

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

November 26, 2024

1:30 pm

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**In Person:** Niles District Library – 620 E Main St, Niles, MI 49120  
**Basement Community Room**

**Web:** <https://us06web.zoom.us/j/9489277047?pwd=RzkydlFacGFHNkVWeURpak1kSEcxUT09>

**Audio:** Call in Number: 1 (312) 626-6799  
Meeting ID: 948 927 7047  
Passcode: 000619

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## AGENDA

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of the Minutes from the October 2, 2024 Meeting *Action* Pg. 2
5. Staff Report
6. Local Agency Updates
  - Approval of Changes to FY 2025 Projects *Action*
7. Transit Updates
  - Niles Dial A Ride Transit Safety Targets *Action* pg. 6
  - Niles Dial A Ride Transit State of Good Repair Targets *Action* pg. 7
8. MDOT Updates
9. Safety Performance Measure Targets for 2025 *Action* pg. 8
10. Privilege of the Floor or Public Comment
11. Adjournment

Comments can be sent prior to the meeting to Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or by calling (269) 925-1137 x 1524. For questions about accessibility or to request accommodations, please contact Kim Gallagher at (269) 925-1137 x 1518 or by email at [gallagherk@swmpc.org](mailto:gallagherk@swmpc.org)

# Niles-Buchanan-Cass Area Transportation Study 2024 Meeting Attendance

From the October 22nd, 2024, Meeting

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

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

Guests: Mei Bowers representing State Rep. Brad Piquette (*Virtual*)

Minutes  
NILES BUCHANAN CASS AREA TRANSPORTATION STUDY  
TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING  
Tuesday, October 22, 2024 – 1:30 pm  
Niles District Library, Niles MI

1. Call to Order and Roll Call

Technical Advisory Vice Chair, Joe Ray, called the meeting to order at 1:30 PM and Kim Gallagher took roll call

2. Changes to the Agenda

None.

3. Public Comment

None.

4. Approval of the Minutes from August

**Motion:** Approve the minutes from the August 27, 2024 Joint NATS Technical Advisory Committee and Policy Committee Meeting. Made by Roseann Marchetti and seconded by Dawn Bolock. **Motion approved.**

5. 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 26, 2024, at 10:30 AM held at the Niles Library.

6. Local Project Updates

**FY 2024 Projects**

**Joe Bellina presented an update on the Gumwood Realignment Project:** it is about a month ahead of schedule. Waiting for the contractor to do the final surface

**Kevin Stack presented an update on the FY2024 Bertrand Rd Project:** The cost came in about \$30,000 under the estimate. Work will begin November 1<sup>st</sup>.

**Kovnat gave the update on the McCoy Creek Trail Extension:** The project was Let, but with all bids exceeding Buchanan's budget and were rejected. Buchanan is considering removing the boardwalk to reduce costs before rebidding the project. They must start billing a contractor by May 9, 2025, one year from the obligation date.

**FY 2025 Projects**

Joe Bellina announced the removal of the FY 2025 Elhart Project from the project list because it was completed about two years ago using local funds. He proposed relocating the funding to the

City of Niles and the Berrien County Road Commission for their 2025 projects. Discussion about how to split the funding will occur at the 2026-2029 project review subcommittee meeting in November.

**Stack gave an update on the FY 2025 Bertrand Road Project:** He is working with SHPPO to demonstrate that the area is disturbed ground, which would require less review. The project is on track for construction next year.

**Ray gave an update on the Sycamore Street project:** The Grade Inspection package was submitted and is awaiting comments from MDOT.

7. Transit Updates

Gallagher announced that Niles Dial A Ride had completed its Triennial Audit, with very few findings.

8. MDOT Projects Updates:

*See packet Page 9 for additional details on MDOT projects*

Jon Smith provided additional details for the US-12 and Gumwood traffic signal, noting that construction is not yet scheduled but is expected soon, with work anticipated to take three days. Bellina added that the signal installation must be completed before the Gumwood realignment opens to traffic, since it will significantly increase traffic at the US-12 and Gumwood intersection.

Joe Ray pointed out that the project for M-139 from US-12 north to the bridge was missing from the current plans, emphasizing its dire condition. Smith clarified that the project had been programmed previously but was removed due to budget constraints and remains a top priority for MDOT. They are potentially looking considering an interim fix.

