



JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

*Wednesday, November 13, 2024 / 9:30 AM
Jackson County Tower Building / 5th Floor / 120 W. Michigan Ave., Jackson, MI 49201*

AGENDA

1. Call to Order
2. Public Comment
3. Approve Minutes of the Technical Advisory Committee Meeting of October 9, 2024, and Receive the Minutes of the Policy Committee Meeting of October 17, 2024 (see enclosures) – **ACTION**
4. Agency Status Reports – **DISCUSSION**
 - City of Jackson (enclosed)
 - Jackson Area Transportation Authority (not provided)
 - Jackson County Department of Transportation (not provided)
 - Michigan Department of Transportation (enclosed)
 - Jackson County Airport-Reynolds Field (not provided)
 - Enterprise Group (<http://www.enterprisegroup.org>)
6. Approval of Amendments to the JACTS FY 2023–2026 Transportation Improvement Program (TIP) (see enclosure) – **ACTION**
 - Jackson County Department of Transportation (1)
 - Michigan Department of Transportation (4)
7. Approval of State Safety Targets for Calendar Year 2025 (enclosed) – **ACTION**
8. Other Business
9. Public Comment
10. Adjournment



MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

Jackson County Tower Building
120 W. Michigan Ave. – 5th Floor
Jackson, MI 49201

Wednesday, October 9, 2024

Members Present: Charlie Briner, JCDOT
Robert Caldwell, JCDOT
David Elwell, Local Government Representative (Alt.)
Brett Gatz, Region 2 Planning Commission
Debbie Kelly, Enterprise Group
Angela Kline, JCDOT (Chair)
Mark Kloha, MDOT – Statewide Planning
Andrea Strach, MDOT – University Region
Kelby Wallace, MDOT – Jackson TSC
Troy White, City of Jackson (Vice-Chair)
Juan Zapata, Jackson County Airport

Members Absent: Jeff Crow, City of Jackson
Jack Ripstra, Local Government Representative

Others Present: Jim Cole, JCDOT
Jill Liogghio, Region 2 Planning Commission

ITEM 1 **CALL TO ORDER**

Chair Kline called the meeting to order at 9:33 a.m. A quorum was present.

ITEM 2 **PUBLIC COMMENT**

No public comments were received.

ITEM 3 **APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF SEPTEMBER 18, 2024 AND RECEIVE THE POLICY COMMITTEE MINUTES OF SEPTEMBER 19, 2024**

A motion was made by Mr. Briner, supported by Mr. Zapata, to approve the Technical Advisory Committee meeting minutes of September 18, 2024, and receive the Policy Committee meeting minutes of September 19, 2024, as presented. The motion carried unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were presented by the City of Jackson (Mr. White), Jackson County Department of Transportation (Mr. Briner), Michigan Department of Transportation (Mr. Wallace), Jackson County Airport

(Mr. Zapata), and Enterprise Group (Ms. Kelly).

ITEM 5 **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 presented to the committee:

- Jackson County Department of Transportation
 - Funding adjustment for a countywide Traffic Safety project for FY26, estimated at \$506,687.
 - Deletion of a countywide Traffic Safety project for FY26, estimated at \$208,737.
 - Deletion of a countywide Traffic Safety project for FY26, estimated at \$77,312.
 - Scope construction length change for a countywide Traffic Safety project for FY26, estimated at \$1,323,358.
- Michigan Department of Transportation
 - Deletion of a TSC wide Road Capital Preventative Maintenance project for FY24, estimated at \$18,000.

A motion was made by Mr. White, supported by Mr. Briner, to approve the amendments to the JACTS FY 2023-2026 TIP as presented. The motion carried unanimously.

ITEM 6 **OTHER BUSINESS**

- MDOT University Region will be hosting an open house for their Active Transportation Plan at the Jackson District Library on October 24th from 4:00-7:00pm.
- MDOT Jackson TSC will be hosting their annual Traffic Summit for Jackson County on October 22nd at Blackman Township Hall.

ITEM 7 **PUBLIC COMMENT**

No public comments were received.

ITEM 8 **ADJOURNMENT**

There being no further business, Chair Kline adjourned the meeting at 9:53 a.m.

