

AGENDA

REGION 2 PLANNING COMMISSION

Executive Committee

FOR FURTHER INFORMATION, CONTACT:

Jacob Hurt, Executive Director
(517) 768-6705

DATE: **Thursday, February 8, 2024**

TIME: **2:00 P.M.**

WHERE: **Hillsdale City Hall
97 N. Broad Street
Hillsdale, MI 49242**

Comments will be solicited on each item following discussion and prior to any final action.

PAGE

1. Call to Order
2. Approval of the February 8, 2024 Agenda – **ACTION**
3. Public Comment
4. Approval of the Executive Committee Meeting Minutes for December 6, 2023 (see enclosure) – **ACTION** 2
5. Receipt of Treasurer's Report of January 31, 2024 (see enclosure) – **ACTION** 6
6. Approval of February 8, 2024 Submitted Bills (see enclosure) – **ACTION** 10
7. Staff Progress Report for January 2024 (see enclosure) – **DISCUSSION** 11
8. State Safety Targets for 2024 (see enclosure) – **ACTION** 15
9. Hillsdale Economic Development Partnership Update (EDP), Sue Smith, Executive Director, Hillsdale EDP – **PRESENTATION**
10. Other Business
 - Notice of Public Hearing - Cambridge Township (see enclosure) 24
11. Public Comment / Commissioners' Comments
12. Adjournment

Region 2 Planning Commission

120 West Michigan Avenue • Jackson, Michigan 49201 • ☎ (517) 788-4426 • 📠 (517) 788-4635

Region 2 PLANNING COMMISSION

Serving Hillsdale, Jackson & Lenawee Counties

MEETING MINUTES

Region 2 Planning Commission – Executive Committee
Jackson County Tower Bldg., 5th Floor
120 W. Michigan Ave.
Jackson, MI 49201

Wednesday, December 6, 2023

- I. Call to Order** – Chair Pete Jancek called the meeting to order at 2:08 PM. A quorum was present.

Attendance:

✓ Bair	Gaede	✓ Overton	✓ Swartzlander
Beeker	✓ Gould	✓ Penrose	✓ Tillotson
✓ Donaldson	✓ Greene	Shotwell	✓ Witt
✓ Duckham	✓ Havican	✓ Sigers	
✓ Elwell	✓ Jancek	Southworth	

Key: ✓ = present

Staff Present: Brett Gatz, Jacob Hurt, Jill Liogghio, Zack Smith

Other Commissioners Present: Jerome Bussell, City of Morenci; Mel Cure, Vil. of Cement City; John Griffin, Summit Twp.; Danielle Gross, Vil. of Blissfield; Dave Herlein, Spring Arbor Twp.; Jeff Mitchell, Springport Twp.; Ray Snell, Jackson Co.; Jim VanDoren, Lenawee County;

Others Present: Charlie Briner, JCDOT; Don Mayle, MDOT; Andy Pickard, FHWA; Andrea Strach, MDOT; Jeff Votzke, Woodstock Twp.

- II. Approval of the December 6, 2023 Agenda** – The motion was made by Comm. Bair, supported by Comm. Snell, to approve the December 6, 2023 agenda. The motion carried unanimously.
- III. Public Comment** – No public comment.
- IV. Approval of the Executive Committee Meeting Minutes for October 12, 2023** – The motion was made by Comm. Penrose, supported by Comm. Swartzlander, to approve the

Executive Committee meeting minutes of October 12, 2023 as submitted. The motion carried unanimously.

- V. Receipt of Treasurer's Reports of October 31 and November 30, 2023** – A motion was made by Comm. Snell, supported by Comm. Bair, to receive the October 31 and November 30, 2023 Treasurer's Reports as presented. The motion carried unanimously.
- VI. Approval of November 9 and December 6, 2023 Submitted Bills** – A motion was made by Comm. Bair, supported by Comm. Swartzlander, to approve payment of the November 9 and December 6, 2023 submitted bills. The motion carried unanimously.
- VII. Staff Progress Report for October and November 2023** – The October and November 2023 staff progress reports were included in the agenda packet.
- VIII. Approval of Amendments to the JACTS FY 2023-2026 Transportation Improvement Program (TIP)** – The following amendments to the JACTS FY 2023-2026 Transportation Improvement Program (TIP) were submitted by the Jackson County Department of Transportation:

Fiscal Year	Job no.	Project Name	Limits	Project Description	Funding	Action
2024	216519	Napoleon Rd.; Reynolds Rd.; Blackman Rd.; Hoyer Rd.	Broad St. to Lee Rd.; Kibby Rd. to McCain Rd.; W. Michigan Ave., to Lora Ln.; 5 th St. to Napoleon Rd.; South St. to Flansburg Rd.; Township Line	One Course Overlay	\$782,000 STUL \$195,500 Local Total: \$977,500	Adjust Project Limits
2024	216522	Moscow Rd. & County Farm Rd.	County Line to M-60; Parma Rd. to Blackman Rd.	Spot Paving and Chip Seal	\$1,158,000 STUL \$154,998 State-D \$195,500 Local Total: \$1,447,500	Adjust Project Limits & Description

The following amendments to the JACTS FY 2023-2026 Transportation Improvement Program (TIP) were submitted by MDOT:

Fiscal Year	Job no.	Phase	County	Project Name	Limits	Primary Work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	Amend. Type
2024	213442	ROW	Jackson	I-94BL	Dwight Street to Bender Street	Reconstruction	Reconstruction, Watermain, Storm Sewer, Signals, and Pavement Markings	\$286,475	NH	\$57,967	\$5,588	\$350,000	Add

2024	213442	UTL	Jackson	I-94BL	Dwight Street to Bender Street	Reconstruction	Reconstruction, Watermain, Storm Sewer, Signals, and Pavement Markings	\$40,925	NH	\$27,225	\$794	\$50,000	Add
2024	211147	ROW	Jackson	M-99	South Street North & East to Gibbs Road	Road Rehabilitation	Multi-course HMA mill & re-surface, concrete pavement repairs, drainage improvements	\$122,775	ST	\$27,225	\$0	\$150,000	Add
2024	214082	PE	Jackson, Ingham, Lenawee, Washtenaw	US-127 N/W I 94 Ramp	NB US-127 ramp to WP I-94	Traffic Safety	Install High Friction Surface Treatment	\$18,000	HSIP	\$2,000	\$0	\$20,000	Budget
2024	211675	CON	Jackson	M-50	US-127 BR / M-106 over Grand River & I-94 BL / M-50 over Grand River	Bridge Replacement	Bridge Replacement	\$9,935,401	BFP	\$2,010,372	\$192,775	\$13,352,398 \$8,546,414	Budget

Fiscal Year	Job no.	Phase	County	Project Name	Limits	Length	Primary Work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	Amendment Type
2024	218705	PE	Jackson	M-50	700 feet south of Crego Road to 4,026 feet south of Crego Road	0.63	Traffic Safety	Install High Friction Surface Treatment	\$18,000	HSIP	\$2,000	\$0	\$20,000	Add
2024	218705	CON	Jackson	M-50	700 feet south of Crego Road to 4,026 feet south of Crego Road	0.63	Traffic Safety	Install High Friction Surface Treatment	\$397,000	HSIP	\$44199	\$0	\$441,992	Add

The motion was made by Comm. Snell, supported by Comm. Bair to approve the TIP amendments presented by the Jackson County Department of Transportation and MDOT. The motion carried unanimously.

- IX. Election of 2024 Nominating Committee** – The motion was made by Comm. Elwell, supported by Comm. Bair, to keep the current slate of Nominating Committee members, with the exception of Jason Smith, who is no longer a commissioner. Those members are Alan Beeker, Pete Jancek, Mike Overton, and Ralph Tillotson. The motion carried unanimously.
- X. Approval of Resolution of Financial Commitment Regarding the R2PC CEDS Grant Application Authorizing Executive Director to sign and submit documents related to the R2PC CEDS Grant Application** – Resolutions for financial commitment and application authorization were presented for R2PC's application for the U.S. EDA FY2024 Partnership Planning (CEDS) Grant. Motion was made by Comm. Elwell, supported by Comm. Bair, to approve Resolution of Financial Commitment as well as the Executive Director signing and submitting documents related to the R2PC CEDS Grant Application. The motion carried unanimously.
- XI. Approval of the JACTS 2050 Long Range Transportation Plan** – Brett Gatz presented the final 2050 Long Range Transportation Plan for approval. Motion was made by Comm. Snell, supported by Comm. Penrose, to approve the 2050 Long Range Transportation Plan. The motion carried unanimously.
- XII. Approval of 2024 R2PC Meeting Calendar** – Motion was made by Comm. Bair, supported by Comm. Snell, to approve the 2024 R2PC meeting calendar. The motion carried unanimously.
- XIII. Other Business** – Executive Committee vacancies were discussed. The 2024 Executive Committee will be elected at the January 2024 Full Commission meeting.
- XIV. Public Comment / Commissioners' Comments** – None.
- X. Adjournment** – There being no further business, Chair Jancek adjourned the meeting at 2:21 p.m.

