



**Genesee County Metropolitan Planning Commission
Metropolitan Alliance Committee (METRO)**

**Genesee County Administration Building
Harris Auditorium
1101 Beach Street, 3rd Floor
Flint, Michigan 48502**

**Wednesday, October 19, 2022
7:00 P.M.**

AGENDA

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes
 - ***A. Minutes of the September 21, 2022 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
 - ***A. FY 2023 Dues for Local Units and to Pay Secretarial
 - ***B. Finance Report
- IX. Committee Reports
 - A. Nominating Committee Report
- X. Old Business
 - A. FY 2024 List of Approved Safety Projects
- XI. New Business
 - ***A. Election of Officers

- ***B. FY 2020-2023 Transportation Improvement Program (TIP)
Amendment #27 (attached)
- ***C. FY 2023-2026 Transportation Improvement Program (TIP)
Amendment #3 (attached)
- D. FY 2023 State Safety Targets

XII. Other Business

XIII. Announcements

XIV. Adjournment

***** Action Item**

NEXT MEETING – November 16, 2022 at 7:00 P.M.

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
Wednesday, September 21, 2022, 7:00 p.m.

MINUTES

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, September 21, 2022, in an in-person meeting in the Harris Auditorium of the Genesee County Administration Building.

I. CALL TO ORDER

Chairperson Johnson called the meeting to order 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

Chairperson Johnson led the Pledge of Allegiance.

III. ROLL CALL

Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County

Commissioner Meredith Davis
Commissioner Debra Newman
Greg Hull
Tom Martinbianco

City of Burton

City of Clio

Duane Mosher

City of Davison

City of Fenton

Skip Bancroft

City of Flint

Eric Wiederhold
Mayor Tim Bishop
Patricia Lockwood

City of Flushing

City of Grand Blanc

Chris Douglas

Sean Sage
Mayor Sheldon Neeley
John Daly
Mark Adas
Brooke Good

City of Linden

Susan Soderstrom
Don Becker
Ray Culbert
Danielle Cusson

City of Montrose

City of Mt. Morris

City of Swartz Creek

Mark Richard

Dennis Heidenfeldt
John Gilbert

Nate Henry

Argentine Township

Brian Saad
Leslie Renckly
Rebecca Nemecheck
Shirley Kautman-Jones

Atlas Township

Paulette Johnson

Clayton Township

Katie Vick
Shelley Thompson
Tom Spillane
Matthew Karr

Davison Township

Travis Howell

Fenton Township

Kade Katrak

Patrick Miller

Flint Township

John Whiteside

Andrew Marko
Robert Kesler
Karyn Miller

Flushing Township

Bill Bain

Tracey Tucker

Forest Township

Gaines Township

Frederick Thorsby
Mary Ann Price
Rocky Fowler
Lee Purdy
Diane Hyrman

Genesee Township

Tod Sorensen

Grand Blanc Township

Robin Ackerman

Montrose Township

Joel Feick

Mt. Morris Township

Tom Tithof
Robert Johnson

Loren Crandell
Mark Emmendorfer

Mundy Township

Michele Loper
Dewayn Allen
Kimberly Jimenez
Shane Towne
Debra Ridley

Richfield Township

Theftord Township

Vienna Township

Goodrich Village

Leonard Marden
Rachel Stanke
Cathrine Thompson
Sherry Moore
Angie Adamec
Melissa Schluentz

Otisville Village

Otter Lake Village

Lennon Village

Gaines Village

Vadice Burgett

Joan Skias

Federal Highway Admin

Samuel Stiff
Bruce Ferris
Valerie Delauty
Andy Pickard

Gen Cty Drain Comm
Gen Cty Road Comm
GCMPC

Alex Patsy
Derek Bradshaw

Jeff Wright

Mass Trans Authority

Shawnice Dorsey

Christine Durgan
Ed Benning

Mich Dept of Trans

Jay Reithel

Anita Boughner

Steven Katenhus
Trevor Block

OTHERS PRESENT: Jason Nordberg, Alicia Williams and Renate Soto.