Brett Gatz, Recording Secretary
Region 2 Planning Commission



MINUTES

JACTS POLICY COMMITTEE

Jackson County Tower Bldg.
120 W. Michigan Ave. – 5th Floor
Jackson, MI 49201

Thursday, October 17, 2024

Members Present: David Herlein, Spring Arbor Township
Pete Jancek, Blackman Charter Township (Vice-Chair)
Angela Kline, JACTS TAC
Mike Overton, JCDOT
James Shotwell, Jackson County Board of Commissioners (Chair)
Margie Walz, R2PC Executive Committee

Members Absent: Heather Bowden, MDOT – Statewide Planning
Michael Brown, JATA
Cameron Carr, Jackson County Airport Board
Dan Gallagher, Napoleon Township
Jonathan Greene, City of Jackson
Mike Jester, Leoni Township
Tim Pickett, City of Jackson
Mike Trudell, Summit Township

Others Present: Charlie Briner, JCDOT
Brett Gatz, Region 2 Planning Commission
Keith Gillenwater, Enterprise Group
Jill Liogghio, Region 2 Planning Commission
Andrea Strach, MDOT – University Region
Kelby Wallace, MDOT – Jackson TSC
Troy White, City of Jackson

ITEM 1 **CALL TO ORDER**

Chair Shotwell called the meeting to order at 8:02 a.m. A quorum was present.

ITEM 2 **PUBLIC COMMENT**

No public comments were received.

ITEM 3 **APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF SEPTEMBER 19, 2024 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MINUTES OF SEPTEMBER 18, 2024**

A motion was made by Mr. Jancek, supported by Ms. Walz, to approve the Policy Committee meeting minutes of September 19, 2024, and receive the Technical Advisory Committee meeting minutes of

September 18, 2024, as presented. The motion carried unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were presented by the City of Jackson (Mr. White), Jackson County Department of Transportation (Mr. Briner), Michigan Department of Transportation (Mr. Wallace), Jackson County Airport (Chair Shotwell), and The Enterprise Group (Mr. Gillenwater).

ITEM 5 **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 presented to the committee:

- Jackson County Department of Transportation
 - Funding adjustment for a countywide Traffic Safety project for FY26, estimated at \$506,687.
 - Deletion of a countywide Traffic Safety project for FY26, estimated at \$208,737.
 - Deletion of a countywide Traffic Safety project for FY26, estimated at \$77,312.
 - Scope construction length change for a countywide Traffic Safety project for FY26, estimated at \$1,323,358.
- Michigan Department of Transportation
 - Deletion of a TSC wide Road Capital Preventative Maintenance project for FY24, estimated at \$18,000.

A motion was made by Mr. Jancek, supported by Mr. Herlein, to approve the amendments to the JACTS FY 2023-2026 TIP as presented. The motion carried unanimously.

ITEM 7 **OTHER BUSINESS**

MDOT University Region will be hosting an open house for their Active Transportation Plan at the Jackson District Library on October 24th from 4:00-7:00pm.

ITEM 8 **PUBLIC COMMENT**

No public comments were received.

ITEM 9 **ADJOURNMENT**

There being no further business, Chair Shotwell adjourned the meeting at 8:14 a.m.

Brett Gatz, Recording Secretary
Region 2 Planning Commission

TO: JACTS Technical Advisory and Policy Committees
DATE: October 30, 2024
FROM: Troy R. White, P.E.
SUBJECT: TIP Project Status

2024

218256 Lansing Avenue Corridor Safety Enhancements (North) & (South): Traffic signal modernization at Jackson-Ganson, Lansing-North, Lansing-Clinton and Lansing-Monroe intersections. Consulting engineering by Hubble, Roth & Clark (HRC). **Rauhorn Electric was low bidder in 10-04-24 letting with a bid 6.99% over engineer's estimate. Contract was awarded on 10-23-24. Precon meeting scheduled for 12-10-24.**

2025

216593 MLK Equality Trail, MLK Jr Drive to Merriman with connection Elmdale Trail: Reconstruct trail with 12' wide concrete pavement and construct connector to Ella Sharp Park Elmdale Trail along South Street. Consulting engineering by Hubble, Roth & Clark (HRC). **Final plans, specs and estimates submitted 10-17-24 to make 01-10-25 letting.**

