORING)	CASS	200
MARTIN'S SUPER MARKETS	720 S 11TH ST	NILES	SUPERMARKETS/OTHER GROCERY (EXC CONVENIENCE) STRS	BERRIEN	180
WEST WOODS OF NILES	1211 STATELINE RD	NILES	NURSING CARE FACILITIES (SKILLED NURSING FCLTS)	BERRIEN	180
AACOA EXTRUSIONS INC	2005 MAYFLOWER RD	NILES	OTHER ALUMINUM ROLLING DRAWING & EXTRUDING	BERRIEN	175
NILES PRECISION COMPANY INC	1308 FORT ST	NILES	OTHER AIRCRAFT PARTS & AUXILIARY EQUIPMENT MFG	BERRIEN	170
DUO FORM PLASTICS/ACQUISITION CORP	69836 KRAUS RD	EDWARDSBURG	ALL OTHER PLASTICS PRODUCT MANUFACTURING	CASS	150
NORTH AMERICAN FOREST PRODUCTS INC	69708 KRAUS RD	EDWARDSBURG	Wood Window and Door Manufacturing	CASS	150
LOWE'S	2055 S 11TH ST	NILES	HOME CENTERS	BERRIEN	150
AMERI-KART MICHIGAN - BEST PLASTICS	19300 GRANGE ST	MASON	ALL OTHER PLASTICS PRODUCT MANUFACTURING	CASS	140
NATIONAL STANDARD COMPANY	1631 LAKE ST	NILES	STEEL WIRE DRAWING	BERRIEN	135
MODINEER CO	2190 INDUSTRIAL DR	NILES	ALL OTHER MISC FABRICATED METAL PRODUCT MFG	CASS	130
NILES SENIOR HIGH SCHOOL	1441 EAGLE ST	NILES	ELEMENTARY & SECONDARY SCHOOLS	BERRIEN	100
INTERSTATE MANUFACTURING INC	68935 UNION ST	MOTTVILLE	TRAVEL TRAILER & CAMPER MANUFACTURING	SAINT JOSEPH	95
NILES CHEMICAL PAINTING (NCP) COATINGS INC	225 FORT ST	NILES	PAINT & COATING MANUFACTURING	BERRIEN	95
FRENCH PAPER COMPANY ENTERPRISES LLC	100 FRENCH ST	NILES	PAPER (EXCEPT NEWSPRINT) MILLS	BERRIEN	85
HOWARD-ELLIS ELEMENTARY SCHOOL	2788 MANNIX ST	NILES	ELEMENTARY & SECONDARY SCHOOLS	CASS	80
TEM-PACE, INC.	1830 TERMINAL RD	NILES	OTHER BUILDING MATERIAL DEALERS	CASS	80
BERRIEN COUNTY HEALTH DEPT	1205 N FRONT ST	NILES	LEGISLATIVE BODIES	BERRIEN	80
INDIANA MICHIGAN POWER COMPANY	500 CIRCLE DR	BUCHANAN	ELECTRIC POWER DISTRIBUTION	BERRIEN	80

*Employment Data Source: Nielson & Data Axle (previously InfoGroup)

NATS Population and Housing Data for use in the MACOG-NATS Travel Demand Model and the 2055 Long Range Plan

2023 MACOG Model Totals

MCD	TOT_POP	TOT_HH
Bertrand Twp	2,560	1,031
Buchanan (City)	4,158	1,732
Buchanan Twp	3,410	1,375
Howard Twp	6,564	2,602
Mason Twp	2,690	938
Milton Twp	2,497	930
Niles	12,370	5,293
Niles Twp	14,985	5,783
Ontwa Twp	7,373	3,145
TOTAL	56,607	22,829

2055 MACOG Model Totals

MCD	TOT_POP	TOT_HH
Bertrand Twp	2597	1,099
Buchanan (City)	3980	1,776
Buchanan Twp	3437	1,454
Howard Twp	5711	2,248
Mason Twp	2587	881
Milton Twp	2669	992
Niles	11979	5,531
Niles Twp	15805	6,367
Ontwa Twp	6257	2,767
TOTAL	55022	23,115