IV. MINUTES OF THE AUGUST 17, 2022 MEETING

Motion: Action: Approve, **Moved by** Bill Bain, **Supported by** Paulette Johnson, to approve the minutes of the August 17, 2022 meeting as presented.

Motion carried unanimously.

V. INTRODUCTION OF GUESTS

NONE

VI. PUBLIC COMMENT

NONE

VII. PUBLIC HEARING

NONE

VIII. FINANCES

NONE

IX. COMMITTEE REPORTS

NONE

X. OLD BUSINESS

A. MDOT Federal-Aid Buyout Program

Ms. Williams presented information on the MDOT Federal-Aid Buyout Program. This program allows local road agencies to exchange federal aid dollars with state and local funds. This could allow lower project costs which could accelerate project deliveries and these projects would not have to follow federal regulations. She stated that early this year, many local road agencies took advantage of this program for FY 2023 projects. The next call for the MDOT Federal-Aid Buyout Program will be released on November 1, 2022, for FY 2024 projects and these funds will be awarded on a first come, first served

basis and the exchange rate is 90 cents per dollar of federal aid. Please contact Don Mayle at MDOT for further information.

XI. NEW BUSINESS

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #26**

Ms. Williams stated the 6 projects listed in this amendment are phase delays on MDOT projects. She further explained these projects are moving from FY 2022 to FY 2023, which will add them to the FY 2023-2026 TIP and remove them from the FY 2020-2023 TIP. At this time, staff is recommending endorsement of attached Amendment #26 to the FY 2020-2023 Transportation Improvement Program from the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Paulette Johnson, **Supported by** Mark Richard, to approve Amendment # 26 to the FY 2020-2023 Transportation Improvement Program as presented.

Motion carried unanimously.

*****B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #2**

Ms. Williams stated that those same 6 projects mentioned in Amendment #26 will be moved from FY 2022 to FY 2023, which will add them to the FY 2023-2026 TIP. At this time, staff is recommending endorsement of attached Amendment #2 to the FY 2023-2026 Transportation Improvement Program from the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Mark Richard, **Supported by** John Whiteside, to approve Amendment # 2 to the FY 2023-2026 Transportation Improvement Program as presented.

Motion carried unanimously.

C. FY 2023 Transportation Improvement Program (TIP) Overview

Ms. Williams presented information regarding the TIP Overview, stating the new TIP year will start in October. She explained that staff will be contacting road agencies regarding their FY 2023 projects for any changes and administrative modifications that they may have. Projects that will need amendments will have to go through the review process by the Interagency Work Group (IAWG) to assess the air quality status for the projects. Ms. Williams also stated that MDOT has released the Local Agency Programs (LAP) project schedule for FY 2023. Please contact Ms. Alicia Williams with any questions.

D. Safe Streets and Roads for All (SS4A) Countywide Safety Action Plan Grant Update

Mr. Nordberg stated that GCMPC applied for the Safe Streets and Roads for All (SS4A) grant. This grant will provide funding to prepare a Safety Action Plan for Genesee County and it will allocate \$1 billion per year over a 5-year span for safety improvements. He stated the goal is to get a plan in place so that all local units of government, road and transportation agencies in the county will be able to apply for future SS4A project implementation funding. GCMPC is asking that all Local Units participate in the program and apply for funding under this plan. GCMPC staff will be reaching out to Local Units for further information on how to apply, etc. Please contact Jason Nordberg with any questions.

XII. OTHER BUSINESS

A. Appointment of the Nominating Committee to Prepare a State of Officers for Election in October for Vice Chairperson Position

Chairperson Johnson appointed METRO Committee members, Bill Bain and John Whiteside to the Nominating Committee to Prepare a State of Officers for Election in October for Vice Chairperson Position. Mr. Nordberg stated that if anyone else is interested in being on the Nominating Committee, please reach out to himself, Ms. Williams, Mr. Bain or Mr. Whiteside. This Committee will meet at 6:30 p.m. prior to the next Genesee County Metro Alliance meeting on October 19, 2022.

