

TWIN CITIES AREA TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING
Tuesday, January 21, 2025
9:30 am

In Person: Southwest Michigan Planning Commission
376 W Main Street, Suite 130, 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 October 21, 2024 Meeting Minutes (*Action*) pg. 2
5. SWMPC Staff Report
6. Local Road Agency Updates
7. Transit Updates (TCATA)
8. MDOT Project Updates pg. 6
9. MDOT Project Amendment (*Action*) pg. 8
10. Approval of 2025 Statewide Safety Targets (*Action*) pg. 9
11. Approval of the 2026-2029 Local Agency Road projects for inclusion in the TIP (*Action*) pg.20
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, October 21, 2024
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	V	A		V			V		
Berrien Co. Board of Commissioners	Ray Bell		x	V		A	A	A		A			A		
Berrien Co. Community Dev. Dept.	Paul Gillespie	x		A		P	P	P		P			A		
Berrien Co. Planning Commission	(Vacant)		x	A											
Berrien Co. Road Dept.	Mark Heyliger		x	A						P			P		
Berrien Co. Road Dept.	Kevin Stack	x		P		A	A	P		P			V		
City of Benton Harbor	(Vacant)														
City of Benton Harbor	Tim Drews	x	Alt	P		P	P	P		P			P		
City of Bridgman	Juan Ganum	Alt	x	V		A	V	V		V			V		
City of Bridgman	(Vacant)	x	Alt												
City of St. Joseph	Tim Zebell		x	A		V	A	A		A			P		
City of St. Joseph	Alex Austin	x		V		P	P	A		V			P		
Cornerstone Alliance	Vacant	x	x												
Disability Network of SW Mich.	Cindy Gray	x		A		P	P	P		P			P		
Hagar Township	(Vacant)	x	x												
Lake Charter Township	(Vacant)	x	x												
Lincoln Charter Township	Dick Stauffer (Pol. Ch.)		x	P		P	A	P		P			P		
Lincoln Charter Township	Terrie Smith	x		V		P	P	V		V			A		
MDOT – Bureau of Trans. Planning	Jim Sturdevant	x	x	V		V	P	P		P			P		
MDOT – Bureau of Trans. Planning	Richard Bayus	Alt	Alt	A		A	A	A		A			P		
MDOT – Southwest Region	Adrian Stroupe	x	x			P	P	P		P			P		
MDOT – Southwest Region	Josh Grab	Alt	Alt	V		P	A	A		A			A		
MDOT – Trans. Service Center	Jonathon Smith	x	x	V		V	V	A		V			V		
Royalton Township	Steve Tilly	x	x	V		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	V	V		A			A		
St. Joseph Charter Township	Denise Cook		x	P		P	P	P		P			P		
St. Joseph Charter Township	Roger Seeley	x		P		P	P	P		P			P		
	Jonathan Fisk	Alt		P		V	A	P		P			A		
Twin Cities Area Trans. Authority	Rufas Adams	x	x	P		A	P	P		A					
Village of Grand Beach	(Vacant)	x	x												
Village of Shoreham	Mike Allard	x	x	V		V	V	V		A			V		
Village of Stevensville	Kacey Dominguez		x	V		P	P	P		A			P		
Village of Stevensville	Tim Drews	x	Alt	P		P	P	P		P			P		
Federal Highway Administration	Andrew Sibold	x	x	A		A	A	A		A			A		
Federal Transit Administration	Kathleen Russel	x	x	V		A	A	A		A			A		
MDOT - Modeling	Katie Beck	x		A		A	A	A		A			A		
MDOT - Passenger Division	Fred Featherly	x		V		V	V	A		V			A		
Northwestern Ind. Reg. Plan. Comm.	Scott Weber	x	x	P		A	A	A		A			A		
Southwest Michigan Planning Comm.	Kim Gallagher	x	x	P		P	P	P		P			P		
Southwest Michigan Planning Comm.	Brandon Kovnat			P		P	P	P		P			P		

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

TWIN CITIES AREA TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE
Monday, October 21, 2024
Meeting Minutes

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.

Tim Zebell announced his appointment as the Assistant City Manager for St. Joseph, adding that he will continue to also serve as City Engineer. Due to this, he will not serve on the Technical Advisory Committee (TAC) and will now be the City's alternate representative on the Policy Committee (POL), with the City Manager, Emily Hackworth, as the primary representative. Zebell added that Alex Austin will represent the city on the TAC, with the City's Director of Public Works Greg Grothous serving as the alternate.

Changes to the Agenda

None.

Public Comment

None.

Approval of July 15, 2024 Meeting Minutes

Motion: To approve the minutes from the July 15, 2024 TwinCATS combined Policy and Technical Advisory Committee meeting. Made by Roger Seeley and seconded by Dick Stauffer. **Motion approved.**

SWMPC Staff Report

Gallagher presented the timeline for the 2026-2029 project selection. Applications have been received and are currently being reviewed and scored. The project review subcommittee meeting is scheduled for November 18, 2024, at 1:30 PM at the SWMPC office.