Dale Witt
Vice-Chair

REGION 2 PLANNING COMMISSION
Treasurer's Report - Monthly Summary
as of January 31, 2024

Checking Account Balance ending, December 31, 2023		\$ 446,685.19
Deposit Summary:		
January 2024 EFT Deposits		\$ 76,473.70
January 2024 Bank Deposits		10,035.66
January 2024 Adjustments		(1,410.40)
Total Deposits plus Bank Balance		<u>\$ 531,784.15</u>
Expenses:		
Submitted Expenses - January 2024 **	\$ (32,757.83)	
Interim Expenses	(4,609.24)	
Payroll/Related Expenses	(26,938.92)	
Subtotal of Expenses	\$ (64,305.99)	\$ (64,305.99)
Balance Checking Account ending January 31, 2024		\$ 467,478.16
Balance CD Investments ending January 31, 2024		<u>\$ 110,359.48</u>
Total Cash on Hand		<u>\$ 577,837.64</u>

**Note that this amount can include cleared checks from prior months' submitted bills.

REGION 2 PLANNING COMMISSION
Deposits and Adjustments to Cash
as of January 31, 2024

1/31/2024	EFT Deposits:	
	Lenawee County quarterly membership dues	\$ 6,711.25
	MDOT - FHWA - services through September 2023	69,762.45
	Subtotal - EFT Deposits	\$ 76,473.70
1/31/2024	Check Deposits:	
	Grass Lake Charter Township - FY24 Membership Dues	1,638.63
	Raisin Charter Township - FY24 Membership Dues	2,133.00
	Leoni DDA Administrative Services	5,720.00
	Macon Township	544.03
	Subtotal - Check Deposits	\$ 10,035.66
1/31/2024	Adjustments to cash:	
	<i>Bank fees - January</i>	(137.27)
	<i>Paycor fees - January</i>	(516.70)
	<i>Credit Card Charges - Meijer - supplies</i>	(33.28)
	<i>Credit Card Charges - Flowers By Legacy - supplies</i>	(130.86)
	<i>Credit Card Charges - Abohe Creative Cloud services - subscription</i>	(126.42)
	<i>Credit Card Charges - USPS - postage</i>	(70.38)
	<i>Credit Card Charges - Amazon Marketplace - supplies</i>	(169.46)
	<i>Credit Card Charges - Country Market - supplies</i>	(300.85)
	<i>Credit Card Charges - Amazon - supplies returned</i>	151.73
	<i>Credit Card Charges - Friendsoffice - supplies</i>	(97.86)
	<i>American Express card credit</i>	20.95
	Subtotal - Adjustments to Cash	\$ (1,410.40)
	Total Net Deposits	\$ 85,098.96

REGION 2 PLANNING COMMISSION
INTERIM BILLING and PAYROLL EXPENSES
as of January 31, 2024

Interim Billing for December, 2023

<u>Vendor</u>	<u>Description</u>	<u>Amount</u>	<u>Check #</u>
Allegra	R2PC Packet - Jan. 2024	\$ 145.20	15409
BC/BS	Employee Health Care - Feb. 2024	\$ 3,853.81	15410
MissionSquare	Employee Plan # 109005 contrib.	\$ 456.09	15416
SBIS	Group Life/AD&D Jan. 2024	\$ 154.14	15418
Total Interim Billing for January, 2024		\$ 4,609.24	

Payroll & Travel Related Expenses:

<i>Paid January 5, 2024</i>	<i>by Direct Deposit/EFT</i>	
Paycor	Payroll Disbursement	\$ 12,725.16
A. Starling	Travel Reimbursement	\$ 66.81
	Total	\$ 12,791.97

<i>Paid January 19, 2024</i>	<i>by Direct Deposit/EFT</i>	
Paycor	Payroll Disbursement	\$ 13,963.23
B. Gatz	Travel Reimbursement	\$ 45.16
J. Liogghio	Travel Reimbursement	\$ 45.16
Z. Smith	Travel Reimbursement	\$ 45.16
A. Starling	Travel Reimbursement	\$ 48.24
	Total	\$ 14,146.95

Total Payroll Expenses for January, 2024	\$ 26,938.92
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**Region 2 Planning Commission
Outstanding Accounts Receivable
as of January 31, 2024**

Municipality/Source	Date	Inv. No.	Amount
Somerset Township - services through September 30, 2022	12/6/2022	9005	556.39
Somerset Township - services for Greater Irish Hills through September 2023	7/27/2023	9006	489.72
City of Jonesville - services through June 2023	7/27/2023	3523	2,498.86

<i>FY 2023 Balance as of January 31, 2024</i>	\$ 3,544.97
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REGION 2 PLANNING COMMISSION
Submitted Bills
February 8, 2024

Vendor	Description	Amount Due
Boom	CEDS/Business Cards	\$ 5,815.28
County of Jackson	Rent February 2024	\$ 3,330.92
County of Jackson	Phone December-January 2024	\$ 163.05
MissionSquare	401/RHS Employer Contribution	\$ 1,908.91
MissionSquare	Quarterly Fee	\$ 250.00
The Water Store	Supplies January 2024	\$ 26.25
Total Submitted Billing - February, 2024		\$ 11,494.41

Region 2 PLANNING COMMISSION

Serving Hillsdale, Jackson & Lenawee Counties

Staff Progress Report *January 2024*

Area-Wide Regional Planning Activities

Economic Development Activities

- **Economic Development Administration (EDA).** Staff was involved in the following activities on behalf of the R2PC Economic Development District (EDD):
 - EDA grant award for R2PC EDD's FY2023 Partnership Planning Grant, which will be used to continue implementation of the 2021 – 2025 CEDS.
 - Staff continued CEDS Implementation efforts.
- **Outdoor Recreation as Economic Development.** Staff continued development of a strategy to leverage regional outdoor recreation assets for economic development purposes as detailed in the 2021 – 2025 CEDS.
 - Staff met with Brad Garmon, Michigan Office of Outdoor Recreation Industry; officials from the Lean Rocket Lab; and economic development and outdoor recreation partners on January 10 to discuss outdoor recreation economic development and partnering opportunities for 2024.
- **Downtown Development Authorities (DDAs).**
 - Provided administrative staffing for the Leoni DDA at its meeting on January 10th.

R2PC Activities

- **R2PC Website.** Staff continued updating www.region2planning.com.
- **Training.** Ongoing collaboration with University of Michigan staff to finalize a training date focused on the latest updates to the State of Michigan legislation concerning solar and other renewable energy technologies.
- **MAR.** Staff participated in the January 9th Michigan Association of Regions virtual meeting.
- **MMP.** MMP process has officially begun. Staff held a meeting with Lenawee Staff and EGLE representatives to discuss next steps on January 31.
- **UGRWA.** Staff met with UGRWA consultants on January 29 to discuss developing Upper Grand River Water Trail maps and a community survey for the UGRWA.

[January 2024 Staff Progress Report]

Regional Transportation Planning Hillsdale, Jackson, and Lenawee Counties

- Staff participated in MDOT's monthly Rural Task Force virtual meeting on January 30.
- The Region 2 Rural Task Force met on January 17.
- Staff submitted the approved 2020 Adjusted Census Urban Boundaries for Adrian, Albion, Hillsdale, Jackson, and Tecumseh to MDOT.

Asset Management Hillsdale, Jackson, and Lenawee Counties

- **TAMC.** No activities.

Metropolitan Area Transportation Planning Jackson Area Comprehensive Transportation Study

Database Management:

- No activities.

Long-Range Planning:

- No activities.