218247 Losey Ave and 218249 High St and Morrell St bridges over the Grand River: Capital Preventive Maintenance work on three bridges. Consulting engineering by Great Lakes Engineering. **Final plans, specs and estimates submitted 10-10-24 to make 01-10-25 letting.**

220137 Morrell Street Signals at Brown and at Wisner: Reconstruct signals with mast-arm mounted heads. Consulting engineering by Hubble, Roth & Clark (HRC). **Final plans, specs and estimates submitted 10-17-24 to make 01-10-25 letting.**

220138 Martin Luther King Jr. Dr.: South St to Morrell (MLK Corridor RAISE Grant): Reconstruct roadway with reduction from three lanes to two lanes with parking on both sides and multi-use path on west side. Consulting engineering by Hubble, Roth & Clark (HRC). **Final plans, specs and estimates submitted 10-15-24 to make 01-10-25 letting.**

221339 Brown Street: Denton Road to High Street: Mill and resurfacing and sidewalk ramp repairs. Consulting engineering by Hubble, Roth & Clark (HRC). Brown Street will be packaged and let with the Blackstone Street project below. **Final plans, specs and estimates submitted 10-17-24 to make 01-10-25 letting.**

221341 Blackstone Street: Glick Hwy to VanBuren Street: Left turn lanes being added at the intersection of Glick Hwy. Consulting engineering by Hubble, Roth & Clark (HRC). Blackstone Street will be packaged and let with the Brown Street project above. **Final plans, specs and estimates submitted 10-17-24 to make 01-10-25 letting.**

2026

216645 Ganson Street, Elm to east City Limits: Mill and resurface pavement with ramp upgrades and sidewalk and curb repairs as needed. Consulting engineering by Hubble, Roth & Clark (HRC). **Field survey completed in October 2024.**



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
JACKSON TRANSPORTATION SERVICE CENTER

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

November 1, 2024

Construction:

I-94 at Elm Road, Lansing Ave. and West Ave. (US-127) reconstruction, also includes resurfacing on US-127 (I-94 to Parnall) – Clean up, turf establishment and other various items of work remain.

I-94 from M-60 to Calhoun County line – Reconstruction from M-60 to Michigan Ave, major rehabilitation from Michigan Ave to Calhoun County line – (2022-2025 construction). HMA paving will be occurring during the day requiring ramp closures with detours. Lane closures will be occurring on Monday morning until Friday morning on EB and WB I-94, with some weekends, for HMA paving, signing, pavement markings, and other miscellaneous work. Major work is expected to wrap up near the end of November or early December.

US-127 Freeway Signing Upgrade (Parnall to Ingham County Line and Floyd to I-94) – Work is substantially complete.

Cooper Street (M-106) bridge replacement in downtown Jackson south of train station and Louis Glick (I-94BL) deck replacement near Mechanic Street – late 2024/2025 Construction.

US-127 northbound ramp to Westbound I-94 – Safety project - High friction surface treatment. 2025 construction.

US-127 at Jefferson Road – Bridge repairs. 2025 construction.

M-106 over Portage River – Bridge repairs. 2025 construction.

M-50 from Brooklyn to Napoleon – Preventative maintenance - Microsurface. 2025 construction

M-50 at Clark Lake Road – Safety project – Install center left turn lane. 2025 construction.

M-99 from Village of Springport to M-50 – Preventative maintenance – Chip seal with Fog Seal. 2025 Construction

M-50 from Hopcraft to near Eaton Rapids – Preventative maintenance – Chip seal with Fog Seal. 2025 Construction

Design:

Cooper Street (M-106) from Michigan Ave to North Street – Preventative maintenance resurfacing and sidewalk ramps. 2026 construction.

Cooper Street (M-106) from Third Street to Chanter – Preventative maintenance resurfacing. 2026 construction.



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BRADLEY C. WIEFERICH, P.E.
DIRECTOR

US-127 (Henry to near Ingham Co Line) – Maintenance resurfacing and bridge repairs at Huntoon Creek, Berry Road, Grand River and Territorial Road bridges. 2026 construction.

M-99 in the Village of Springport – Road rehabilitation and drainage improvements. 2026 construction.