XIII. ANNOUNCEMENTS

NONE

XIV. ADJOURNMENT

Chairperson Johnson adjourned the meeting at 7:17 p.m.

Respectfully submitted,
Renate Soto, Secretary
Genesee County Metropolitan Planning Commission

DRAFT



ROBERT JOHNSON – 732-9089
CHAIRPERSON
VACANT
VICE-CHAIRPERSON
TOD SORENSEN – 640-2000
TREASURER

TRUSTEES
PAULETTE JOHNSON
JOHN GILBERT
JOHN WHITESIDE
BILL BAIN
MARK RICHARDS
TRAVIS HOWELL

TO: Metro Alliance Officers and Trustees
FROM: Jason Nordberg, Division Manager
DATE: October 19, 2022
SUBJECT: Dues and Costs

Here is an estimate of dues and secretarial costs for the year:

Current Dues: 31 Local Units X \$150.00 = \$4,650.00
Agendas mailed: no cost – everything is emailed
Secretary Cost: \$451.00 per month (approximately)
Cost for Year: \$4,650.00

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: October 19, 2022

SUBJECT: FY 2024 List of Approved Safety Projects

During the month of September, the Michigan Department of Transportation (MDOT) released an approved list of Safety Projects and High-Risk Rural Road (HRRR) Projects to all local road agencies for the 2024 fiscal year. The total approximate funding that is expected for the ten (10) approved projects is nearly \$663,398, please see attached list of those safety projects.

Staff will have an amendment when projects have been added to JobNet and update the TIP to include these safety projects.

If you have any questions regarding the approved safety projects, please feel free to contact Mr. Jason Nordberg at (810) 766-6543 or by email at jnordberg@geneseecountymi.gov.

FY 2024 MDOT Federal Local Safety Program - Approved Safety Projects

Lead Agency	Project Name	Project Limits	Work Description	Project Estimate	Federal	Fed PE	Total PE Allowed (unfunded)	Local Share
City of Burton	Bristol/Vassar Intersection	Bristol/Vassar Intersection	Installation of an overhead flashing beacon with signage upgrades and improve site distance with tree clearing	\$51,497.00	\$41,197.60	\$0.00	\$5,149.70	\$10,299.40
Genesee County Road Commission	Seymour / Ray Intersection	Seymour / Ray Intersection	Installation of sign-mounted flashing beacons, and misc. pavement improvements	\$18,000.00	\$16,200.00	\$0.00	\$1,800.00	\$1,800.00
Genesee County Road Commission	Seymour Road Curve, 1.0 Mile S of Rolston	Seymour Road Curve, 1.0 Mile S of Rolston	Seymour Road - High Friction Surface to Curve located 1 mile S of Roison Road, pavement widening (if needed), pavement rehabilitation. High friction surface application, misc. machine grading (if needed), drainage improvements (if needed), permanent signing and restoration (if needed).	\$200,000.00	\$180,000.00	\$0.00	\$20,000.00	\$20,000.00
Genesee County Road Commission	Reid / Sharp Intersection	Reid / Sharp Intersection	Installation of sign-mounted flashing beacons, and misc. pavement improvements	\$25,000.00	\$22,500.00	\$0.00	\$2,500.00	\$5,000.00
Genesee County Road Commission	Duffield & Wilson Intersection	Duffield & Wilson Intersection	Installation of ground-mounted flashing beacons, and misc. pavement improvements	\$25,000.00	\$22,500.00	\$0.00	\$2,500.00	\$5,000.00
Genesee County Road Commission	Coldwater & Deland Intersection	Coldwater & Deland Intersection	Installation of sign-mounted flashing beacons, and misc. pavement improvements	\$25,000.00	\$22,500.00	\$0.00	\$2,500.00	\$5,000.00
Genesee County Road Commission	Irish & Jordan Intersection	Irish & Jordan Intersection	Installation of sign-mounted flashing beacons, and misc. pavement improvements	\$25,000.00	\$22,500.00	\$0.00	\$2,500.00	\$5,000.00
Genesee County Road Commission	S. Saginaw / Baldwin Intersection	S. Saginaw / Baldwin Intersection	Modernization of signalized intersection.	\$170,000.00	\$136,000.00	\$0.00	\$17,000.00	\$34,000.00
Genesee County Road Commission	Grand Blanc / Torrey Intersection	Grand Blanc / Torrey Intersection	Increase lane tapers, resurface and reconfigure via pavement marking	\$100,000.00	\$80,000.00	\$5,000.00	\$10,000.00	\$20,000.00
Genesee County Road Commission	Torrey Rd. - Hill to Torrey Lane (aka Torrey Hills Lane)	Torrey Rd. - Hill to Torrey Lane (aka Torrey Hills Lane)	Construct left turn at intersection, catch basin repair, micro-surface and lane reconfiguration, Minor pavement marking	\$150,000.00	\$120,000.00	\$0.00	\$15,000.00	\$30,000.00