Short-Range Planning:

- Staff coordinated with local agencies to process administrative changes in JobNet.

Program Management

- The JACTS TAC and Policy Committee met on January 17 and 18 to address TIP amendments.

Local Planning Assistance

The requests of member units of government within Hillsdale, Jackson, and Lenawee Counties are listed below. These activities were prepared at cost to the individual units of government requesting the service (unless alternative funding was available).

Jackson County

Village of Brooklyn. Staff provided the following service(s):

- **CIA Strategic Plan.** Staff continued development of the Brooklyn Corridor Improvement Authority Strategic Plan and provided a progress update to the CIA at its January 16 meeting.

Summit Township. Staff provided the following service(s):

[January 2024 Staff Progress Report]

- **Recreation Plan.** Staff completed development of the 2024 – 2028 version of the Township’s recreation plan and submitted it to the Michigan DNR.

Hanover Township. Staff provided the following service(s):

- **Zoning Ordinance.** Staff continued work on the update of the Township’s Zoning Ordinance, and attended the January 17 Township Planning Commission meeting to provide a project update including the goal of completing the first draft by the end of February.

County of Jackson. Staff provided the following service(s):

- **Jackson County Commissioners PST Committee.** Staff provided the July 1 – December 31, 2023 Region 2 Planning Commission Semi-Annual Update to the Board of Commissioners’ PST Committee at their January 8 meeting.
- **County Planning Commission (JCPC).** The JCPC approved rezoning of properties in Waterloo Township and Sandstone Charter Township, as well as a text amendment for Norvell Township at their meeting on January 11, 2024.
- **DNR Spark Grant.** Staff got full access to MiGrants.
- **Active Jackson.** Staff began working on the relaunch of Active Jackson.

Spring Arbor Township. Staff provided the following service(s):

- **Recreation Plan Update.** First draft has been completed and is under review by Township staff and the Recreation Committee.

Lenawee County

County of Lenawee. Staff provided the following service(s):

- **County Planning Commission (LCPC).** January meeting cancelled due to the weather. February meeting is scheduled for February 21.

Township of Cambridge. Staff provided the following service(s):

- **2023 – 2027 Master Plan.** The Cambridge Township Master Plan is in the final approval process and staff attended the hearing for public comment on January 31st.

Clinton Township. Staff provided the following service(s):

- **Township Board.** Staff attended January 8 Township board meeting to provide an update on member services.

Hillsdale County

City of Jonesville. Staff provided the following service(s):

- **2023 – 2027 Recreation Plan.** Staff attended Jonesville Council Meeting January 16 and worked with local staff to ensure timely approval of the recreation plan and submission to the MDNR.

City of Hillsdale. Staff provided the following service(s):

- **Recreation Mapping.** Staff worked in collaboration with City of Hillsdale staff to update the City’s

[January 2024 Staff Progress Report]

Recreation Facilities maps.

Greater Irish Hills

Greater Irish Hills Intermunicipality Committee. Staff provided the following service(s):

- **Greater Irish Hills Recreation Plan.** The Greater Irish Hills Intermunicipality Committee is in the process of receiving final adoption approval of the Recreation Plan from each participating community through their respective governing bodies.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 17, 2023

Dear Metropolitan Planning Organization Director:

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

State Safety Targets for Calendar Year 2024:

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

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

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

Metropolitan Planning Organization Director
Page 2
October 17, 2023

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

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

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Mayle", is shown on a light-colored background.

Don Mayle, Manager
Statewide Planning Section

Enclosure

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

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

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

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

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

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

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

TARGET SETTING COORDINATION

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

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

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

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

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

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

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

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

MPO TARGET SETTING

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

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

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

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

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

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

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

2024 MICHIGAN SAFETY TARGETS

Existing Trend

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

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

Exogenous Factors

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

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

2023-2024 Target Overview

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

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

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

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

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

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

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

2024 Predictions (Targets)

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

Strategic Highway Safety Plan (SHSP)

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

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

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

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

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

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

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

Regarding the numbers, annual fatalities had

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

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

Targets Reported to FHWA

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

Targets as reported to FHWA for the respective year

Annual Crash Data

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

Reference:

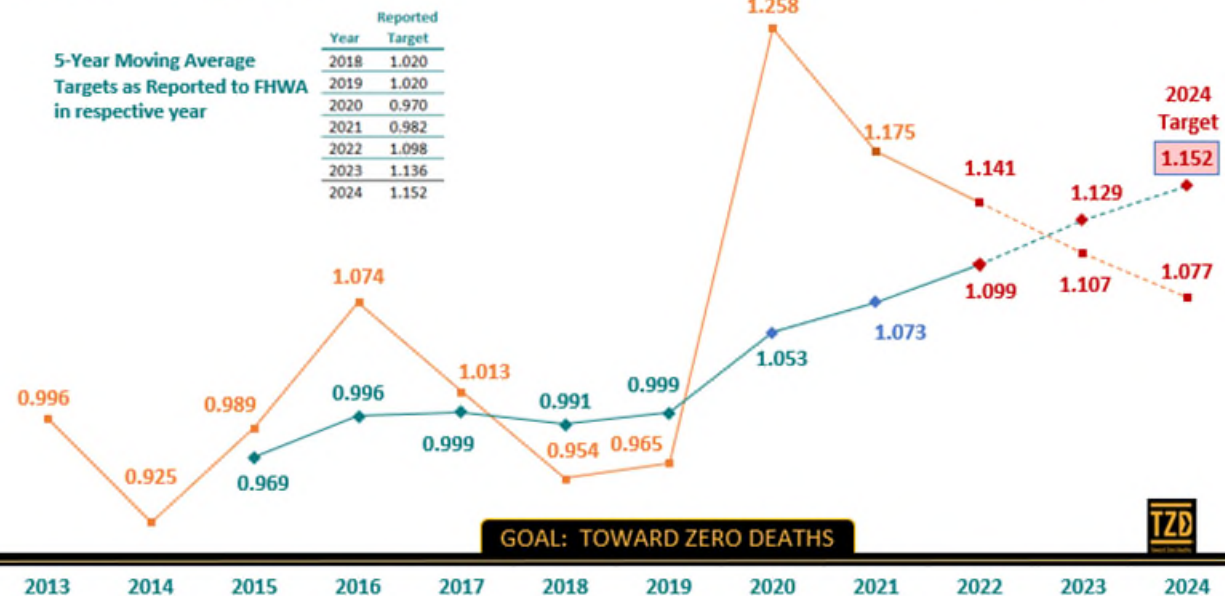
- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway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