M-50 from Napoleon Road to Stoney Lake Creek – Preventative Maintenance – HMA resurfacing.
2026 Construction

US-127 Southbound ramp at Springport Road – Safety project. Signal replacement. 2026 Construction.

I-94 Bridges over US-127/West Ave. and over the Grand River – Bridge maintenance – Epoxy overlay and seal joints. 2026 Construction.

I-94 BL/E. Michigan Ave (Dwight to US-127) – Reconstruction. 2028 construction.

Jackson Area Comprehensive Transportation Study

FY 2023-2026 Transportation Improvement Program

November 2024 Amendments

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Federal Amendment Type	Total Job Cost Incl Non LAP
2025	220301	CON	Jackson County	Airport Rd	from W. Argyle St to County Farm Road	1.088	Road Rehabilitation	Road rehabilitation	\$2,000,000	\$375,000	\$180,000	\$2,555,000	EAR, EDF	Phase Budget	\$2,555,000
2026	201223	CON	MDOT	US-127	Henry Road to County Line	9.649	Road Capital Preventive Maintenance	HMA Cold Milling and Single-Course HMA Resurfacing	\$5,421,744	\$1,202,256	\$0	\$8,000,000	NH	Construction Length	\$9,300,000
2025	221989	PE	MDOT	I-94 E	Four bridges on I-94 in Jackson	0.00	Bridge CPM	Epoxy overlay and resealing end joints	\$76,982	\$8,554	\$0	\$85,536	BFPI	Phase Add	\$2,359,057
2025	221989	PES	MDOT	I-94 E	Four bridges on I-94 in Jackson	0.00	Bridge CPM	Epoxy overlay and resealing end joints	\$122,063	\$13,563	\$0	\$135,626	BFPI	Phase Add	\$2,359,057
2026	221989	CON	MDOT	I-94 E	Four bridges on I-94 in Jackson	0.00	Bridge CPM	Epoxy overlay and resealing end joints	\$1,924,105	\$213,790	\$0	\$2,137,895	BFPI	Phase Add	\$2,359,057



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
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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,

A handwritten signature in dark ink, appearing to read "Don Mayle", is positioned above the printed name.

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

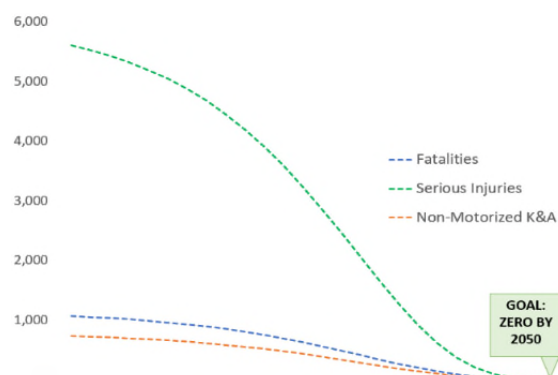
Data

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.