Gallagher announced that surveys for the EV Readiness Plan had been distributed, which will be used to establish baseline conditions for the plan.

Local Road Agency Updates

Kevin Stack gave an update on the Berrien County Road Department's 2024 Projects

- **Lincoln Ave:** The project is nearly complete, with minor restoration work by contractor remaining.
- **Signal upgrades:** Pre-construction meeting held, and they are awaiting the schedule from the contractor who needs to confirm their timeline for component delivery. . Construction will begin in winter and conclude in spring.
- **Empire Ave Shoulder widening:** The project is complete, with stripping being done this morning.

Brandon Miras gave the update for the John Beers Path Project in Lincon Township

- The project is on the November letting. The Township is using ARPA funds for the local match, which requires a construction contract by Dec. 31 2024. This means MDOT LAP will need to get the contract with the accepted bidder promptly after the letting, potentially requiring an expedited award.

Tim Drews gave an update on the City of Benton Harbor’s 2024 Projects

- **Colfax Ave Reconstruction:** The project was obligated just in time to avoid losing the 2024 funds. Due to Tribal consultation the project requires an Inadvertent Discovery Plan. Targeting the December letting with construction in the Spring.
- **Signal Replacement at Empire Ave & Colfax Ave:** Construction is set to start soon, beginning with underground work.
- **Jefferson St Rehabilitation:** Project completed.

Tim Zebell presented updates for the City of St. Joseph’s FY 2025 projects

- **Botham Ave:** Targeting a January letting. Working on the EGLE permit for the water main. Applied for DWS funding but were not selected.
- **Cleveland Ave:** Working with Abonmarche on the design. Targeting a June letting with construction occurring in late summer 2025.

FY 2025 Carbon Reduction Program and Amendment Requests

Tim Drews presented updates on the Lakeshore Trail project: NEPA approval is taking a long time. The property acquisition process is changing often, with a property hung up on appraisal. However, the project is still on track for funding in 2025.

Dick Stauffer presented updates on the Roosevelt Path: This project was first designed in 2017, but bids came in higher than the Township had budgeted. Since the project was shovel ready, about a year ago Congressman Tim Walberg awarded the Township \$1.5 million in FY 2025 earmark funds. This leaves a 30% local match for the Township which is \$665,000.

FY 2025 CRP Funding Proposal: The committee reviewed the proposed split of FY 2025 CRP funding between the Lakeshore Trail and a Roosevelt Path, which would bring the federal funding for the Lakeshore Trail to 80%, with the remaining CRP funds allocated to the Roosevelt Path (*see [Meeting Packet page 13 for details](#)*).

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the allocation of FY 2025 Carbon Reduction Program funding as presented. Made by Tim Drews and seconded by Roger Seeley. **Motion approved.**

Motion for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Jim Sturdevant and seconded by Denice Cook. **Motion approved.**

Discussion about an NFC Request from the City of Bridgman

Gallagher led a discussion about the upcoming review of the National Functional Classification, which occurs every 10 years with the updated Census Urban area boundaries. This process will identify local roads which may now meet the qualifications to be reclassified as federal aid eligible.

Melanie Stange discussed two streets in Bridgman that the city believes should be reclassified.

Transit Updates

Gallagher reported that Twin City Area Transportation Authority (TCATA) will lose its insurance on November 30, effectively halting operations. The Michigan Transit Pool, which insures TCATA, voted to end coverage due to multiple accidents and lawsuits. Without insurance, TCATA cannot operate, posing a significant disruption to local transit services. She mentioned that a third-party provider could potentially take over TCATA's operations, but federal procurement requirements may complicate this approach, and no solution is confirmed. Discussions with state representatives are ongoing. Gallagher suggested this might be a good time to have a broader discussion about expanding transit services, since currently, only 48% of the urban area in Berrien County is served, with areas such as St. Joseph Township, Royalton Township, Lincoln Township, the Village of Stevensville, and the City of Bridgman lacking transit coverage.

MDOT Project Updates

See [meeting packet](#) Page 11 for additional details on MDOT projects

Jon Smith presented a detailed update on the I-94 reconstruction.

MDOT Amendment Requests

See [meeting packet](#) Page 13 for details on proposed amendments

The amendments requests were presented with no questions or comments.

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 as contained in the meeting packet. Made by Roger Seeley and seconded by Jim Sturdevant. **Motion approved.**

Motion for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Kacey Dominguez and seconded by Mark Heyliger. Motion approved.

Privilege of the Floor or Public Comment

Jim Sturdevant gave an update on items he was working on for TwinCATS.

Adrain Stroupe discussed a proposed Traffic Signal on Red Arrow Hwy/US-12 at Grand Beach Rd.

Adjournment

The meeting was adjourned at 10:40 AM. The next TwinCATS meeting is scheduled for Monday, November 18, 2024, at 9:30 AM.

Minutes Compiled by Brandon Kovnat, SWMPC Associate Planner

Michigan Department of Transportation Projects

Within the TwinCATS Planning Area

Updated January 14, 2025 by Jon Smith, MDOT Coloma TSC Engineer – smithj29@michigan.gov

Projects Completed in FY 2024

Hagar Township

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

Status: Complete.

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

Chikaming Township

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

Status: Complete

Est con: Apr. 15, 2024 – Jun. 30, 2024

Benton Township

Project: I-94 over Roslin Road – Bridge maintenance (JN 215059)

Status: Complete

Est con: Jun 08, 2024 – Sep. 30, 2024

Sodus Township

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

Status: Complete

Con: Apr. 29, 2024 – Oct. 1, 2024

Royalton Township

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

Status: Complete.

Est. Con: May 1, 2024 – Nov. 15, 2024

Projects Currently Under Construction

Lincoln, St. Joseph, and Benton Township

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

Status: 2024 construction work complete. Project anticipated to start back up in February with I-94 WB off ramp at Exit 23 CSX RR ramp bridge work, ramp will be closed during this work. I-94 WB work from Washington Ave to Britain Ave to begin the 2nd week in March.

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

St. Joseph and Lincoln Township

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

Status: Construction in progress. Contractor set mast arms and is in progress to complete signal work.

Est Con: Dec. 17, 2023 – TBD

Michigan Department of Transportation Projects

Within the TwinCATS Planning Area

Updated January 14, 2025 by Jon Smith, MDOT Coloma TSC Engineer – smithj29@michigan.gov

Projects Scheduled for Construction in FY 2025

Benton Harbor/St. Joseph

Project: I-94BL/Main Street over St. Joseph River – Rehabilitate hydraulic Cylinders (JN 221347)

Status: Project starts this winter. Let Oct. 4th, with bid 25.48% over Engineer's Estimate.

Est Con: Dec. 16, 2024 – Apr. 01, 2026

Benton Township

Project: I-94 from Pavement Change east of I-96 to Hennessey Road – HMA Overlay (JN 128907)

Status: Project starts in spring. Let Dec. 13th, with bid 18.55% under Engineer's Estimate.

Est Con: Mar. 01, 2025 – Aug. 15, 2026

Projects Scheduled for Construction in FY 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 210875)

Status: Design is in progress. Plan review plans pending. Base plan review held 08/08/24 with public open house held 10/16/24.

City of St. Joseph

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

Status: Design in progress. Next public meeting anticipated in March.

Various Location in Berrien County

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

Status: Design in Progress.

Bridgman

Project: I-94 WB North of Exit 16 – Guardrail Extension (JN 222028)

Status: Design will begin soon.

Projects Scheduled for Construction in FY 2027

City of St. Joseph

Project: M-63 & I-94BL from Central Avenue to the Blossomland and Bicentennial bridges – Reconstruction (JN 213168)

Status: Design in progress. Base plans expected January/February, 4th stakeholder meeting invite sent out and 3rd public meeting anticipated in March. EPE phase report complete and EPE stakeholder/public engagement is completed. CMGC contractor awarded.

Lincoln Township

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

Status: Environmental reviews in progress and design will begin soon.

Hagar Township

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

Status: Design will begin soon.

MDOT Amendment Request

January 14, 2025

Fiscal year: 2025

Phase: ROW

Job Number: 211989

Project: Regional Signal Upgrades

Location: 7 signals in Southwest Michigan. Within TwinCATS: M-63 & Lincoln Ave, M-63/Main St at the bridge over St. Joseph River

Amendment: Cost increase to ROW due to latest estimate from MDOT Region Real estate

	Current		
	Federal STBG	State	Total
ROW	\$10,000	\$0	\$10,000

	Proposed		
	Federal STBG	State	Total
ROW	\$25,000	\$0	\$25,000



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

September 18, 2024

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 2025. 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 2025:

Safety Performance Measure (5-year rolling average)	Baseline Condition	2025 State Safety Target
Fatalities	1,085.2	1,098.0
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.137	1.113
Serious Injuries	5,727.8	5,770.1
Serious Injury Rate per 100 million VMT	5.988	5.850
Nonmotorized Fatalities and Serious Injuries	743.0	728.3

In accordance with 23 CFR §490.105(f)(1), 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, 2024, and MPOs are required to report the metropolitan planning area calendar year 2025 safety targets to MDOT by February 27, 2025. Enclosed is a report documenting the background and analysis for the development of the safety targets.

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
Page 2
September 18, 2024

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.

Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee, Departmental Specialist, Bureau of Performance Management, at (517) 898-4875 or TravelbeeK@michigan.gov. For questions regarding statewide planning processes, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or LanumJ@michigan.gov.

Thank you for your commitment to improve traffic safety in Michigan.

Sincerely,



Don Mayle, Manager
Statewide Planning Section

Enclosure

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 seven new [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 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 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 and serves as a companion to the HSIP infrastructure investments.

In 2016, the FHWA identified five safety measures, as follows, and the FHWA and NHTSA selected three

measures in common (number 1-3) requiring identical targets be reported in the HSIP and the HSP.

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, but has not published a final rule as of September 2024.

As a result of the remaining conflict in regulation, the FHWA and NHTSA waived the identical HSIP and HSP target setting requirements for 2024 and 2025.



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 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.

The current annual timeline for establishing and reporting safety targets is as follows, and subject to change once FHWA issues an anticipated update to 23 CFR Part 490:

August 31: MDOT reports statewide safety targets (i.e., all Michigan public roads) 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 safety targets should reflect the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

Under current regulation, MPOs 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 provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (i.e., in 2027 FHWA will provide MDOT a significant progress determination letter for 2025 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 only 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

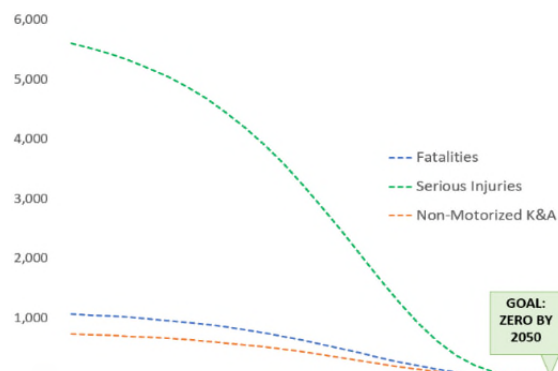
Data

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 2025 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

MDOT calculated the baseline and established the 2025 targets using the below steps. Fatalities are used for demonstration noting the same steps are utilized for all five measures. Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

Year	BASELINE	
	Annual Fatalities	5-Year Rolling Average
2015	967	967.0
2016	1,065	1,016.0
2017	1,031	1,021.0
2018	977	1,010.0
2019	986	1,005.2
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023 ⁽¹⁾	1,095	1,085.2
2024 ⁽²⁾	1,074	1,102.9
2025 ⁽³⁾	1,062	1,098.0

1. Calculate the baseline. In 2025, the baseline is the outcome for a measure (e.g., annual fatalities) for the year prior to the establishment of the State’s target. In this case, it is the 5-year average of annual fatalities (2019-2023)

$$\frac{986_{(2019)} + 1,086_{(2020)} + 1,136_{(2021)} + 1,123_{(2022)} + 1,095_{(2023)}}{5} = 1,085.2$$

2. Calculate the declining projection for 2024 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2023 actual performance) by 0.990 = 1,074
 - b. Calculate 5-year rolling average for 2020 through 2024 using 1,074 declining projection for 2024 = 1,102.9
3. Calculate the declining projection for 2025 fatalities and 5-year rolling average.
 - a. Multiply 2024 projection by 0.989 = 1,062
 - b. Calculate 5-year rolling average for 2021 through 2025 using 1,062 declining projection for 2025 = 1,098.0

Repeat steps for remaining four measures.

2025 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,098.0
Rate of Fatalities per 100M VMT	1.113
Number of Serious Injuries	5,770.1
Rate of Serious Injuries per 100M VMT	5.850
Number of Non-Motorized Fatalities and Serious Injuries	728.3

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](#)

TARGETS REPORTED TO FHWA 5-Year Rolling Average

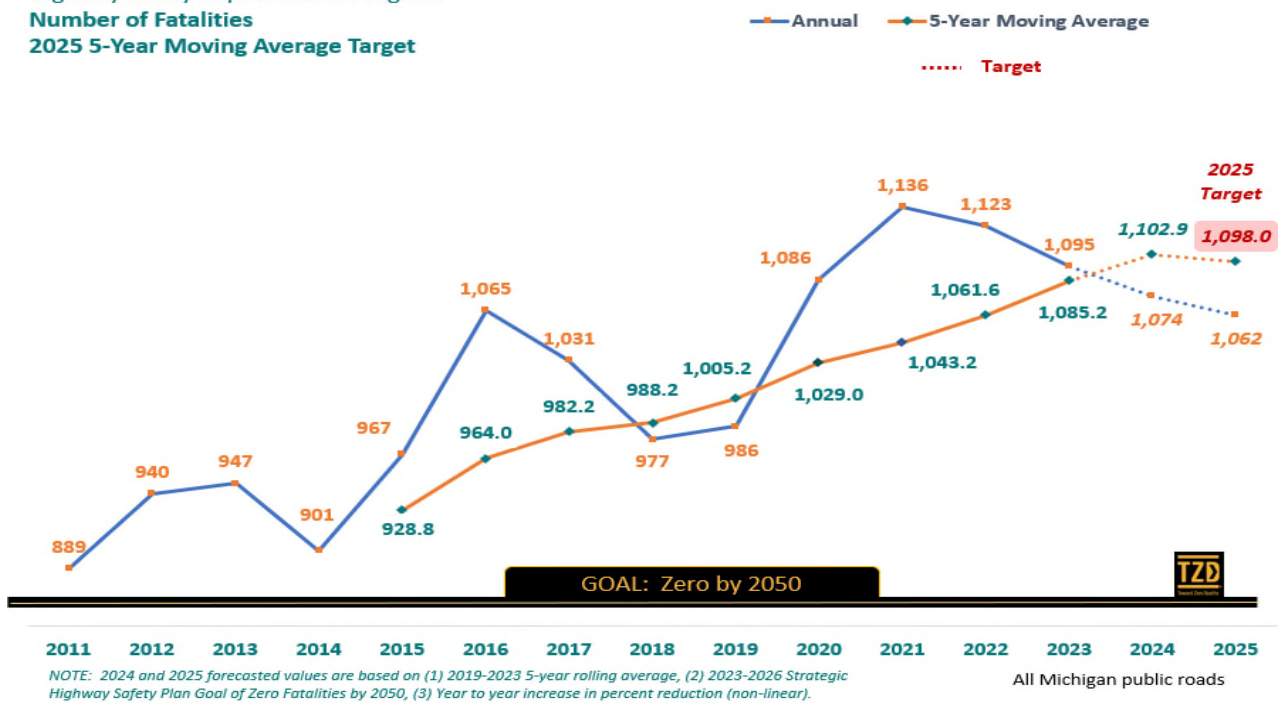
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	0.982	5533.6	5.609	771.2
2022	1065.2	1.098	5733.2	5.892	791.6
2023	1105.6	1.136	5909.2	6.058	743.4
2024	1109.2	1.152	5785.0	5.999	710.8
2025	1098.0	1.113	5770.1	5.850	728.3

ANNUAL CRASH DATA

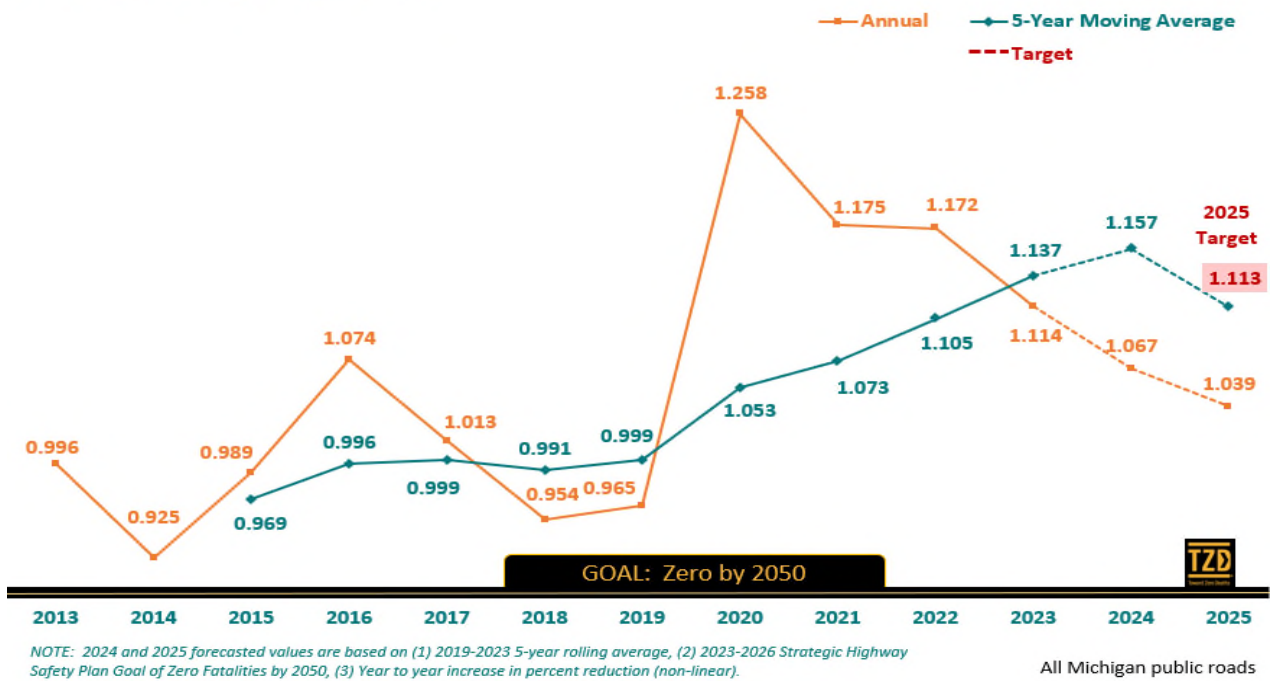
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	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*	1,074	1.067	5,671	5.631	736
2025*	1,062	1.039	5,603	5.482	727

* Projected, reflects curved slope goal of ZERO by 2050

Highway Safety Improvement Program
Number of Fatalities
 2025 5-Year Moving Average Target



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2025 5-Year Moving Average Prediction



Highway Safety Improvement Program
 Number of Serious Injuries
 2025 5-Year Moving Average Prediction

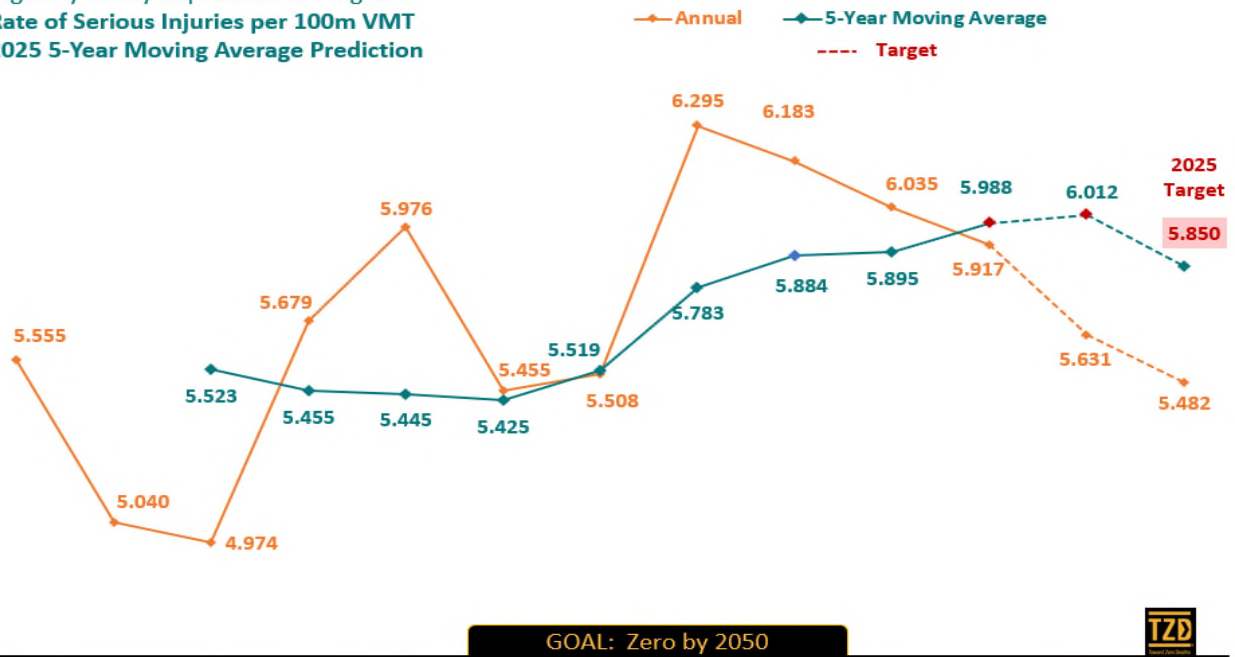


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2025 5-Year Moving Average Prediction

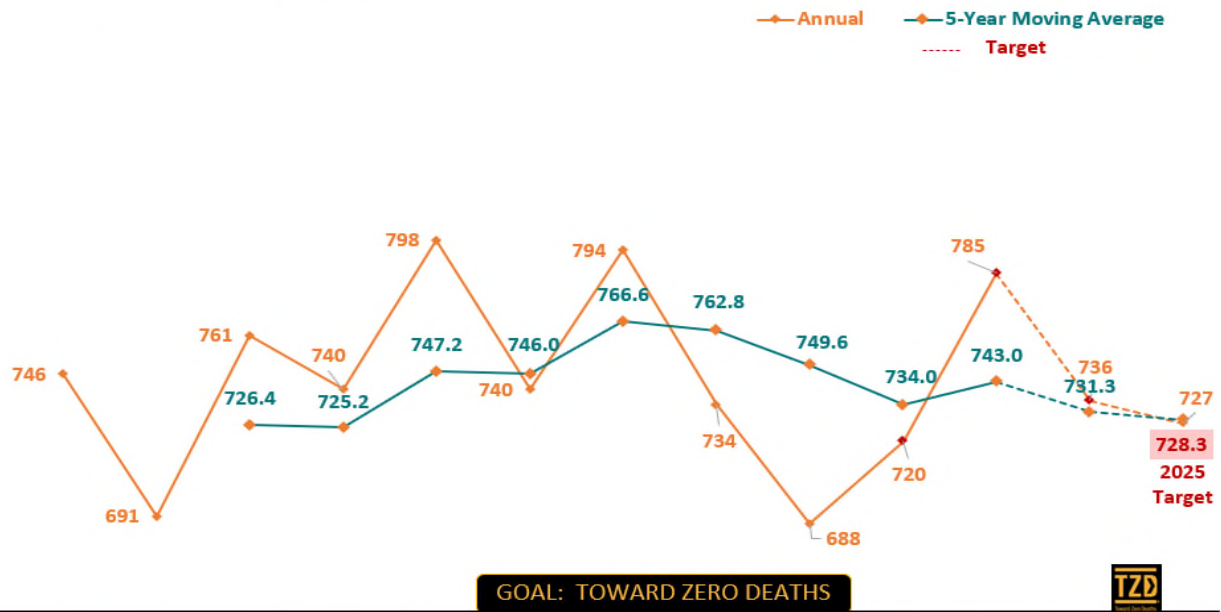


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

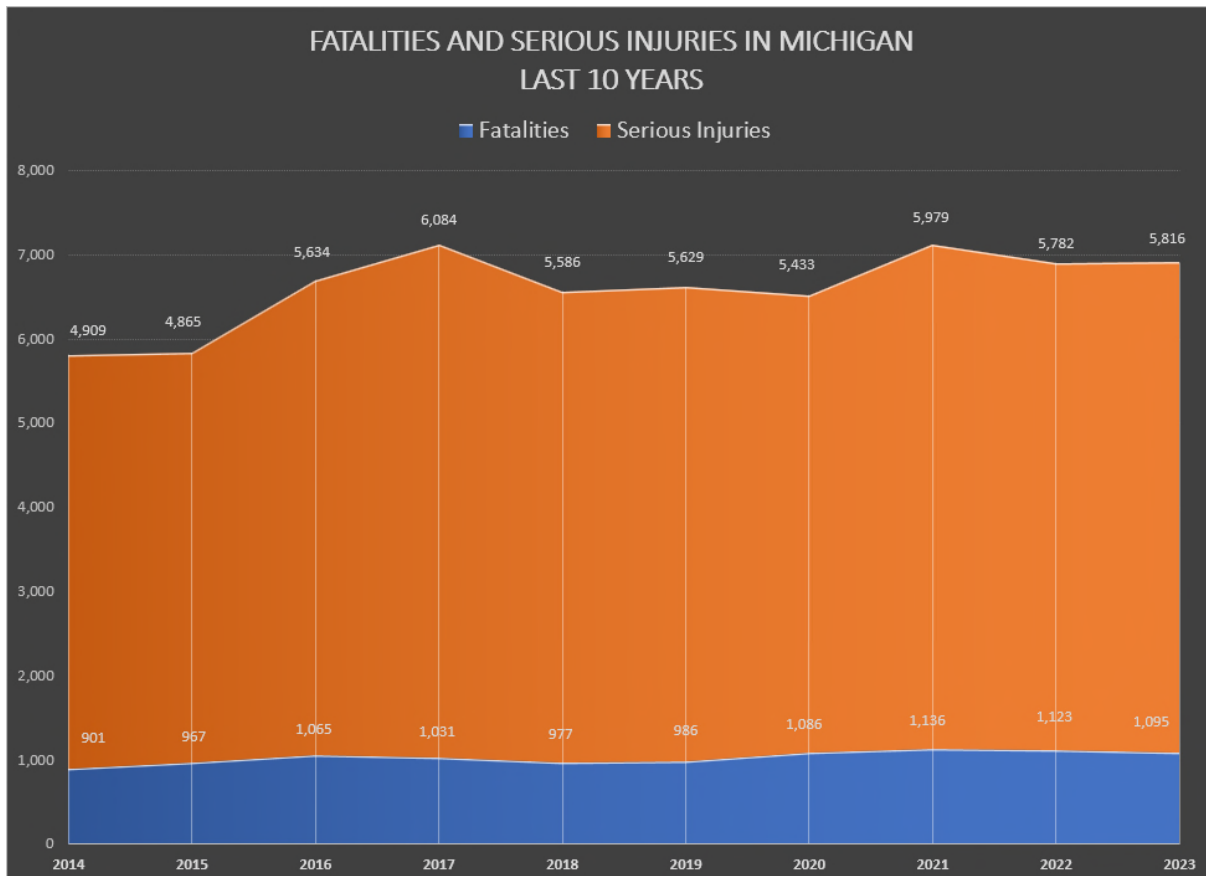
Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
 2025 5-Year Moving Average Prediction



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

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



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

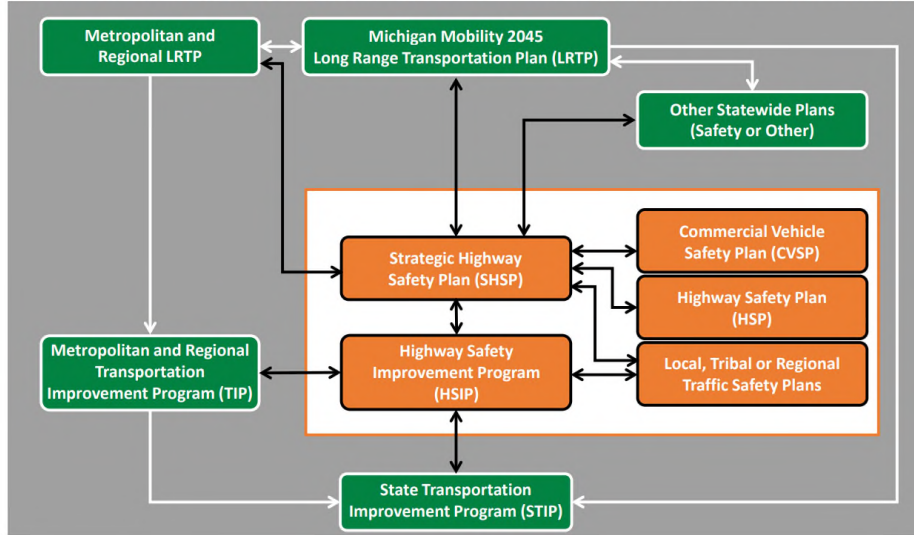


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

TwinCATS Safety Performance Measures for 2025

Performance Measure	Description	TwinCATS DATA		Statewide Data		2023 State Target	2023 Target met?	2025 State Target
		2017-2021	2019-2023	2017-2021	2019-2023			
Number of fatalities.	The number of fatalities due to a vehicular crash.	10.0	8.4	1041.8	1,085.2	1,105.6	Yes	1,098.0
Fatalities per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	0.976	0.827	1.071	1.137	1.136	No	1.113
Number of serious injuries.	The number of serious injuries due to a vehicular crash.	52.6	53	5,5742.2	5,527.8	5,909.2	Yes	5.770.1
Serious injuries per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	5.171	5.243	5.878	5.988	6.058	Yes	5.850
Non-motorized fatalities, serious injuries.	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	6.0	5.0	752.0	743.0	743.4	Yes	728.3

Twin Cities Area Transportation Study 2026-2029 Proposed Projects

Project Name/Road Name	Limits	Length	Work	Year	Agency	Federal Funding	Local Funding	Total Estimate
Red Arrow Highway	1000 ft. south of DC Cook to the Village of Stevensville	2.1 miles	Mill & Two Course Asphalt Resurface	2026	Berrien County Road Department	\$1,000,000	\$1,700,000	\$2,700,000
Cleveland Avenue	Hilltop Ave to Glenlord Rd	2.0 miles	Milling & Asphalt Overlay (1.5")	2027	Berrien County Road Department	\$409,250	\$90,750	\$500,000
Whittaker Street	Southeast end of the New Buffalo City limits to SE end of Railroad	0.3 miles	Milling & Asphalt Overlay (1.5")	2027	City of New Buffalo	\$138,996	\$34,749	\$173,745
Ridge Road	John Beers Rd to the Stevensville Village north Limits	0.5 miles	Crush and Shape and Asphalt Resurfacing	2027	Village of Stevensville	\$760,754	\$325,446	\$1,086,200
Upton Drive	Momany Dr to the Benton Harbor City limits	0.34 miles	Reconstruction	2028	City of St. Joseph	\$932,800	\$955,000	\$1,887,800
Klock Road	Upton Dr to M-63	0.25 miles	Milling & Asphalt Overlay (1.5")	2028	City of Benton Harbor	\$172,785	\$38,315	\$211,100
Cleveland Avenue	John Beers Ave to Glenlord Rd	2.0 miles	Milling & Asphalt Overlay (1.5")	2028	Berrien County Road Department	\$329,277	\$170,723	\$500,000
Pipestone Street	Empire Ave to Division St	0.3 miles	Concrete Pavement Repair	2029	City of Benton Harbor	\$358,094	\$79,406	\$437,500
Broadway	E. May St to Weld St	0.12 miles	Reconstruction	2029	City of Benton Harbor	\$464,090	\$102,910	\$567,000
Johnson Road	Red Arrow Hwy to St. Joseph Ave	0.6 miles	Milling & Asphalt Overlay (1.5")	2029	Village of Stevensville	\$440,954	\$97,780	\$538,734
Ship Street & State Street	Ship St from Lake Blvd to Niles Ave State St from Ship to Water St	0.3 miles	Milling & Asphalt Overlay (1.5")	Illustrative	City of St. Joseph	\$279,100	\$88,100	\$367,200
S. Whittaker Street	Railroad to US-12	0.45 miles	Milling & Asphalt Overlay (1.5")	Illustrative	City of New Buffalo	\$328,101	\$82,025	\$410,127
Highland Avenue	4th St to Paw Paw Ave	0.22 miles	Reconstruction	Illustrative	City of Benton Harbor	\$1,204,423	\$267,077	\$1,471,500
Pipestone Avenue	Napier Ave to City of Benton Harbor	0.95 miles	Milling & Asphalt Overlay (1.5")	Illustrative	Berrien County Road Department	\$572,950	\$127,050	\$700,000
Napier Avenue	Niles Ave to St. Joseph River Bridge	0.44 miles	Reconstruction	Illustrative	City of St Joseph	\$1,624,400	\$1,082,800	\$2,707,200
8th Street	Market St to E Main St	0.27 miles	Reconstruction	Illustrative	City of Benton Harbor	\$1,723,188	\$382,112	\$2,105,300
Vine Street and Water Street	Vine St and Water St from Broad St to State St	0.25 miles	Reconstruction	Illustrative	City of St Joseph	\$1,110,100	\$740,100	\$1,850,200
Lakeview Avenue	Highland Ave to Wallace Ave	0.49 miles	Reconstruction	Illustrative	City of St Joseph	\$1,135,100	\$756,700	\$1,891,800
Wolcott Avenue	Pixley Ave to Langley Ave	0.36 miles	Reconstruction	Illustrative	City of St Joseph	\$1,264,000	\$842,600	\$2,106,600
Mathieu Street	Lake St to Willard Ave	0.29 miles	Reconstruction	Illustrative	City of Bridgman	\$632,000	\$158,000	\$790,000