MDOT Amendment Requests

For Projects within the NATS Area – November 25, 2025

Amendment One – JN 211989

Amendment:	Remove signals from the project and update the budget accordingly		
Project:	FY 2026: Seven signal upgrades within Berrien and Van Buren counties. Signals in the NATS Area: US-12 @ Red Bud Trl in Bertrand Twp. And M-139/Main St @ Franklin/Main in the City of Niles.		
CON Budget	Current Budget \$3,437,700	Proposed Budget \$1,850,182	
Notes:	100% federally funded through the Surface Transportation Block Grant program. The proposed budget change reflects the removal of the signal work from the project and updated costs based on recent bids. The signals which were removed are not within the NATS Area. The cost estimate for the NATS signals was reduced by approximately 10%		

Amendment Two – JN 220408

Amendment:	Updating the length from the general project area entered into JobNet to the actual construction limits			
Project:	Install a roundabout at the US-12 & Gumwood intersection in Milton Township			
Budget:	Phase	Federal HSIP	State	Total
	PE 2027	\$332,263	\$73,678	\$405,941
	ROW 2028	\$24,895	\$5,521	\$30,416
	CON 2029	\$2,670,976	\$592,282	\$3,263,258
	TOTAL	\$3,028,134	\$671,481	\$3,699,615

Amendment Three – JN215065

Amendment:	Move the funding years for the PE & PE-S phases forward from FY 2031 to FY 2028, which will adds the design phase to the 2026-2029 TIP			
Project:	US-12 Bridge over the St. Joseph River - Bridge removal and replacement, scour countermeasure, approaches			
Budget:	Phase	Federal Bridge - BFP	State	Total
	PE	\$23,090	\$5,120	\$28,210
	PES	\$3,349,523	\$742,747	\$4,092,270
	Design Total	\$3,372,613	\$747,867	\$4,120,480
Notes:	The construction is being moved from 2030 to 2032 which is outside of the 2026-2029 TIP			

Amendment Four – JN 225747

Amendment:	Add PE Phase for New Project in FY 2029			
Project:	Installation of High Friction Surface Treatment along curves on US-12 From Dayton Dells Rd to Franklin Rd in Bertrand Township			
Budget:	Phase	Federal HSIP	State	Total
	PE	\$20,247	\$2,250	\$22,497
Notes:	The construction phase is scheduled for FY 2030, which is outside of the 2026-2029 TIP cycle			



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 14, 2025

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the calendar year (CY) 2026 national performance program state safety targets. MDOT appreciates your participation and contribution to the state target setting coordination process. The following state safety targets reflect those discussed in the target coordination session held on August 19, 2025.

Safety Performance Measure (5-year rolling average)	Baseline Condition	2026 State Safety Target
Fatalities	1,107.8	1,094.7
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.165	1.100
Serious Injuries	5,758.2	5,744.5
Serious Injury Rate per 100 million VMT	6.049	5.772
Nonmotorized Fatalities and Serious Injuries	749.2	789.8

In accordance with 23 CFR §490.105(f)(1), Metropolitan Planning Organizations (MPOs) shall establish safety targets no later than 180 days after MDOT establishes the state targets in the Michigan Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan's HSIP annual report on August 31, 2025, and MPOs are required to report the metropolitan planning area CY 2026 safety targets to MDOT by February 27, 2026.

For each performance measure, MPOs shall establish targets for the metropolitan planning area by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant state target for that performance measure, or (2) committing to a quantifiable target for that performance measure for the metropolitan planning area [23 CFR §490.105(f)(3)]. For example, an MPO can elect to plan and program projects toward accomplishing state targets for two measures and develop quantifiable metropolitan planning area targets for the remaining three measures.

Metropolitan Planning Organization Director
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October 14, 2025

If an MPO elects to develop a quantifiable metropolitan planning area target for one or more safety measures, the MPO is required to coordinate the target development process with MDOT.