BASELINE		
Year	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

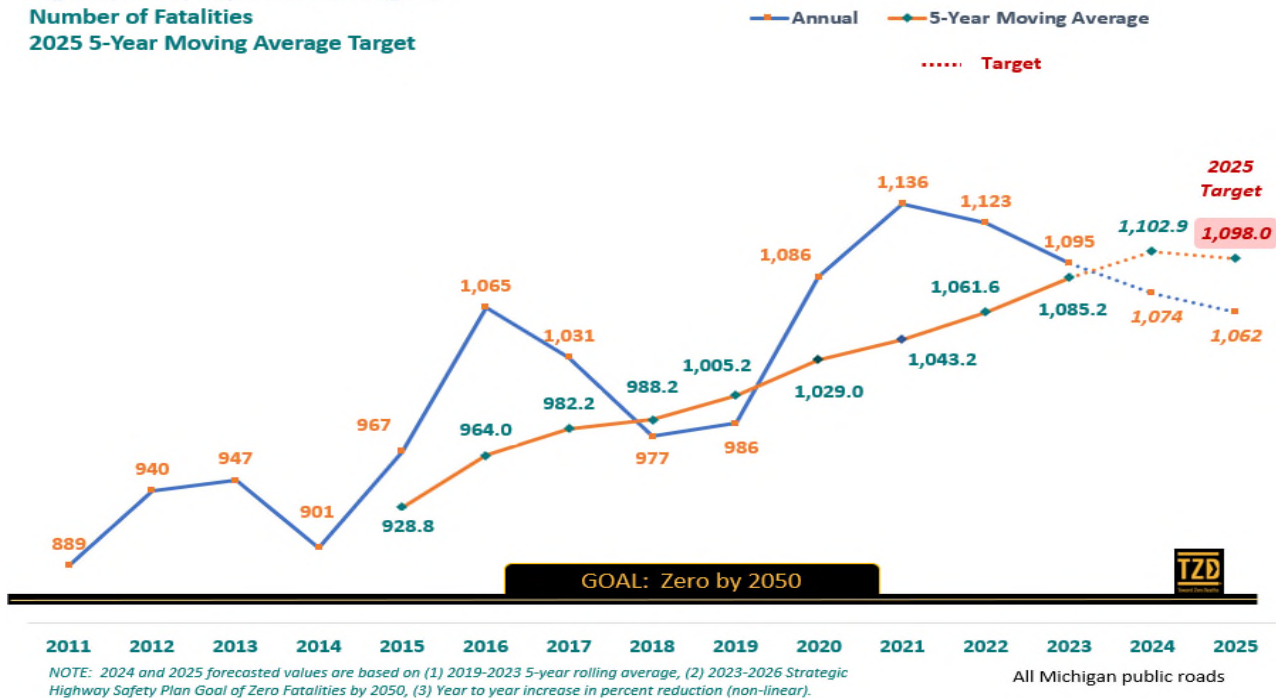
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non- Motorized Fatality/ Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6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

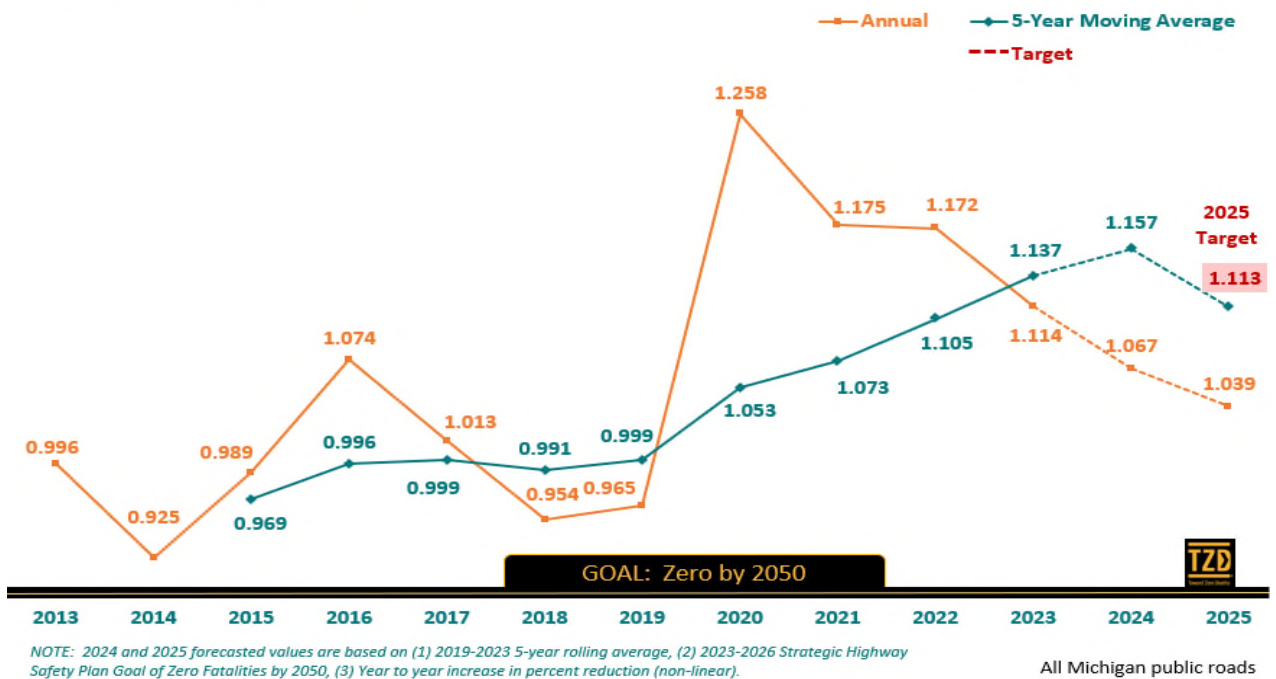
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non- Motorized Fatality/ Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086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