FY 2024 MDOT Federal Local Safety Program - Not Select Safety Projects

Lead Agency	Project Name	Project Limits	Work Description	Project Estimate	Federal	Fed PE	Total PE (unfunded)	Local Share
City of Burton	Genesee Rd/Lippincott Rd Intersection	Genesee Rd/Lippincott Rd Intersection	The intersection will be restriped to provide a center turn lane for each leg and an overhead flashing beacon and signange upgrades will be installed	\$108,086.00	\$86,468.80	\$0.00	\$10,808.60	\$21,617.20
Genesee County Road Commission	Grand Blanc Road - Murray St. to Fenton Road	Grand Blanc Rd - Murray St. to Fenton Rd	Roadway Widening and reconfiguration	\$900,000.00	\$720,000.00	\$0.00	\$90,000.00	\$180,000.00

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: October 19, 2022

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 27**

Amendment #27 is abandoning two (2) City of Flint projects as requested by the city. The construction phase of Saginaw St from Atherton Rd to Oakley St is being completely abandoned. The PE phase of Twelfth St from Fenton Rd to Grand Traverse will be paid for by the City of Flint. Altogether, Genesee County lost \$450,722 in federal funds.

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 27. This amendment abandons two (2) projects in the FY 2020-2023 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts on any of the identified Environmental Justice (EJ) populations in Genesee County. The projects being amended are eligible for the funding programmed and meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

The assumptions asserted in the conformity document for the FY 2020-2023 TIP, for which this amendment is being made, are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS). See attached.

At this time, the Technical Advisory Committee is recommending the endorsement of attached Amendment #27 to the FY 2020-2023 Transportation Improvement Program from the Genesee County Metropolitan Alliance.

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Flint Limited Orphan Maintenance Area (Genesee and Lapeer Counties)

Amendment #27

10/7/22

A MITC-IAWG was conducted by email and responses are listed below. The group determined that all projects are exempt. Projects listed on next page.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie		No Response
FHWA	Christina Ignasiak		No Response
FTA	Susan Weber	Concur	
EGLE	Breanna Bukowski	Concur	
MDOT Conformity	Donna Wittl	Concur	
MDOT SPS	Max Gierman	Concur	
MDOT SPS Supervisor	Richard Bayus	Concur	
MPO	Jason Nordberg	Concur	
MDOT STIP	Mark Kloha		No Response
MDOT project level	Brad Peterson		No Response
MDOT SUTA modeling	Jon Roberts		No Response
MDOT- Bay Region	Jay Reithel	Concur	

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 27**

Projects Proposed to be Abandoned with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2022	207627	City of Flint	W Twelfth St	0.53	from Fenton Rd to Grand Traverse	Miling & One Course Asphalt Overlay	PE	STU	\$36,587 \$0	0 \$0	\$9,147 \$0	\$45,734 \$0	City of Flint has decided to pay for PE itself
2022	207628	City of Flint	Saginaw St	0.58	from Atherton Rd to Oakley St	Miling & One Course Asphalt Overlay	CON	HICU	\$414,135 \$0	0 \$0	\$61,882 \$0	\$476,017 \$0	City of Flint has decided to abandon this project. PE for this project had been abandoned last year.