9. MDOT Amendment Requests

*See packet Page 11 for details on proposed amendments*

Smith explained that the two proposed projects were using Carbon Reduction Program (CRP) funds, and MDOT had done a quick internal call for projects for CRP. These projects will widen shoulders to allow for non-motorized use. Smith said the projects were chosen based on regional non-motorized plans, and where there were gaps.

Joe Ray noted that to get funding a path must provide connection an origin and destination. He asked what the shoulder on M-51 was providing connection for, stating that the was currently no non-motorized facilities at the project's endpoint west of Pokagon Highway.

Ray also expressed concern that adding new pavement for the shoulders would increase future maintenance costs, while MDOT is unable to maintain the existing road network.

Smith mentioned that the CRP funding was statewide, and if these projects aren't funded it unlikely, they would be used elsewhere in the region.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the amendments to the NATS 2023-2026 Transportation Improvement Program as contained in the meeting packet. Made by Kevin Stack and seconded by Butch Payton. Joe Ray Dissented, prompting a roll call vote. Joe Ray voted No, while all others voted Yes. **Motion approved.**

**Motion** for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Serita Mason and seconded by Dawn Bolock. Rick Huff Dissented prompting a roll call vote. Rick Huff voted No, while all others voted Yes. **Motion approved.**

10. Privilege of the Floor or Public Comment

Adrian Stroupe announced that there was Rural Task Force training occurring October 23, 2024 at the Kalamazoo Road Commission.

Mei Bowers, Legislative Director for State Representative Brad Paquette, stated that she would inform Paquette about the discussions at the meeting and relay the concerns she heard.

11. Adjournment

The meeting was adjourned at 2:20 PM. The net meeting is scheduled for Tuesday November 26, 2024 at 1:30 PM.

*Minutes taken by Brandon Kovnat, SWMPC Transportation Planner*

## Niles DAR Safety Plan/Targets

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans in accordance with 49 USC 5329. The PTASP rule became effective on July 19, 2019. At a minimum, the final rule (49 CFR 673) requires each safety plan to include the following:

- Approval by the agency’s Accountable Executive and Board of Directors (or equivalent)
  - Designation of a Chief Safety Officer
  - Process documentation of the agency’s Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
  - Employee reporting program
  - Criteria to address requirements and standards set in FTA’s Public Transportation Safety Program and NSP
  - Process and timeline for the annual review and periodic update of the safety plan [\(Link to Niles DAR Safety Plan\)](#)
  - Targets based on performance measures established in FTA’s National Public Transportation Safety Plan (NSP)
- Niles DART has developed the targets below based on the previous 3 years’ worth of data.

### A. Fatalities

- Total number of reportable fatalities
- Rate of reportable fatalities per total vehicle revenue miles

### B. Injuries

- Total number of reportable injuries
- Rate of reportable injuries per total revenue miles

### C. Safety Events

- Total number of reported safety events
- Rate of reportable safety events per total vehicle miles traveled.

### D. System Reliability

- Mean distance between major mechanical fail

### E. Fatalities

- Total number of reportable fatalities
- Rate of reportable fatalities per total vehicle revenue miles

### F. Injuries

- Total number of reportable injuries
- Rate of reportable injuries per total revenue miles

### G. Safety Events

- Total number of reported safety events
- Rate of reportable safety events per total vehicle miles traveled.

### H. System Reliability

- Mean distance between major mechanical failure

Service Mode	Fatalities	Fatalities per 10K VRM	Injuries	Injuries per 10K VRM	Safety Events	Safety Events per 10K VRM	System Reliability VRM/Failures
Demand Response	0	0	2	.2	2	.2	95,000
Deviated Fixed Route	0	0	0	0	1	.46	20,000

## State of Good Repair Targets – Niles DAR

Effective on October 1, 2016, the final rule requires that all recipients of federal financial assistance under 49 USC Chapter 53, who own, operate, or manage public transportation capital assets, must develop and implement Transit Asset Management (TAM) plan. A TAM plan must include an asset inventory, condition assessments of inventoried assets, a decision-support tool, and a prioritized list of investments to improve the “State of Good Repair” (SGR) levels of their capital assets. The final rule (49 CFR 625) also established SGR standards and four associated SGR performance measures; required coordination of the performance targets with the state DOTs and MPOs; and called for the reporting of asset inventories, conditions, and performance measures through the National Transit Database. The FTA implemented the TAM requirements using a two-tiered approach, in order to reduce associated resource obligations for agencies operating smaller fleets:

- Tier I – A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak-time regular service across all fixed route modes or in any one nonfixed route mode; or a provider who operates rail transit.
- Tier II – A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak -time regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the NATS MPO, the Niles Dial A Ride (NDART) is classified as a Tier II operator. The final SGR performance measures that all Tier II Locally Operated Transit Services are required to adopt are:

- Equipment (Non-revenue vehicles) – % of non-revenue vehicles that have met or exceeded their useful life benchmark
- Rolling Stock (Revenue Vehicles) – % of revenue vehicles that have met/exceeded their useful life benchmark
- Facilities – % of facilities with a rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale.

[Link to 2026-2029 Transit Asset Management Plan](#)

### State of Good Repair Targets

Asset Class	Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target
Rolling Stock (revenue vehicles)	Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	50%	40%	40%
Equipment (non-revenue vehicles, equipment over \$50,000)	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	0%	0%	0%	0%
Facilities (buildings, structures, parking lots)	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%	0%	0%	0%



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:**

<b>Safety Performance Measure (5-year rolling average)</b>	<b>Baseline Condition</b>	<b>2025 State Safety Target</b>
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 21<sup>st</sup> 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

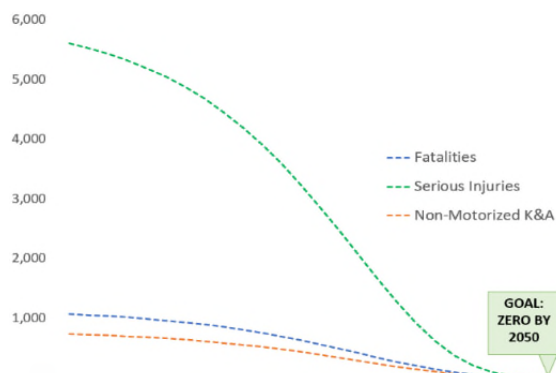
### Data

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 <sup>(1)</sup>	1,095	1,085.2
2024 <sup>(2)</sup>	1,074	1,102.9
2025 <sup>(3)</sup>	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

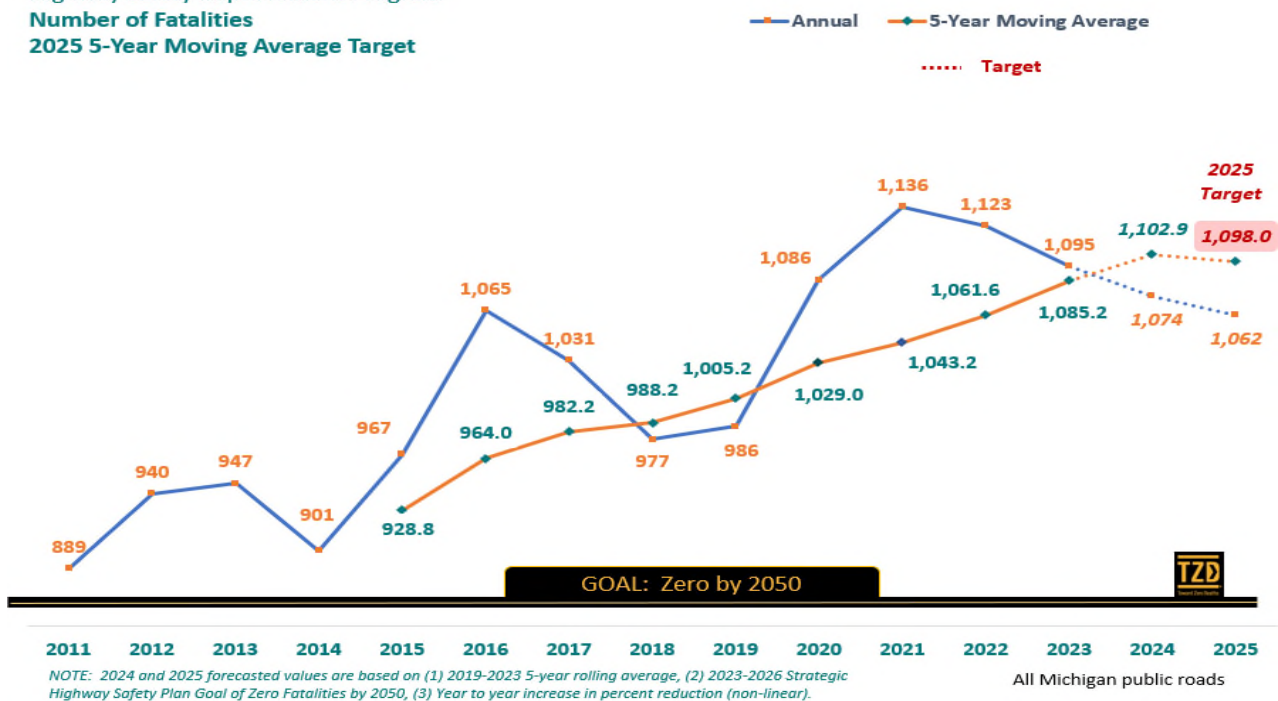
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	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

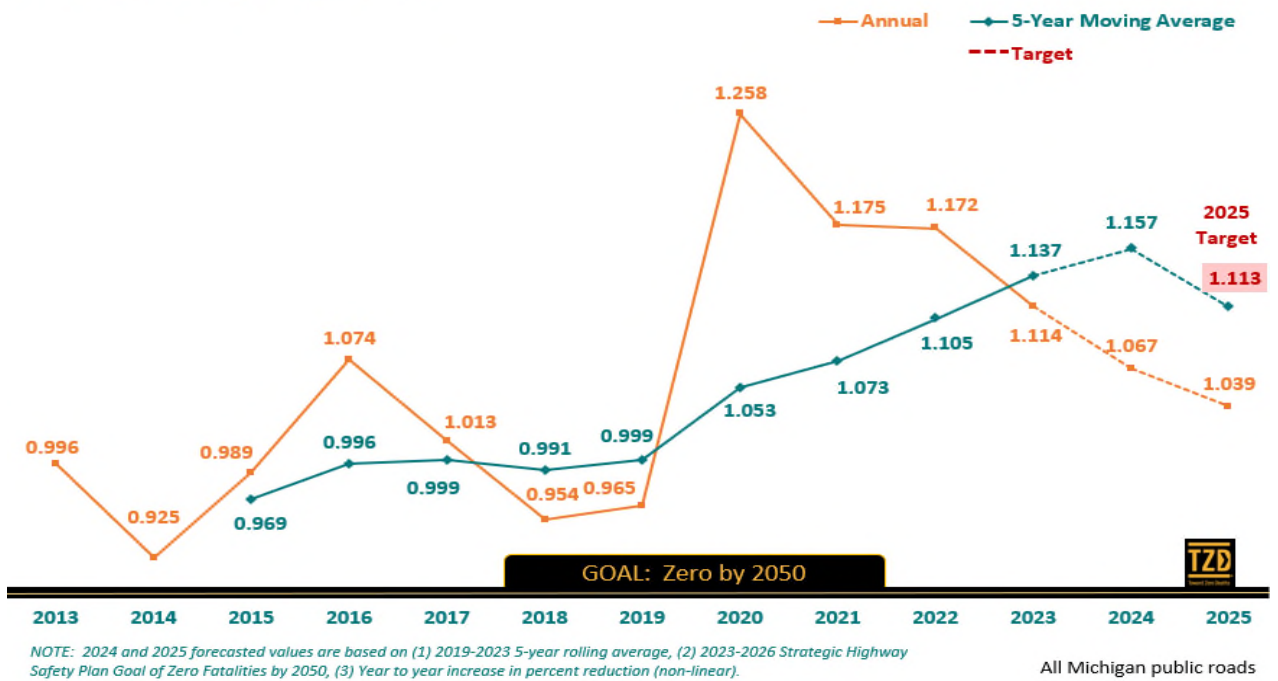
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086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