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

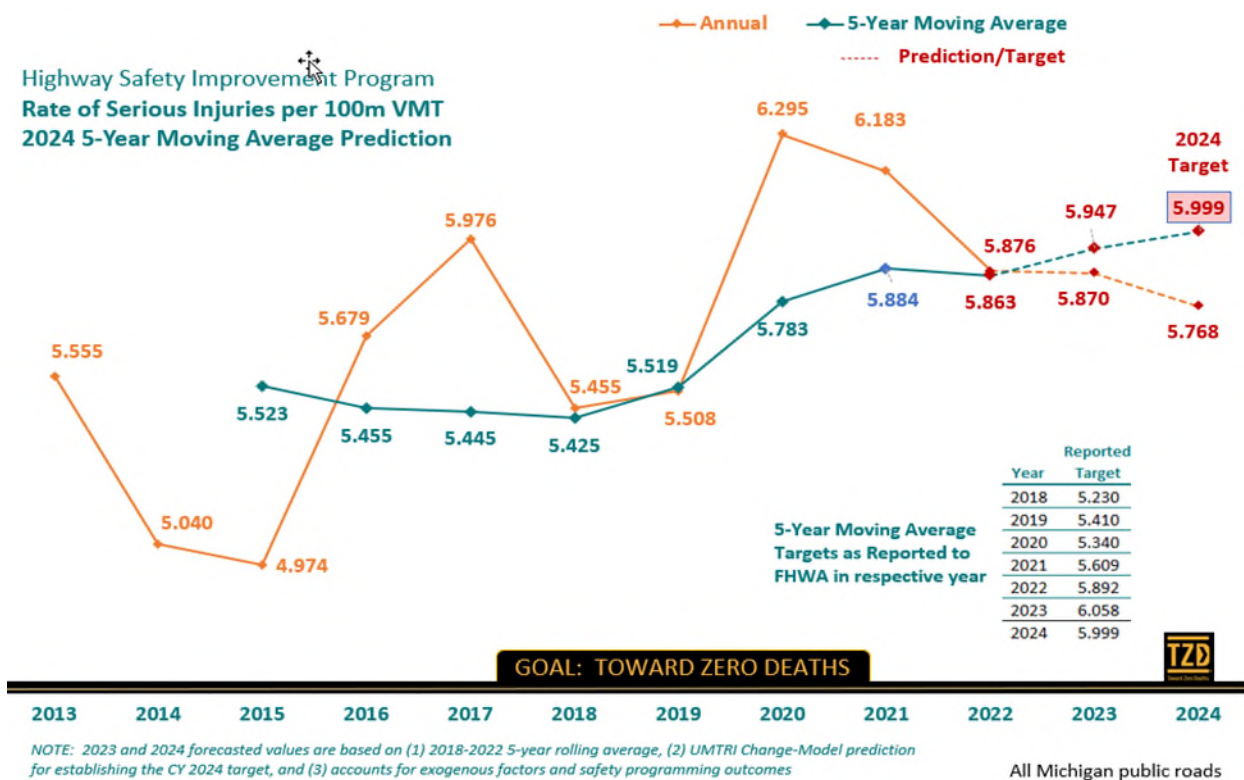
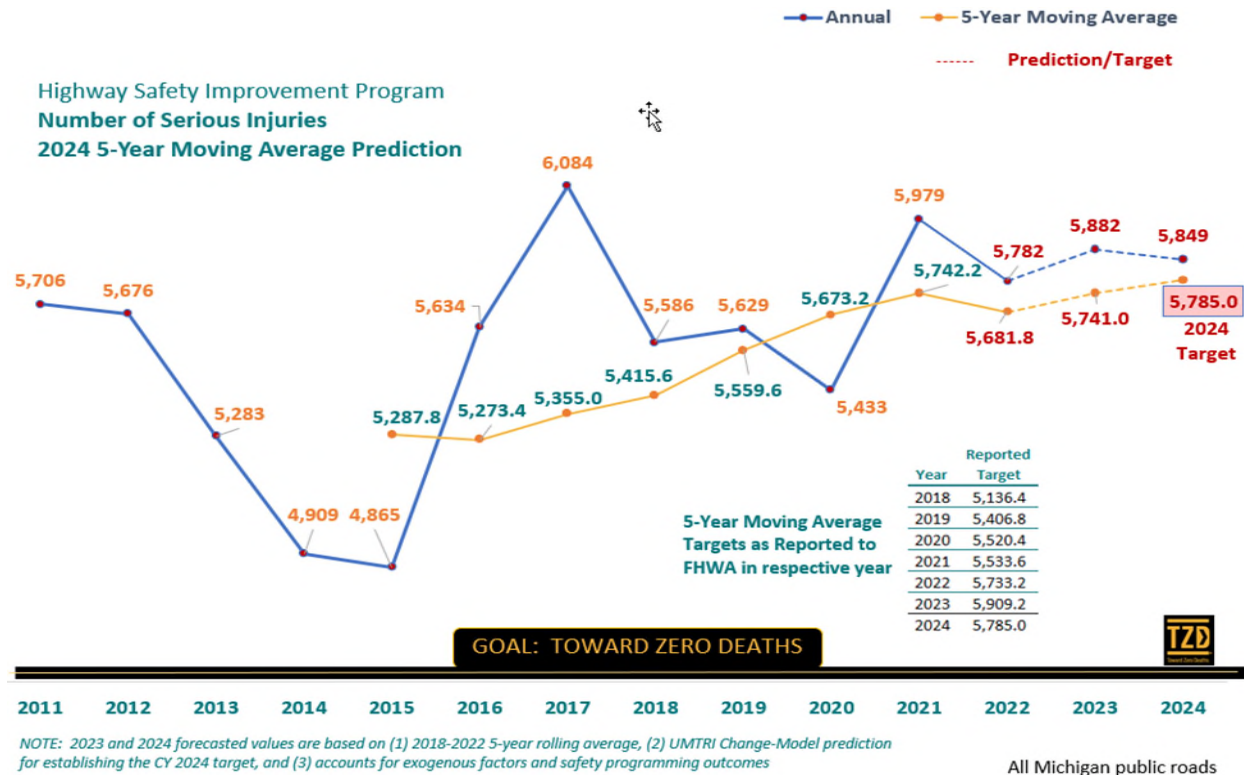


NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

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



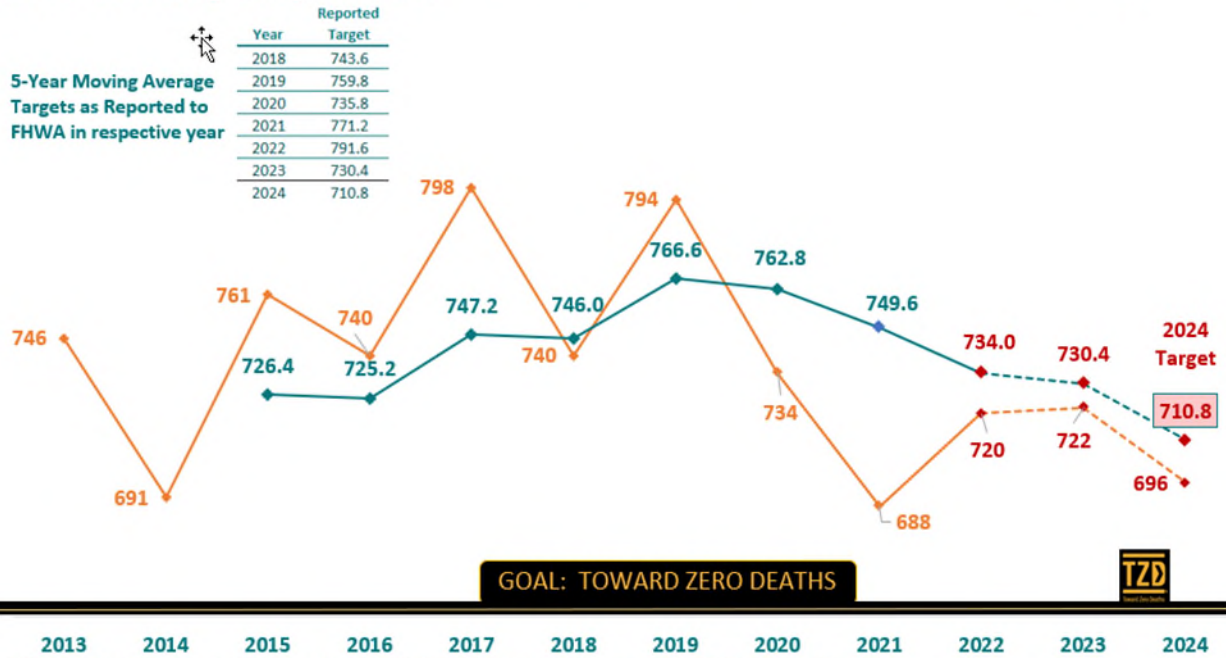
NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes



Highway Safety Improvement Program

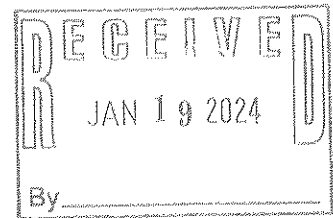
Number of Non-Motorized Fatalities and Serious Injuries

2024 5-Year Moving Average Prediction



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

All Michigan public roads



**CAMBRIDGE TOWNSHIP
NOTICE OF PUBLIC HEARING**

The Cambridge Township Planning Commission will conduct a public hearing on Wednesday, January 31, 2024 at the Cambridge Township Hall located at 9990 M-50, Onsted, Michigan for the purpose of hearing comments from any Cambridge Township residents, or any other interested persons, on the adoption of the 2023 Cambridge Township Master Plan.

The draft Master Plan is available at the township office during regular business hours and on the township website. Comments, for or against the proposed Master Plan, may be submitted by delivering to the township office at the address noted above, or by mailing to: Cambridge Township, Attn: Cambridge Township Clerk, P.O. Box 417, Onsted, Michigan 49265.

Rick W. Richardson
Cambridge Township Clerk