STBG -- Transportation Surface Block Grant
HICU -- HIP COVID Funding

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: October 19, 2022

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 3**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 3. This amendment adds one (1) project and changes one (1) project in the FY 2023-2026 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts on any of the identified Environmental Justice (EJ) populations in Genesee County. The projects being amended are eligible for the funding programmed and meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

The assumptions asserted in the conformity document for the FY 2023-2026 TIP, for which this amendment is being made, are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS). See attached.

At this time, the Technical Advisory Committee is recommending the endorsement of attached Amendment #3 to the FY 2023-2026 Transportation Improvement Program from the Genesee County Metropolitan Alliance.

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Flint Limited Orphan Maintenance Area (Genesee and Lapeer Counties)

Amendment #3

10/4/22

A MITC-IAWG was conducted by email and responses are listed below. The group determined that all projects are exempt. Projects listed on next page.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie	Concur	
FHWA	Christina Ignasiak	Concur	
FTA	Susan Weber	Concur	
EGLE	Breanna Bukowski	Concur	
MDOT Conformity	Donna Wittl	Concur	
MDOT SPS	Max Gierman	Concur	
MDOT SPS Supervisor	Richard Bayus	Concur	
MPO	Jason Nordberg	Concur	
MDOT STIP	Mark Kloha		No Response
MDOT project level	Brad Peterson		No Response
MDOT SUTA modeling	Jon Roberts		No Response
MDOT- Bay Region	Jay Reithel	Concur	

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 3**

Projects Proposed to be Added with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2023	217463	MDOT	Areawide Road Capital Preventive Maintenance	71.44	Various Routes throughout Genesee, Huron, Lapeer, Sanilac and Tuscola Counties	Asphalt Crack Treatment	CON	ST	\$491,000	\$108,900	\$0	\$600,000	Phase Add New Project Request from MDOT

Projects Proposed to be Changed with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2023	215872	MTA	FY 2023 Section 5311 Non-Urban Operating Assistance	0.00	Genesee County	Transit Operating	NI	5311	\$1,520,386 \$2,682,436	\$1,520,386 \$2,682,436	\$0	\$3,040,772 \$5,364,872	5311 JobNet Programming - Change requested by OPT for Fed and State to each be \$2,682,436, totaling \$5,364,872.

5311 -- Development and Support of Intercity Bus Transportation
ST -- Surface Transportation Block Grant

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: October 19, 2022

SUBJECT: FY 2023 State Safety Targets

On September 30th, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for the calendar year 2023 as required to meet annual performance measure requirements of the FAST Act. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2022 Statewide Safety Targets last year. GCMA has until February 27, 2022 (180 days after State targets are set) to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline condition being 2017-2021.

Safety Performance Measure (5-year rolling average)	Baseline Condition (2017-2021)	Calendar Year 2023 State Safety Targets
Fatalities	1,041.8	1,105.6
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate Per 100 million VMT	5.878	6.058
Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)	752.0	743.4

Staff is in the process of reviewing local crash trends in Genesee County and will see how they relate to the statewide trends. Staff's recommendation on the 2023 Safety Performance Targets will be brought through this committee for approval in a future meeting. We have included the State safety targets and a letter from MDOT to the MPO.

Should you have any questions regarding these performance measures, please feel free to contact Mr. Jason Nordberg at (810) 766-6543 or by email at jnordberg@geneseecountymi.gov.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

September 30, 2022

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 2023. 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 2023:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2017-2021)	Calendar Year 2023 State Safety Targets
Fatalities	1,041.8	1,105.6
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate per 100 million VMT	5.878	6.058
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	752.0	743.4

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, 2022. MPOs are now required to decide on their MPO safety targets for calendar year 2023 no later than February 27, 2023.