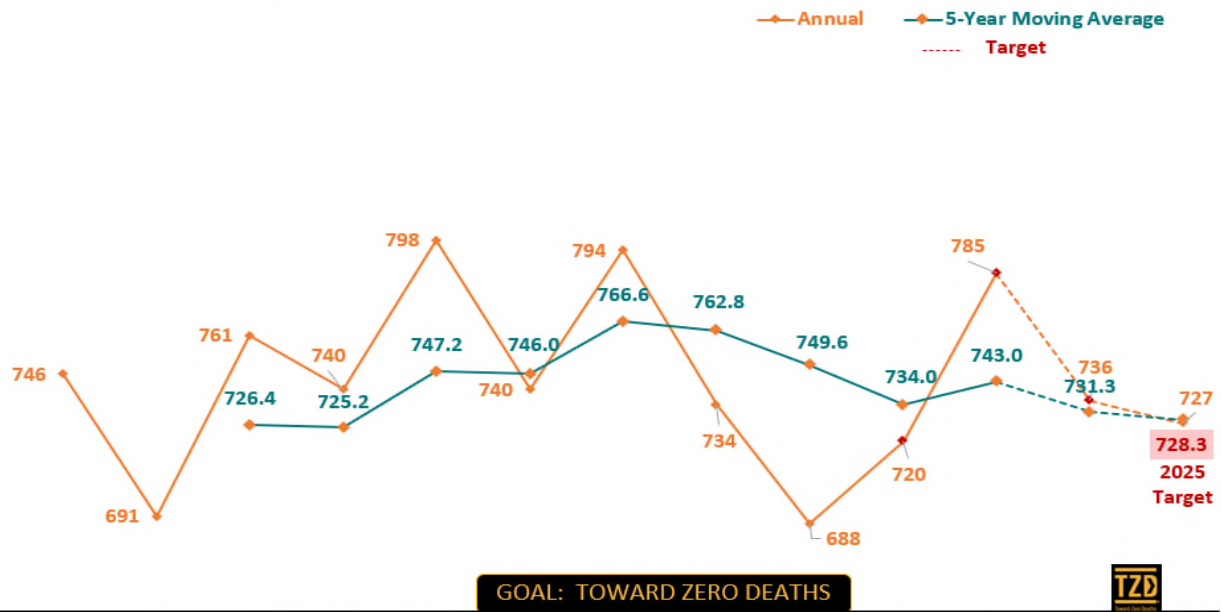


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

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

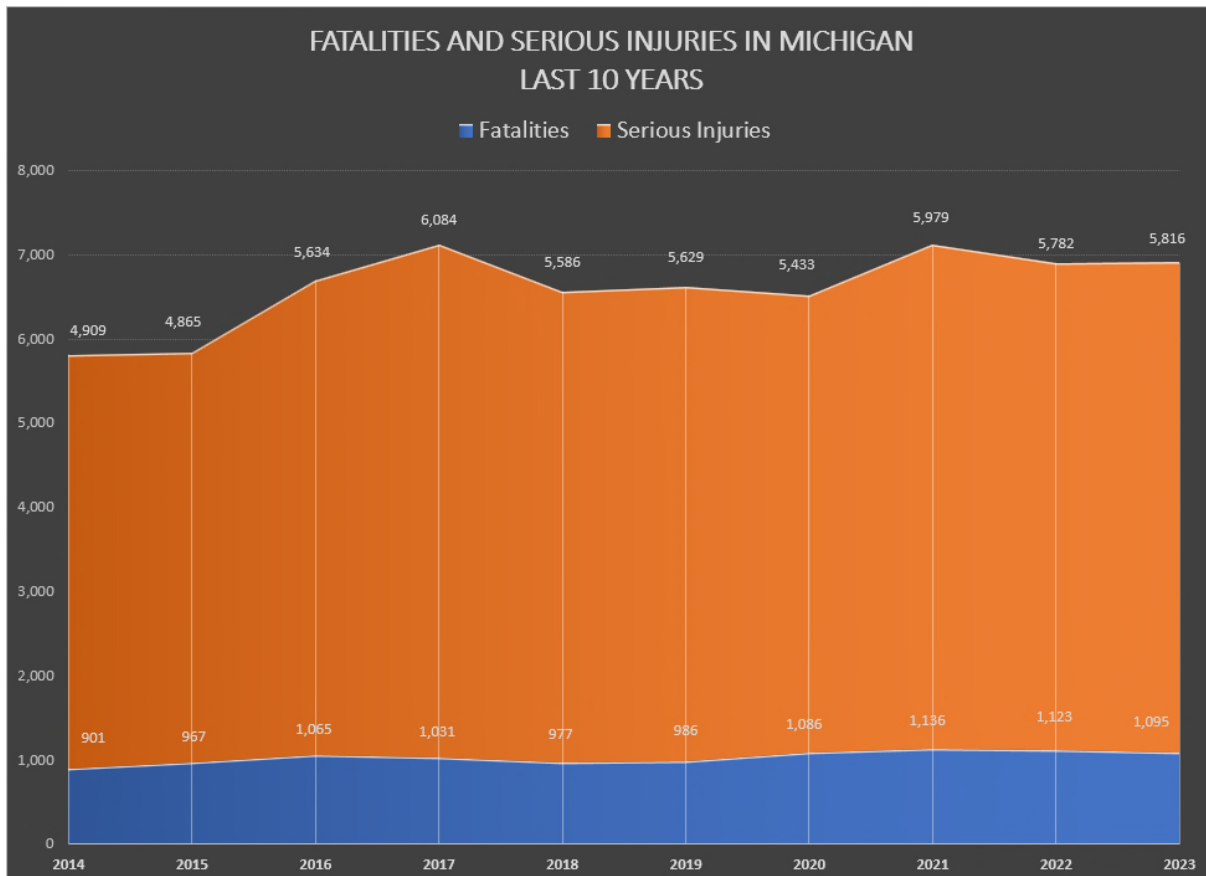
Highway Safety Improvement Program  
**Number of Non-Motorized Fatalities and Serious Injuries**  
 2025 5-Year Moving Average Prediction