Thank you again for your commitment to improving traffic safety in Michigan. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee at (517) 898-4875 or TravelbeeK@Michigan.gov. Questions regarding statewide planning processes should be directed to myself or John Lanum at (517) 243-3554 or LanumJ@Michigan.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Mayle", is written over a light blue rectangular background.

Don Mayle, Manager
Statewide Planning Section

Enclosures

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

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and out-come based program to achieve [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOS), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and the supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement 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 safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual safety performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs working in concert with the HSIP infrastructure investments.

In 2016, the FHWA identified five safety outcome measures, as follows, and the FHWA and NHTSA selected three measures in common (number 1-3) requiring identical targets be developed and reported in the HSIP and the HSP, respectively.⁽¹⁾

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

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement. In May 2025, FHWA withdrew the proposed NPRM ([reference Secretary Duffy memo dated May 29, 2025.](#))

(1) On January 13, 2025 FHWA distributed a waiver of identical state safety targets for common measures for calendar year 2026.

STRATEGIC HIGHWAY SAFETY PLAN



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor’s Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis, and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state’s safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

The National Performance Management Measures regulation, 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.

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

August 31: MDOT reports to FHWA statewide safety targets for all Michigan public roads, regardless of jurisdictional ownership, for the next calendar year 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 safety targets reflect the State of Michigan Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

In accordance with federal regulation, the safety 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 safety 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 provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (e.g., in 2028 FHWA will provide MDOT a significant progress determination letter for 2026 safety targets). 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 five measures.

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 for highway safety improvement projects (penalty).

There is no federal or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

Data

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).

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2026 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.

Calculation Steps

Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

The following steps were used by MDOT to calculate the baseline and establish the 2026 State targets. The steps outline the calculation for the annual and five-year rolling average of predicated fatalities, noting the same steps are utilized for all five safety performance measures.

Year	Annual Fatalities	5-Year Rolling Average Fatalities
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023	1,095	1,085.2
2024	1,099	1,107.8

1. Calculate the baseline. For establishing the 2026 targets, the 5-year average for the latest full year of data is 2024. The baseline 5-year average of annual fatalities is 1,107.8 (2020-2024).
2. Calculate the declining projection for 2025 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2024 actual performance) by 0.98814 = 1,086
 - b. Calculate the 5-year rolling average for 2021 through 2025 using the 1,086 declining projection for 2025 = 1,108.0
3. Calculate the declining projection for 2026 fatalities and 5-year rolling average.
 - a. Multiply 2025 projection by 0.98593 = 1,071
 - b. Calculate 5-year rolling average for 2022 through 2026 using 1,071 declining projection for 2025 = 1,094.7

Repeat steps for remaining four measures. The multiplication rate as demonstrated in Steps 2 and 3 above will change annually based on the most recent baseline and the number of years between the target year and 2050.

2026 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,094.7
Rate of Fatalities per 100M VMT	1.100
Number of Serious Injuries	5,744.5
Rate of Serious Injuries per 100M VMT	5.772
Number of Non-Motorized Fatalities and Serious Injuries	789.8

Targets Reported to FHWA 5-Year Rolling Average

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
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
2025*	1,098.0	1.113	5,770.1	5.850	728.3
2026*	1,094.7	1.037	5,744.5	5.457	789.8

Annual Crash Data

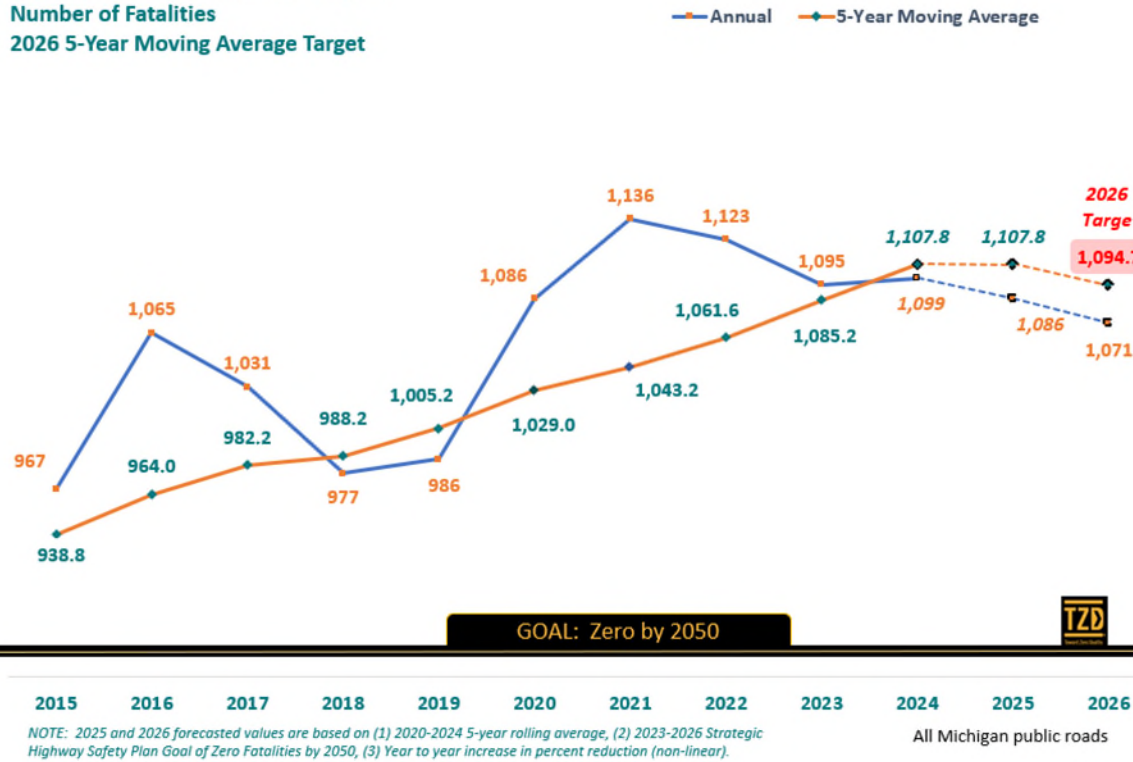
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024	1,099	1.106	5,781	5.816	825
2025*	1,086	1.071	5,712	5.633	815
2026*	1,071	1.037	5,631	5.457	804

* 2025 and 2026 reflect calculated predicted outcomes using an accelerating decline curve from target year to 2050 in alignment with the ZERO goal communicated in Michigan's Strategic Highway Safety Plan.

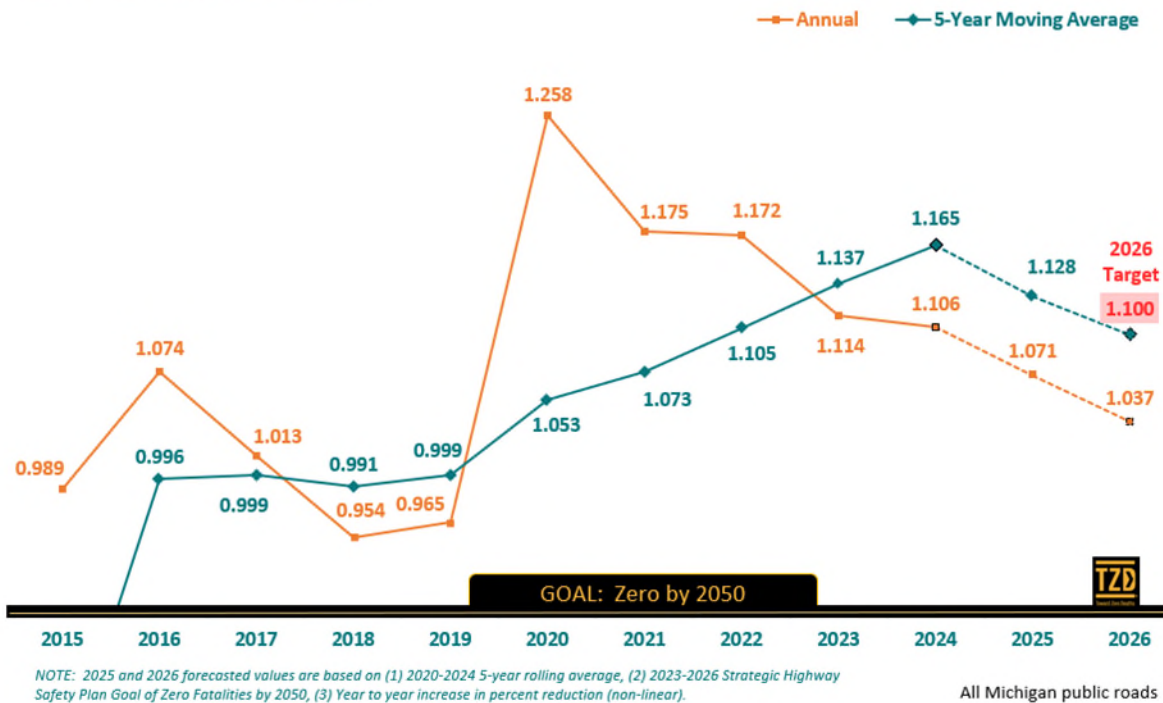
References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/ Dashboard](#)