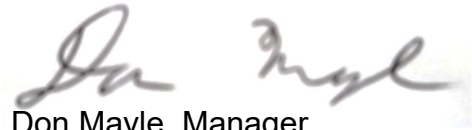
MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures.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

Metropolitan Planning Organization Director
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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 517-335-2949 or LanumJ@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style and is positioned above the typed name.

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

Metropolitan Planning Organization Director
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BTP: STPD:JL:jln

Urban\MPO Target Performance\SAFETY\MPO Letter Sept_2022

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 be identical as 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 that must have identical targets 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 “identical” 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 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-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2023 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.

2022-2023 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. UMTRI predicts 1,168 fatalities in CY 2022, and 1,159 in 2023.

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 6,287 serious injuries in CY 2022, and 6,218 in CY 2023.

VMT values have been predicted for CYs 2020, 2021 and 2022. VMT estimates for CY 2020 and CY 2021 are reduced due to COVID-19. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.187 for CY 2021, and 1.133 for CY 2022, and annual serious injury rates of 6.266 for CY 2021, and 5.959 for CY 2022.

Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 763 for CY 2022, and 732 for CY 2023.

The above annual forecasted values for CY 2022 and CY 2023 along with the actual values from CY 2019 to 2021 to determine the 2023 Targets (five-year rolling average) are shown in the 2023 Target Summary table. In addition, actual values dating back to CY 2017 are included as part of the determination of the 2021 baseline condition.

2023 Predictions (Targets)

Number of Fatalities	1,105.6
Rate of Fatalities per 100M VMT	1.136
Number of Serious Injuries	5,909.2
Rate of Serious Injuries per 100M VMT	6.058
Number of Non-Motorized Fatalities and Serious Injuries	743.4

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. 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. By incorporating safety into all facets of transportation, Michigan can achieve this vision. But 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 resulting 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, the installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, 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 made an increase in 2021 with 1,131. This is reflected in the five-year average or target of 1,105.6 for 2023. For the same time serious injuries have remained constant from 6,084 to 5,979 and is reflected in the five-year target of 5,909.2.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2021 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Target	Target	Target	Target	Fatality/ Serious
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