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

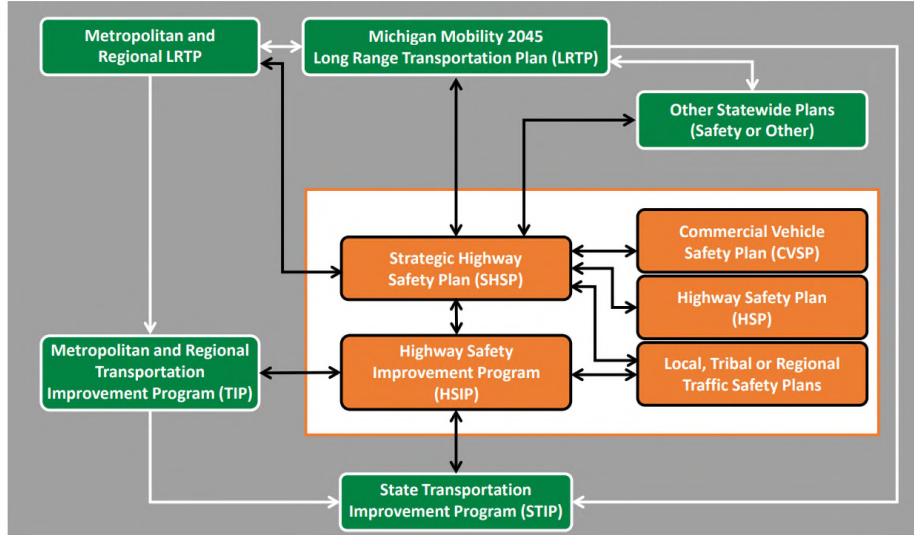


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

## NATS Safety Performance Measures for 2025

Performance Measure	NATS Data		Statewide Data		2023 State Target	2023 Target met?	20245State Target
	2017-2021	2019-2023	2017-2021	2019-2023			
<b>Number of fatalities.</b>	9.8	10.4	1041.8	1,085.2	1,105.6	Yes	1,098.0
<b>Fatalities per 100 million vehicle miles traveled (VMT).</b>	1.994	2.102	1.071	1.137	1.136	No	1.113
<b>Number of serious injuries.</b>	45.8	41.6	5,5742.2	5,527.8	5,909.2	Yes	5.770.1
<b>Serious injuries per 100 million vehicle miles traveled (VMT).</b>	9.368	8.539	5.878	5.988	6.058	Yes	5.850
<b>Non-motorized fatalities, serious injuries.</b>	3.4	3	752.0	743.0	743.4	Yes	728.3

**Note:** The data is the yearly average over the five-year period