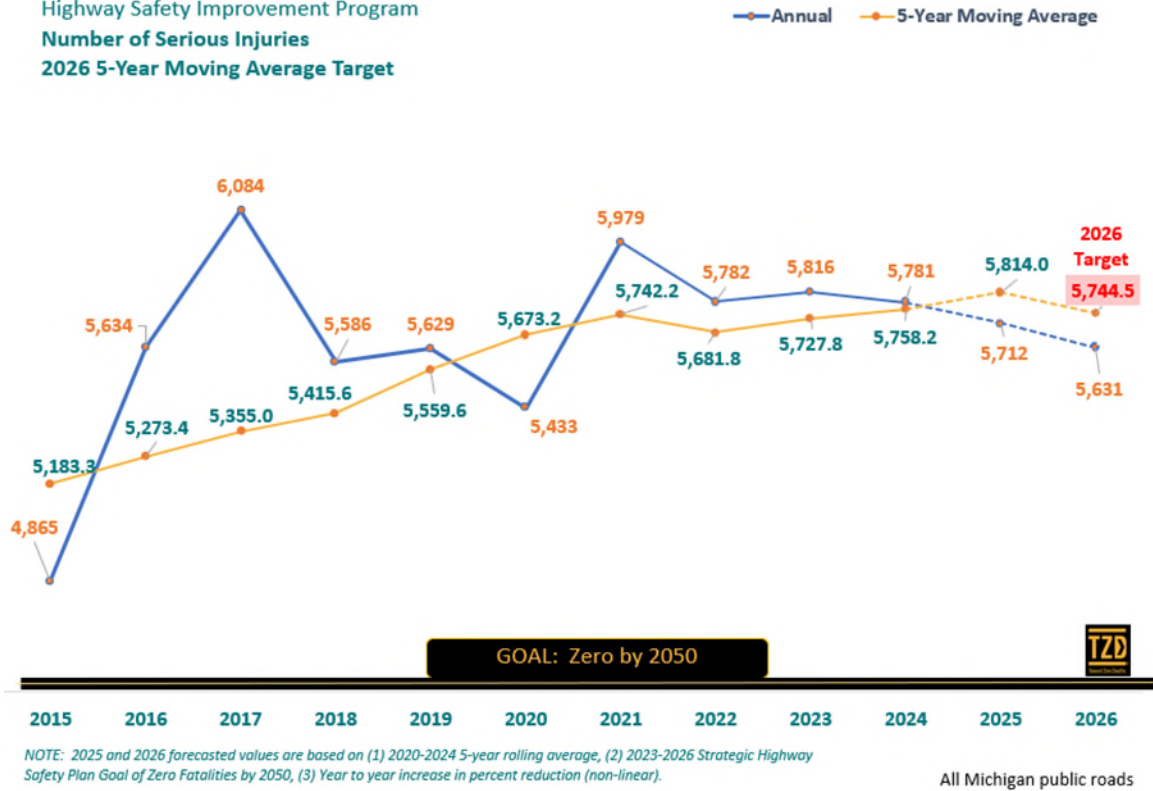
Highway Safety Improvement Program
Number of Fatalities
2026 5-Year Moving Average Target