Targets as reported to FHWA for the respective year

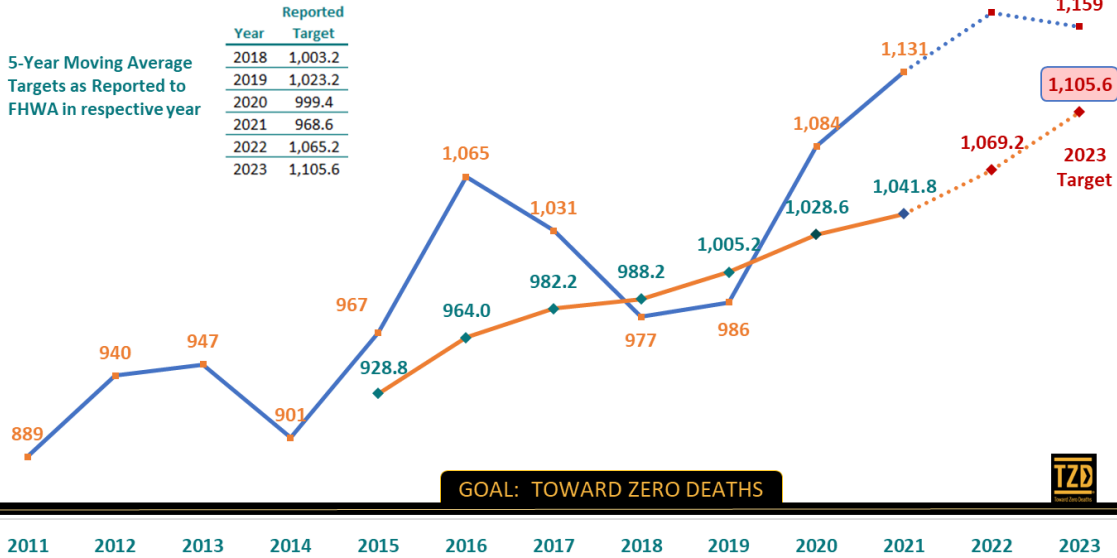
Annual Crash Data

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Reported	Rate	Reported	Reported	Fatality/ Serious
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	1,084	1.256	5,433	6.295	740
2021	1,131	1.165	5,979	6.158	688

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](#)

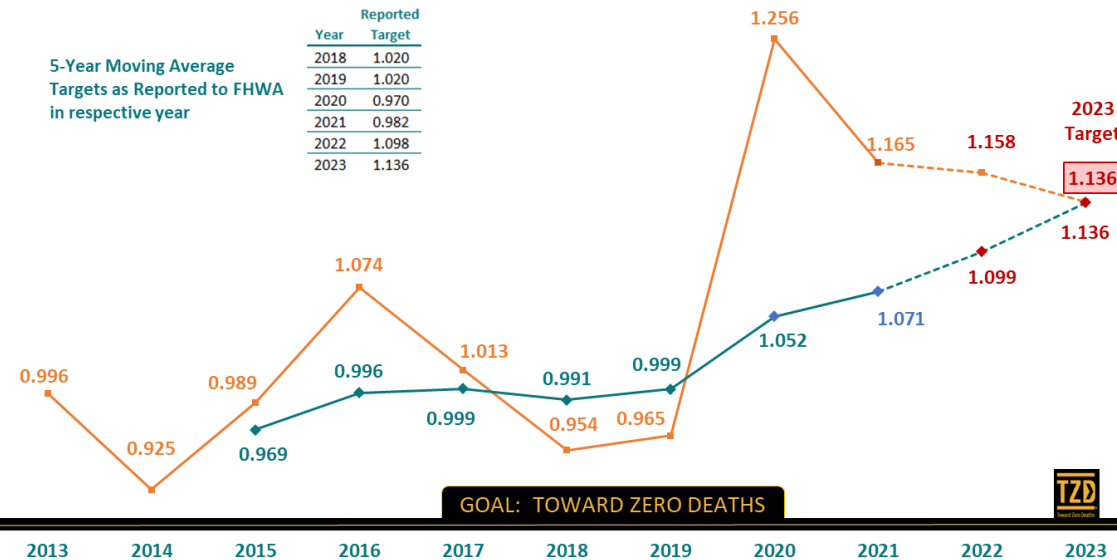
Highway Safety Improvement Program
Number of Fatalities
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