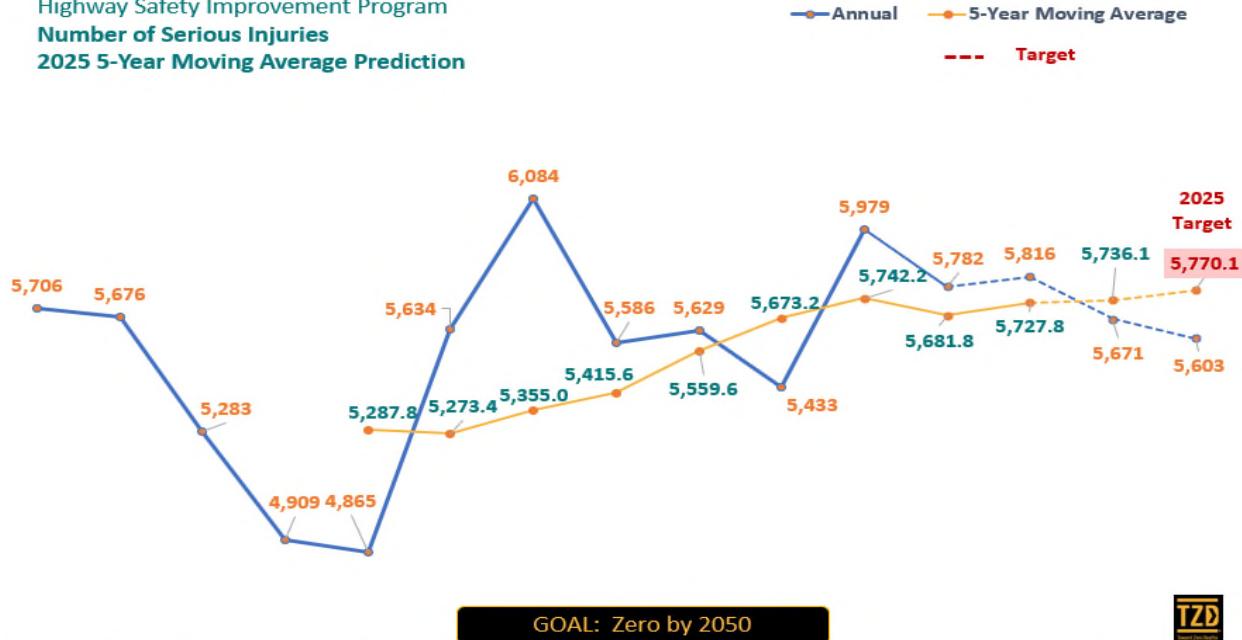
Highway Safety Improvement Program
Number of Fatalities
2025 5-Year Moving Average Target



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).

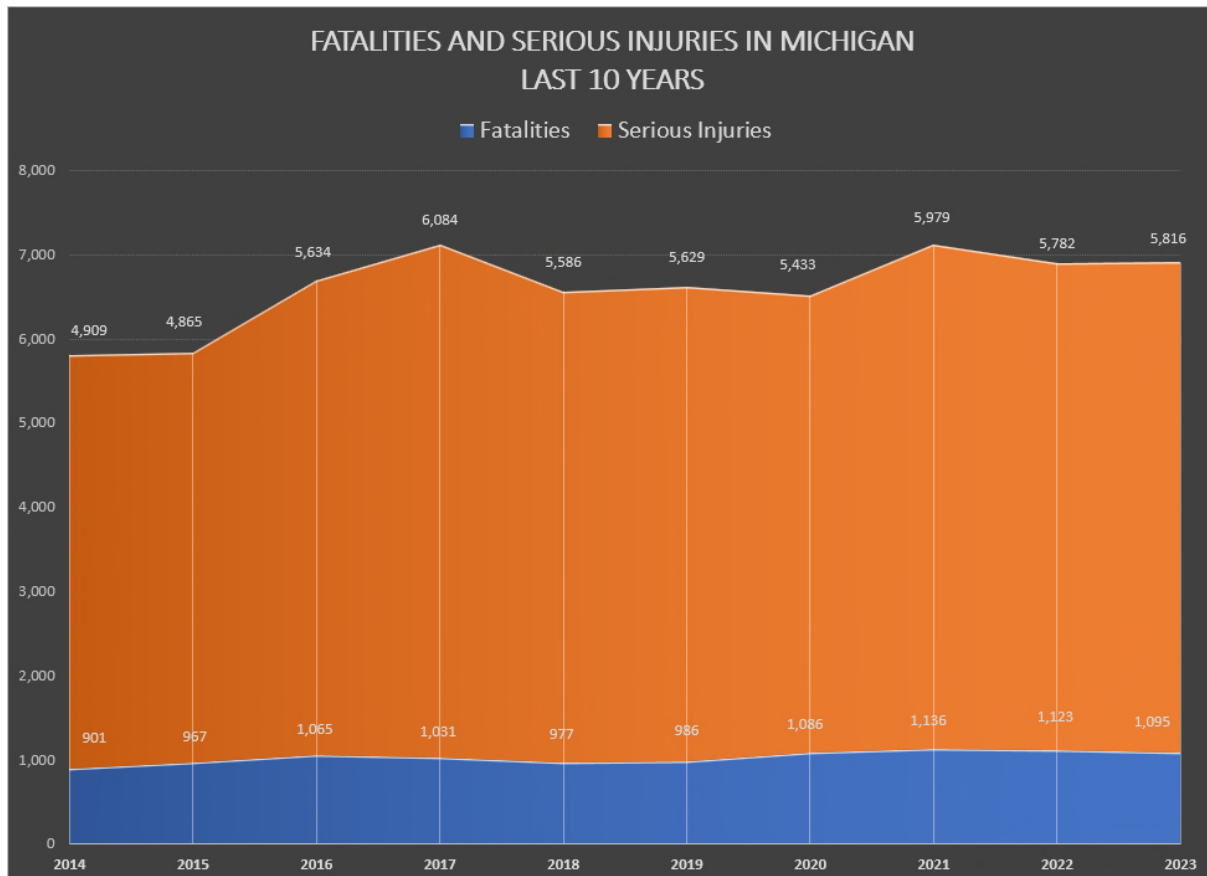
All Michigan public roads

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



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

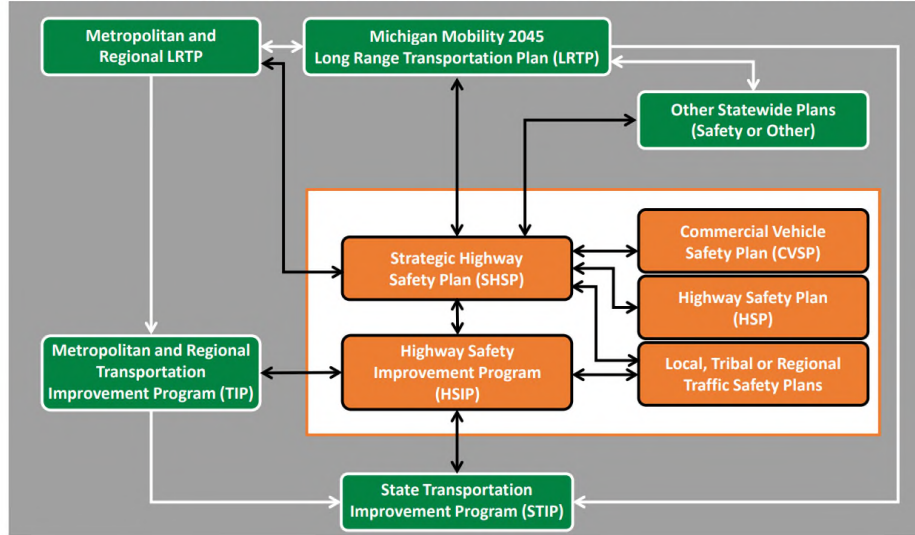


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)