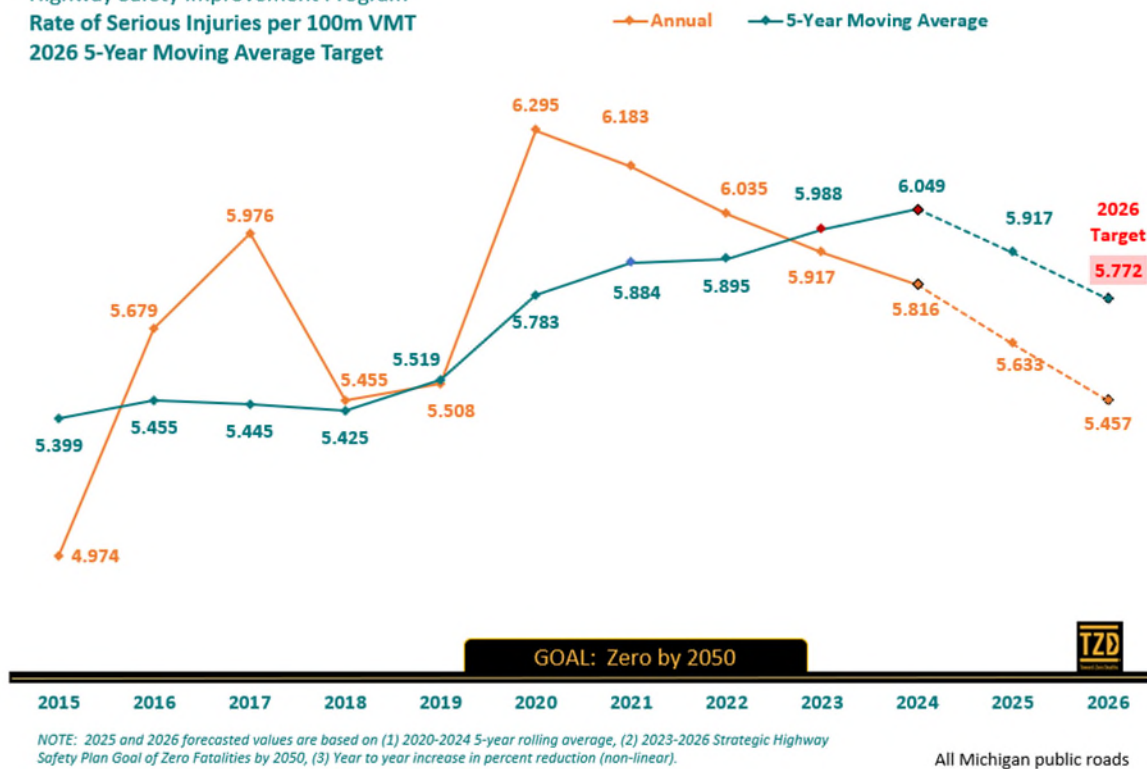
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
2026 5-Year Moving Average Target



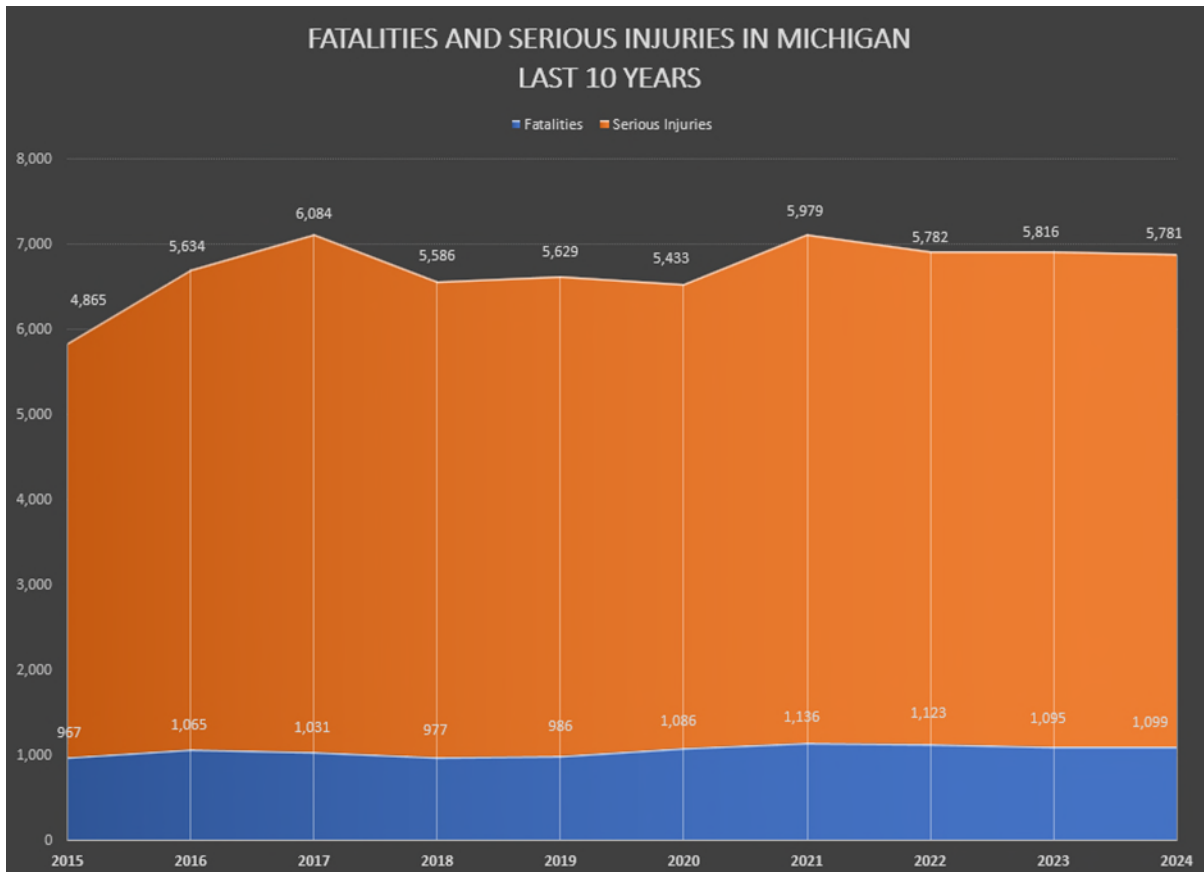
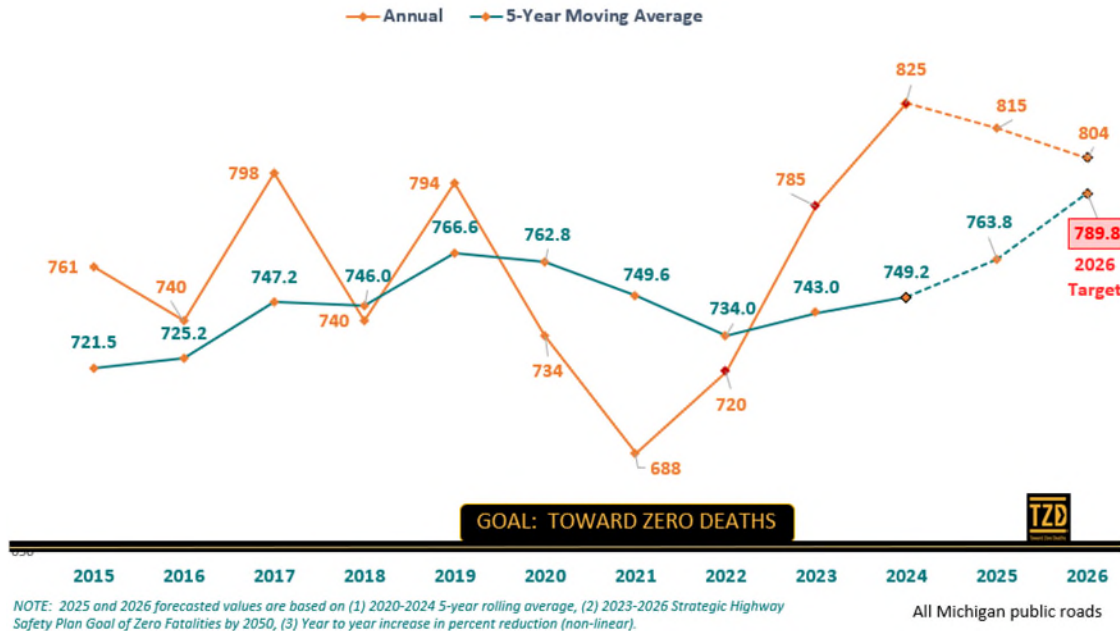
Highway Safety Improvement Program
Number of Serious Injuries
2026 5-Year Moving Average Target



Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2026 5-Year Moving Average Target



Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2026 5-Year Moving Average Target



RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS
 Modified from Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives

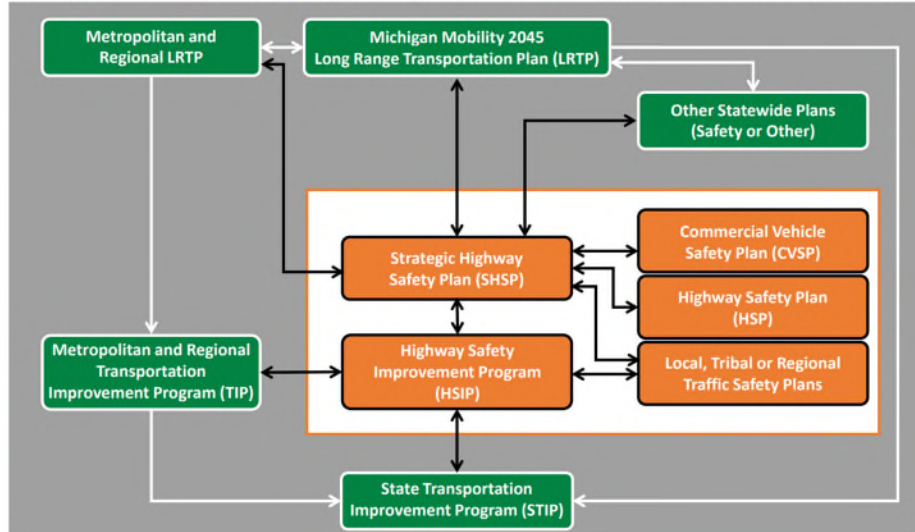


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

NATS Safety Performance Measures for 2026

Performance Measure	NATS Data		Statewide Data		2024 State Target	2024 Target met?	2026 State Target
	2018-2022	2020-2024	2018-2022	2020-2024			
Number of fatalities.	8.8	8.6	1,061.6	1,107.8	1,109.2	Yes	1094.7
Fatalities per 100 million vehicle miles traveled (VMT).	1.796	1.742	1.099	1.165	1.152	No	1.100
Number of serious injuries.	45.6	41.6	5,681.8	5,758.2	5,785.0	No	5744.5
Serious injuries per 100 million vehicle miles traveled (VMT).	9.328	8.469	5.863	6.049	5.999	No	5.772
Non-motorized fatalities, serious injuries.	3.4	2.8	734.0	749.2	710.8	No	798.8

Note: The data is presented as the yearly average over a five-year period. For example the 2026 target is the projected average yearly values for 20223