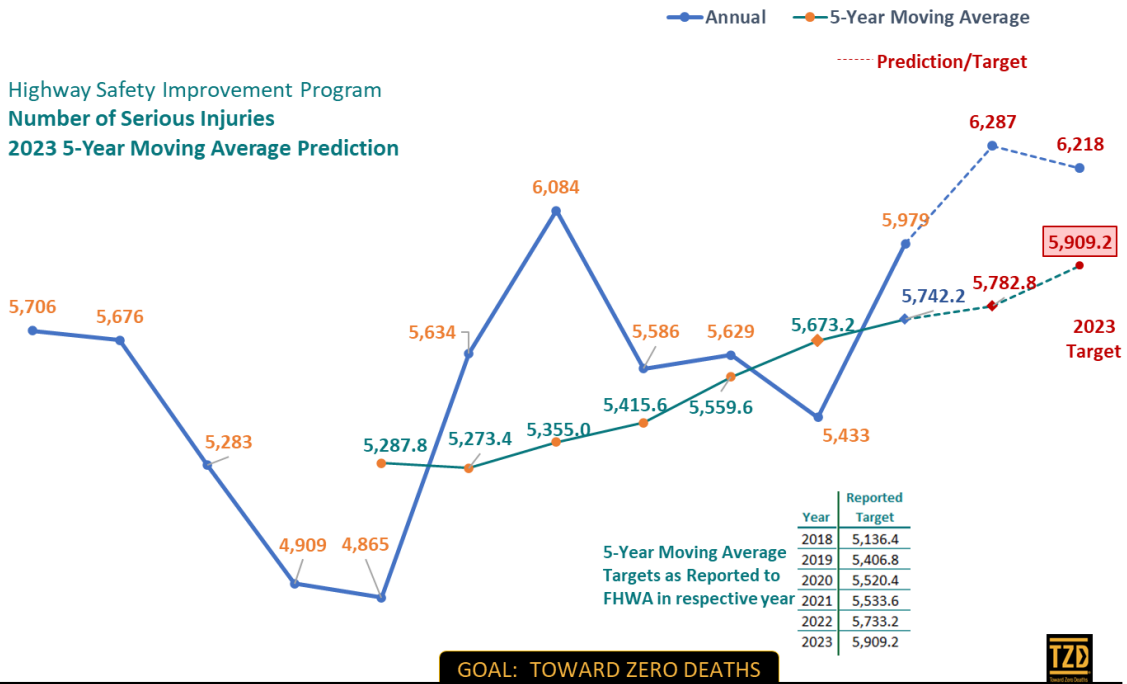
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

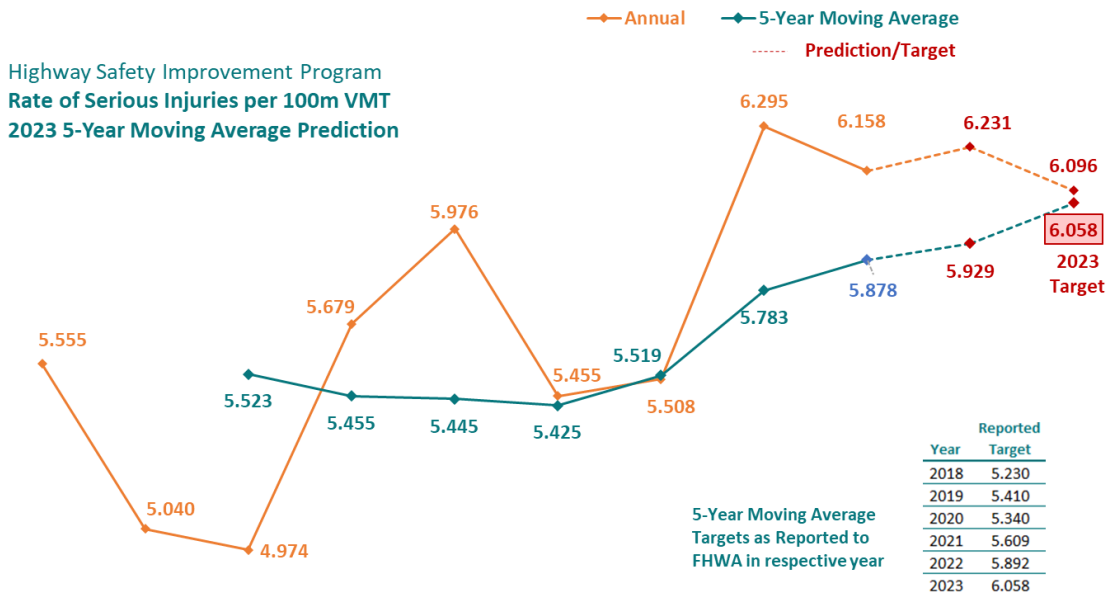


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2023 5-Year Moving Average Prediction

— Annual — 5-Year Moving Average
 Prediction/Target

5-Year Moving Average Targets as Reported to FHWA in respective year	Reported	
	Year	Target
2018	743.6	
2019	759.8	
2020	735.8	
2021	771.2	
2022	791.6	
2023	743.4	



GOAL: TOWARD ZERO DEATHS



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads