



**Genesee County Metropolitan Planning Commission
Technical Advisory Committee (TAC)**

**Genesee County Administration Building
GCMPC Conference Room
1101 Beach Street, 2nd Floor
Flint, Michigan 48502**

**Thursday, November 4, 2021
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the October 7, 2021 Regular Meeting (attached)
- IV. Old Business
 - A. FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects Update (Discussion)
 - ***B. Approval of FY 2022 State Safety Targets (attached)
 - C. Transportation Reauthorization (Discussion)
- V. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #18 (attached)
 - ***B. TAC Meeting Dates for 2022 (attached)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

***** Action Item**

NEXT MEETING – December 2, 2021 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, October 7, 2021, 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, October 7, 2021 in the Conference Room of the Genesee County Metropolitan Planning Commission (GCMPC), 1101 Beach Street, Room 222, Flint, Michigan.

I. CALL TO ORDER

Chairperson Adas called the meeting to order at 1:32 p.m.

II. ROLL CALL

Present: Adam Zettel, Alex Patsy, Amber Abbey, Andrea Schroeder, Derek Bradshaw, Eric Johnston, Eric Weiderhold, Mark Adas, Max Gierman, Michael Pifer, Shawnice Dorsey, and, Dan Eashoo.

Absent/Excused: Christina Ignasiak, Robert Bincsik, Brian Saad, Chad Young, Carissa McQuiston, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dave Miller, David Dorr, Don Mayle, Ed Benning, Ellen Glass, Emily Alexander, Frederick Thorsby, James Slezak, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Rachel Stanke, Sam Stiff, Scott Bennett, Sheri Wilkerson, Steve Katenhus, Thomas Spillane, Tim Elkins, Vicki Fishell, Vince Lorraine, Ellen Glass, Jay Reithel, Lynn Markland, Shirley Kautman-Jones, Tonya Ketzler, and Wendy Jean-Buhrer

Others Present: Jason Nordberg, Alicia Williams, Sharon Gregory, Jill Floeter, and Bob Johnson

III. MINUTES

*****A. Minutes of the September 2, 2021 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Michael Pifer to approve the minutes of the September 2, 2021 regular meeting as presented.

Motion carried unanimously.



IV. OLD BUSINESS

A. Roundabout Implementation Study Update

Ms. Gregory gave a demonstration on the gcmpc.org website on how to access the Roundabout Implementation Study. Discussion ensued.



B. FY 2023-2026 Transportation Improvement Program (TIP) Call Update

Ms. Williams explained the Transportation Improvement Program (TIP) Call for Projects will begin on October 11, 2021; applications will be due by 5:00 p.m. on November 12, 2021. Ms. Williams gave a demonstration on how to apply for the FY 2023-2026 TIP Call for Projects on the gcmpc.org website. Mr. Nordberg stated that staff will be making calls to the local agencies to set up meetings to answer any questions in the upcoming weeks. Discussion ensued.



C. FY 2021 Asset Management PASER Update

Ms. Williams explained between July and August of 2021, staff worked with Local Road Agencies (LRAs), to comply with the State of Michigan Transportation Asset Management Council's mandate that all federal aid roads be rated using the PASER Road Rating System. Ms. Williams stated Federal Aid pavement conditions improved slightly between 2018 and 2021, with a decrease in poor roads, and an increase in fair and good roads. Further analysis of the information collected during this survey will be distributed through the 2021 Genesee County PASER Report. Discussion ensued.



D. FY 2023 List of Approved Safety Projects

Ms. Williams stated that 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 2023 fiscal year. The total approximate funding that is expected for the four (4) approved projects is nearly \$1,923,000. Staff will have an amendment in November to update the TIP to include these safety projects.



E. Transportation Reauthorization

Mr. Nordberg explained that Transportation Reauthorization has been extended thirty (30) days, which will allow federal employees to return to work. At this time until a full Transportation Bill is passed, this will be a running agenda item. Staff will keep the committee updated as more information becomes available.



V. NEW BUSINESS

A. State Safety Targets FY 2022

Ms. Gregory stated that MDOT submitted statewide Safety Targets on August 31, 2021 for the calendar year 2022 to meet annual performance measure requirements of the FAST Act. The Genesee County Metropolitan Alliance (GCMA) has until February 27, 2022 (180 days after State targets are set) to either adopt the statewide targets or set its own local targets. The five statewide performance targets are: Fatalities; Fatality Rate Per 100 million Vehicle Miles Traveled (VMT); Serious Injuries; Serious Injury Rate Per 100 million VMT; and Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle), with the baseline condition being 2016-2022. Ms. Gregory also stated 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 2022 Safety Targets will be brought to this committee for approval in November.

VI. OTHER BUSINESS

None

VII. ANNOUNCEMENTS

Mr. Bradshaw explained the new Urgent Repair Program and existing Home Improvement Program on the gcmnpc.org website. Mr. Bradshaw also stated that GCMPC along with the Michigan Association of Regions and Michigan State University Extension will be holding a free workshop that provides guidance for local governments on the American Rescue Plan Act (ARPA) spending on October 21, 2021 in the Harris Auditorium and by Zoom.

VIII. ADJOURMENT

Chairperson Adas adjourned the meeting at 2:08 p.m.

Respectfully submitted,
Jill Floeter, Secretary
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: November 4, 2021

SUBJECT: Approval of FY 2022 State Safety Targets

On August 31st, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2022 as required to meet annual performance measure requirements of the FAST Act. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2021 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 through calendar year 2020 (rolling average), 2020 target (rolling average), followed by the 2022 target.

Safety Performance Measure (5-year rolling average)	Baseline Condition (2016-2020)	Calendar Year 2022 State Safety Targets
Fatalities	1,028.2	1,065.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate Per 100 million VMT	5.778	5.892
Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)	762.8	791.6

Based on discussions with other MPOs, MDOT and the Federal Highway Administration, staff is again recommending adoption of statewide targets, rather than creating our own. Crash trends locally in Genesee County are very similar to statewide trends in crash rates.

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Genesee County Metropolitan Alliance to adopt the statewide safety targets for 2022 through the attached Resolution of Support.

Resolution to Support Michigan Department of Transportation State Targets for Safety Performance Measures

WHEREAS, the Genesee County Metropolitan Alliance has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Flint and Genesee County; and

WHEREAS, the Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to set targets annually for five safety performance measures; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for five performance measures based on five year rolling averages for:

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, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, MDOT coordinated the establishment of safety targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, MDOT has officially adopted the state safety targets as referenced in the September 8, 2021 letter to Metropolitan Planning Organizations (MPOs), and

WHEREAS, the Genesee County Metropolitan Alliance may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Genesee County Metropolitan Alliance has agreed to support MDOT's state safety targets for calendar year 2022, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance will plan and program projects that contribute to the accomplishment of state safety targets.

State of Michigan Safety Targets for Calendar Year 2022

Safety Performance Measure (5-year rolling average)	Baseline Condition (2016-2020)	Calendar Year 2022 State Safety Targets	Safety Performance Measure (5-year rolling average)
Fatalities	1,028.2	1,065.2	Fatalities
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.051	1.098	Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)
Serious Injuries	5,673.2	5,733.2	Serious Injuries
Serious Injury Rate Per 100 million VMT	5.778	5.892	Serious Injury Rate Per 100 million VMT
Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)	762.8	791.6	Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

Date



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

September 8, 2021

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 2022. 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 2022:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2016-2020)	Calendar Year 2022 State Safety Targets
Fatalities	1,028.2	1,065.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate per 100 million VMT	5.778	5.892
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	762.8	791.6

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, 2021. MPOs are now required to decide on their MPO safety targets for calendar year 2022 no later than February 27, 2022.

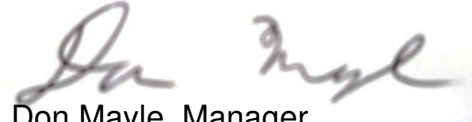
MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures.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

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

Metropolitan Planning Organization Director
Page 2
September 8, 2021

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at LanumJ@michigan.gov or 517-335-2949.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style with a large initial "D" and "M".

Don Mayle, Manager
Statewide Planning Section

Enclosure(s)

cc: John Lanum, 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 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.

2022 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.

2021-2022 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 1,123 fatalities in CY 2021, and 1,158 in 2022.

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 5,928 serious injuries in CY 2021, and 6,090 in 2022.

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 828 for CY 2021, and 854 for CY 2022.

The above annual forecasted values for CY 2021 and CY 2022 along with the actual values from CY 2018 to 2020 to determine the 2022 Targets (five-year rolling average) are shown in the 2022 Target Summary table. In addition, actual values dating back to CY 2016 are included as part of the determination of the 2020 baseline condition.

2022 Predictions (Targets)

Number of Fatalities	1,065.2
Rate of Fatalities per 100M VMT	1.098
Number of Serious Injuries	5,733.2
Rate of Serious Injuries per 100M VMT	5.892
Number of Non-Motorized Fatalities and Serious Injuries	791.6

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. Nearly 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 985 in 2019 (as reported by FARS) but made an increase in 2020 with 1,083. This is reflected in the five-year average or target of 1,065.2 for 2022. For the same time serious injuries have decreased from 6,084 to 5,433 and is reflected in the five-year target of 5,733.2.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2020 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA (5-Year Moving Average)

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

Targets as reported to FHWA for the respective year

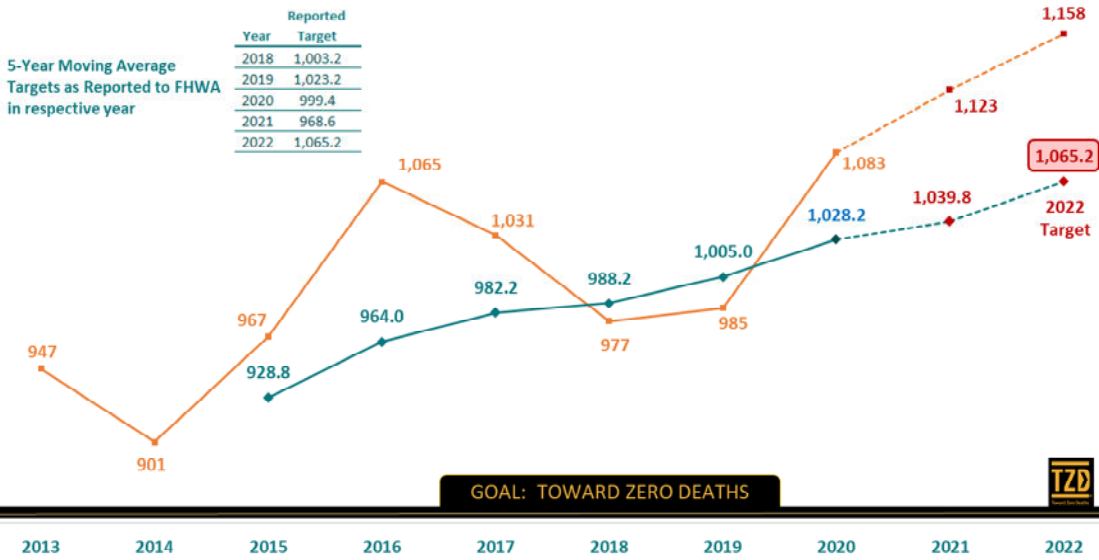
Annual Crash Data

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	985	0.964	5,629	5.508	794
2020	1,083	1.251	5,433	6.274	742

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](#)

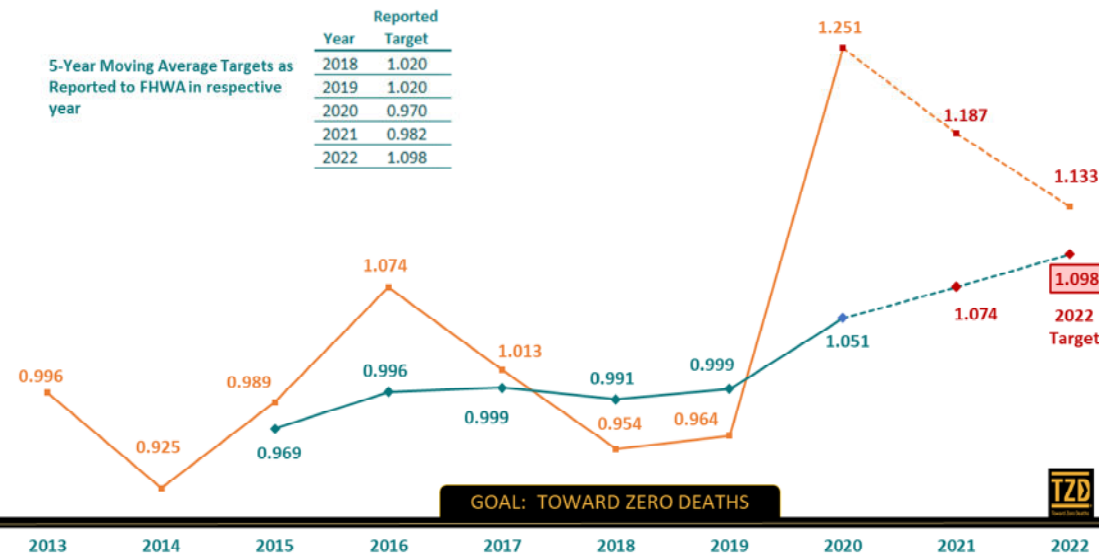
Highway Safety Improvement Program
Number of Fatalities
 2022 5-Year Moving Average Prediction



NOTE: 2021 and 2022 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

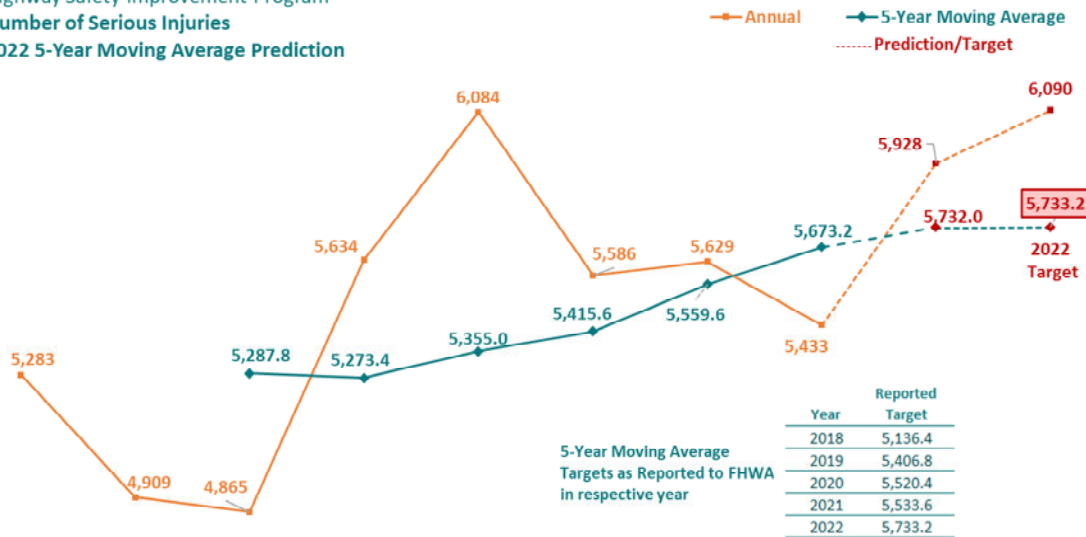
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2022 5-Year Moving Average Prediction



NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2022 5-Year Moving Average Prediction

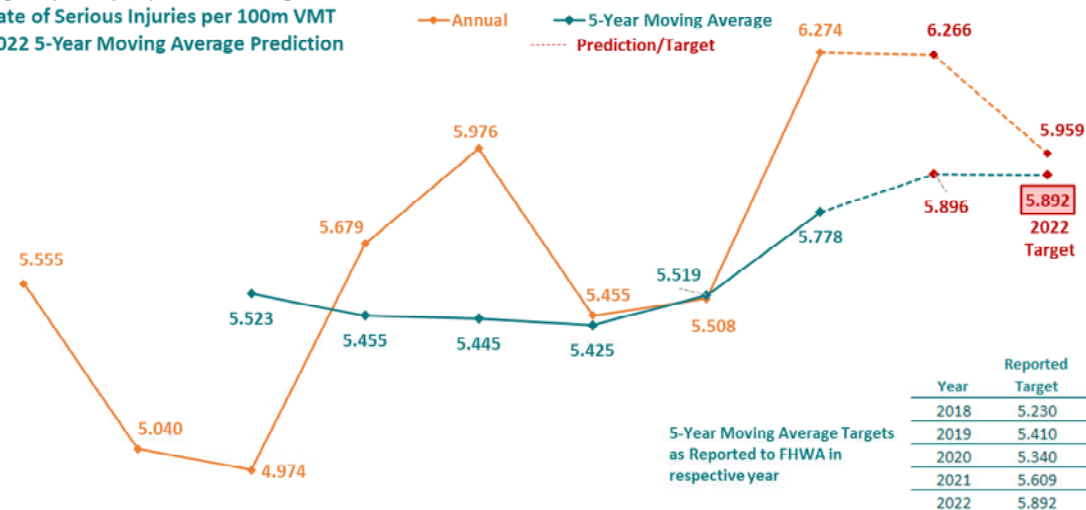


GOAL: TOWARD ZERO DEATHS



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022
 NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 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
 2022 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

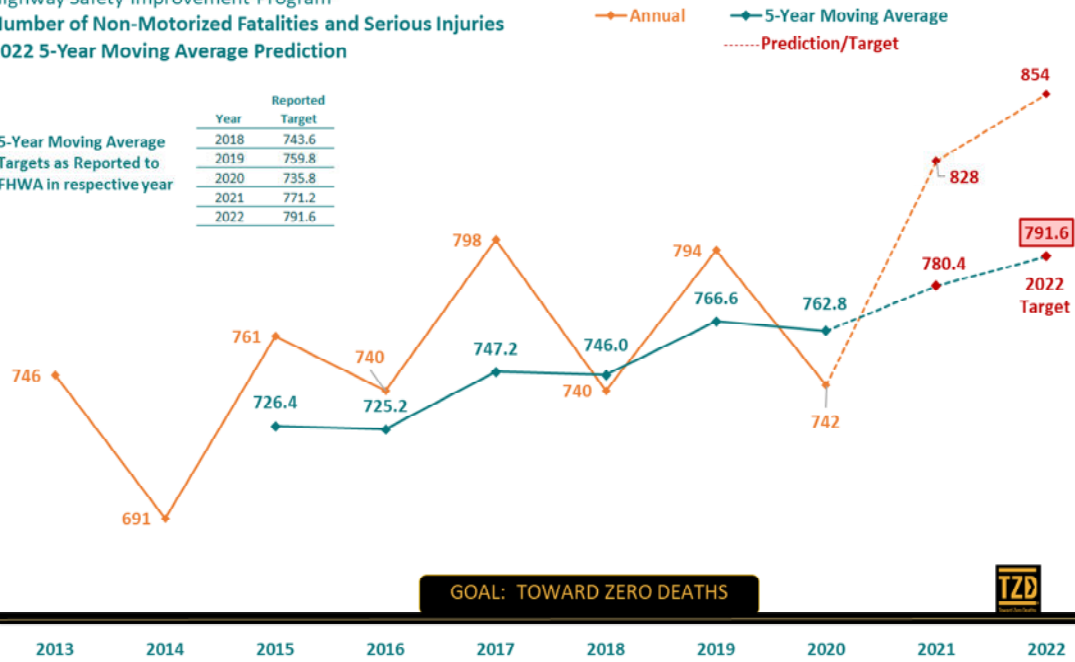


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022
 NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes
 All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2022 5-Year Moving Average Prediction

5-Year Moving Average
 Targets as Reported to
 FHWA in respective year

Year	Reported Target
2018	743.6
2019	759.8
2020	735.8
2021	771.2
2022	791.6



NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UIMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads



GENESEE COUNTY CRASH TRENDS

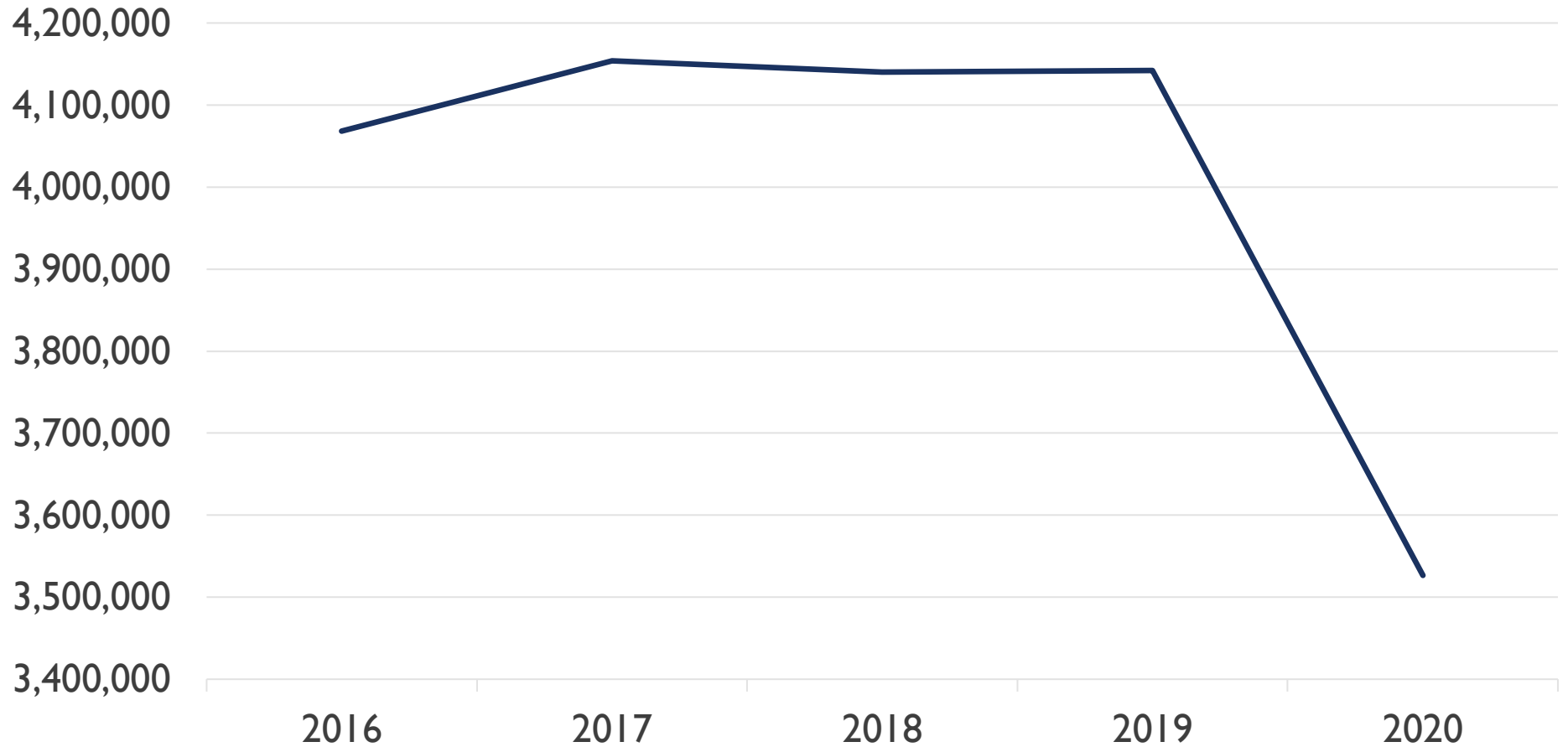
NOVEMBER 4, 2021



VEHICLE MILES TRAVELED

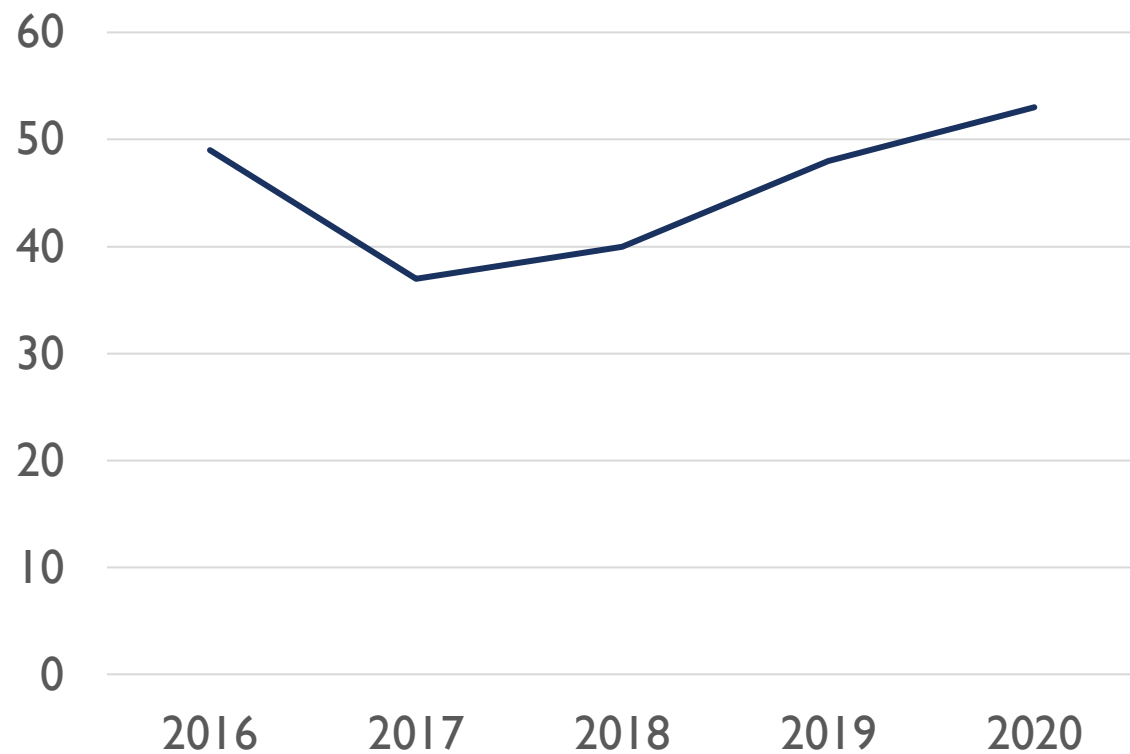
VMT: GENESEE COUNTY 2016-2020

YEAR	1000 VMT
2006	4.592865
2007	4.486028
2008	4.386305
2009	4.288556
2010	4.257168
2011	4.090373
2012	3.997631
2013	3.993165
2014	3.969673
2015	4.095921
2016	4.068223
2017	4.154170
2018	4.140490
2019	4.142587
2020	3.526841

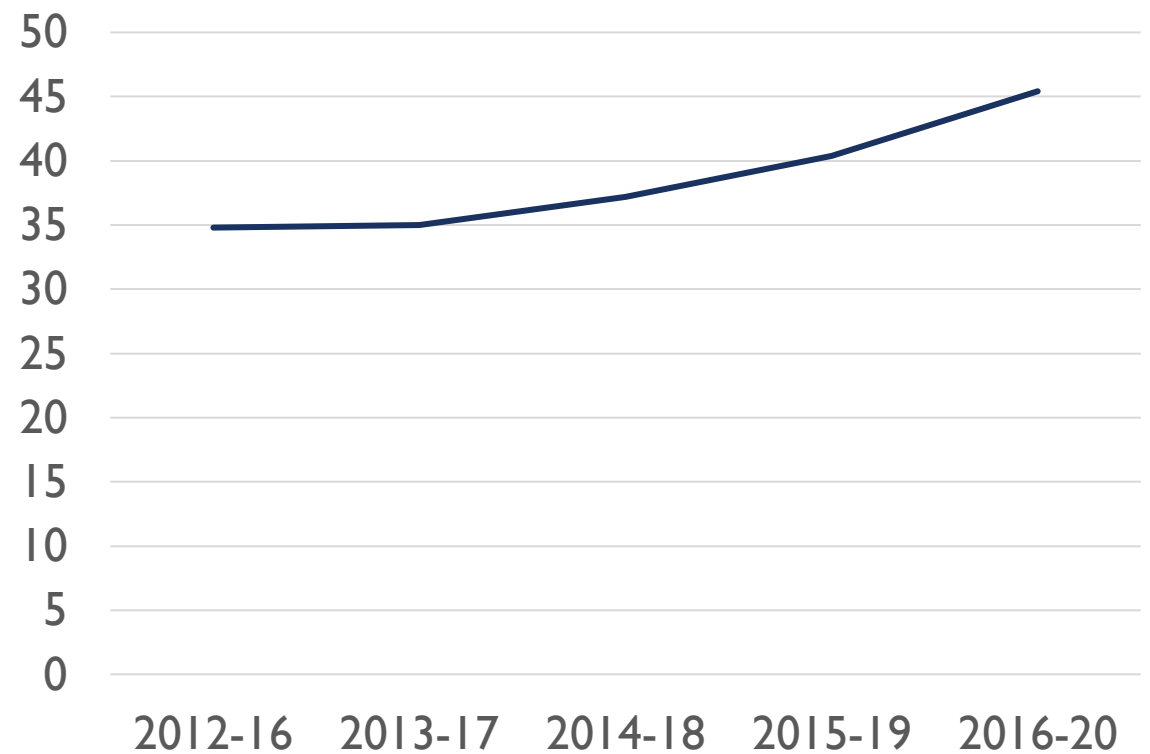


FATALITIES: 2016-2020

FATALITIES: 2016-2020

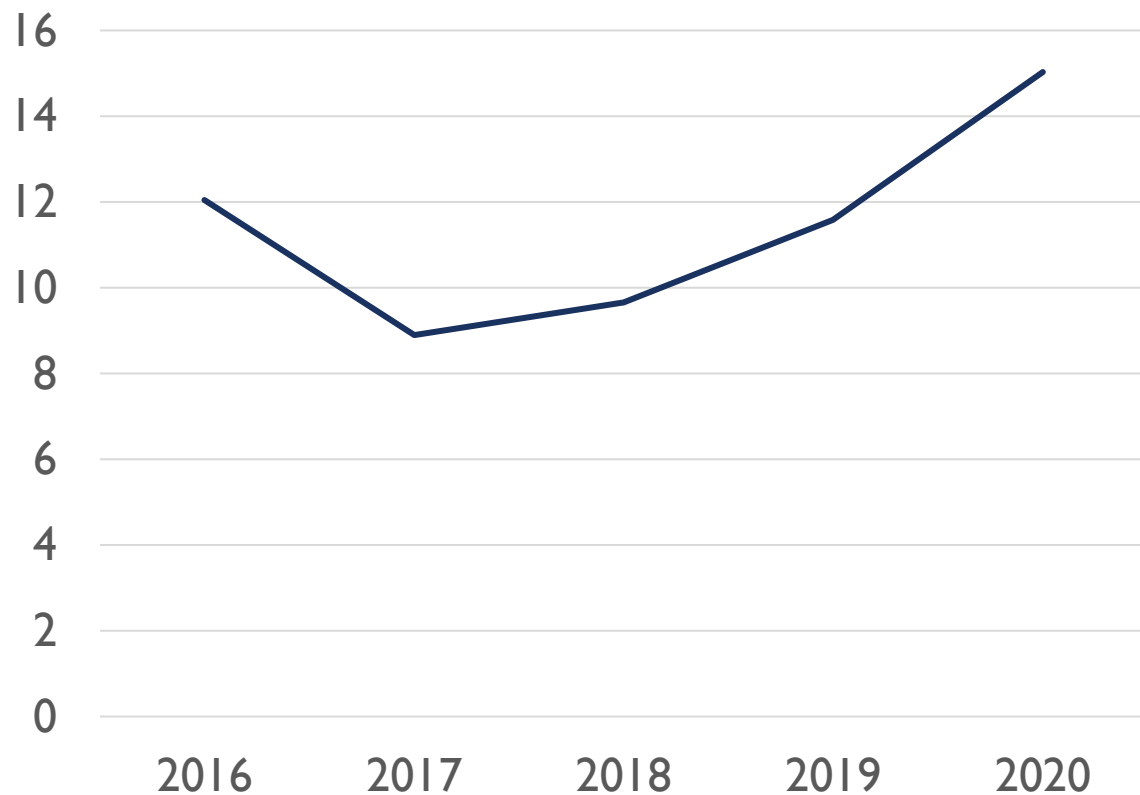


FATALITIES: 5-YEAR ROLLING AVERAGES

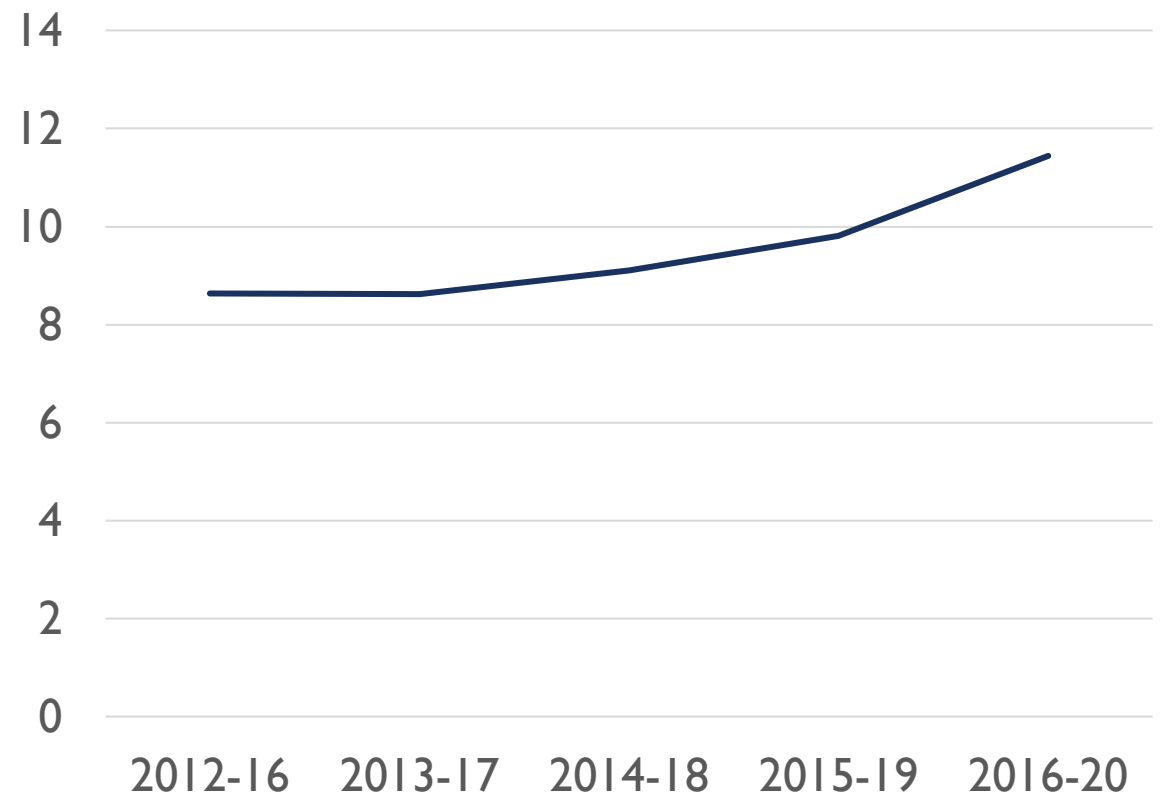


FATALITY RATE (PER 100 MILLION VMT)

FATALITIES PER VMT: 2016-2020

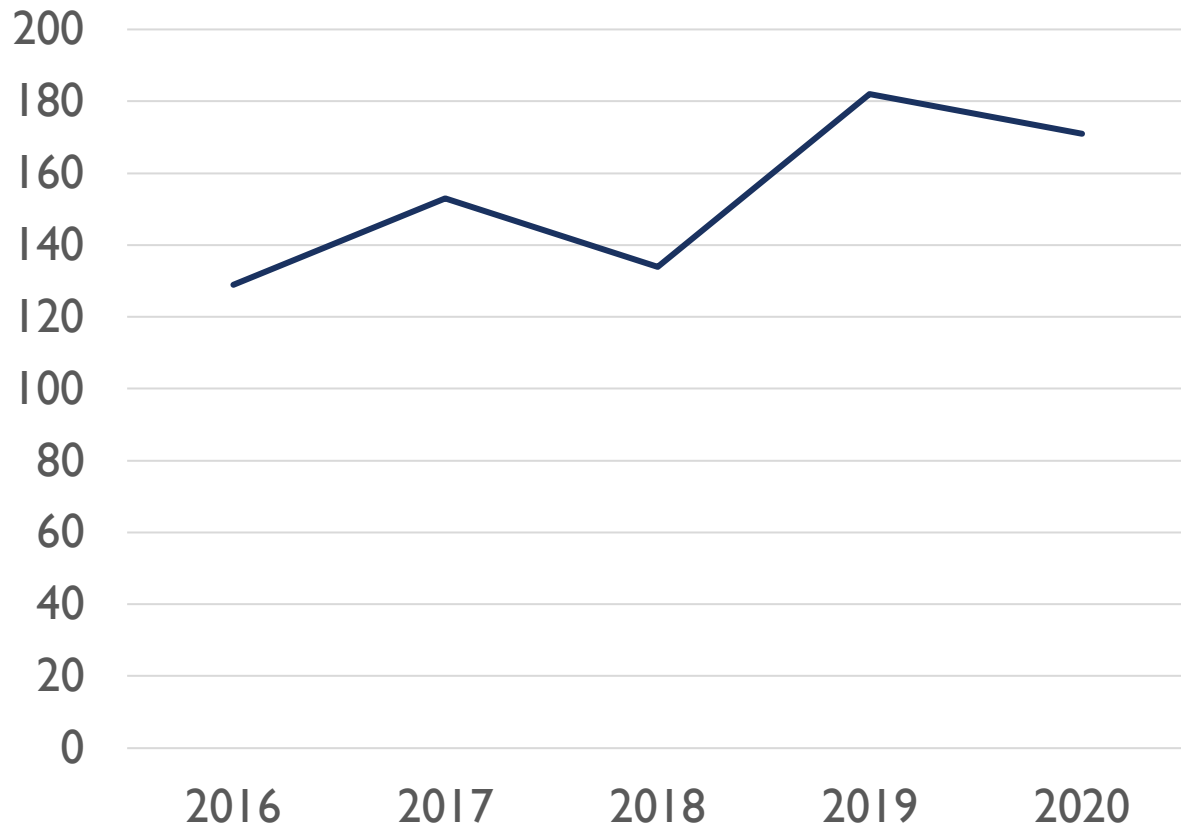


FATALITIES PER VMT: 5- YEAR ROLLING AVERAGE

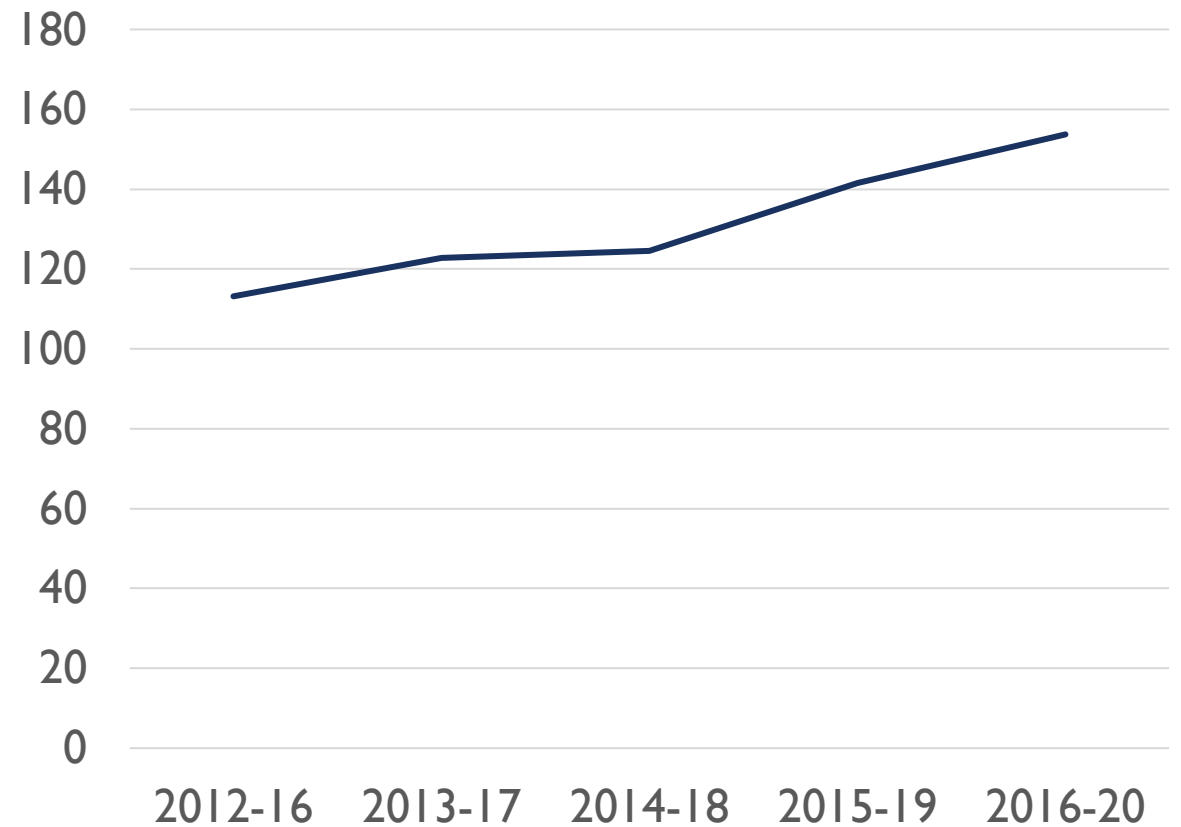


SERIOUS INJURIES

SERIOUS INJURIES: 2016-2020

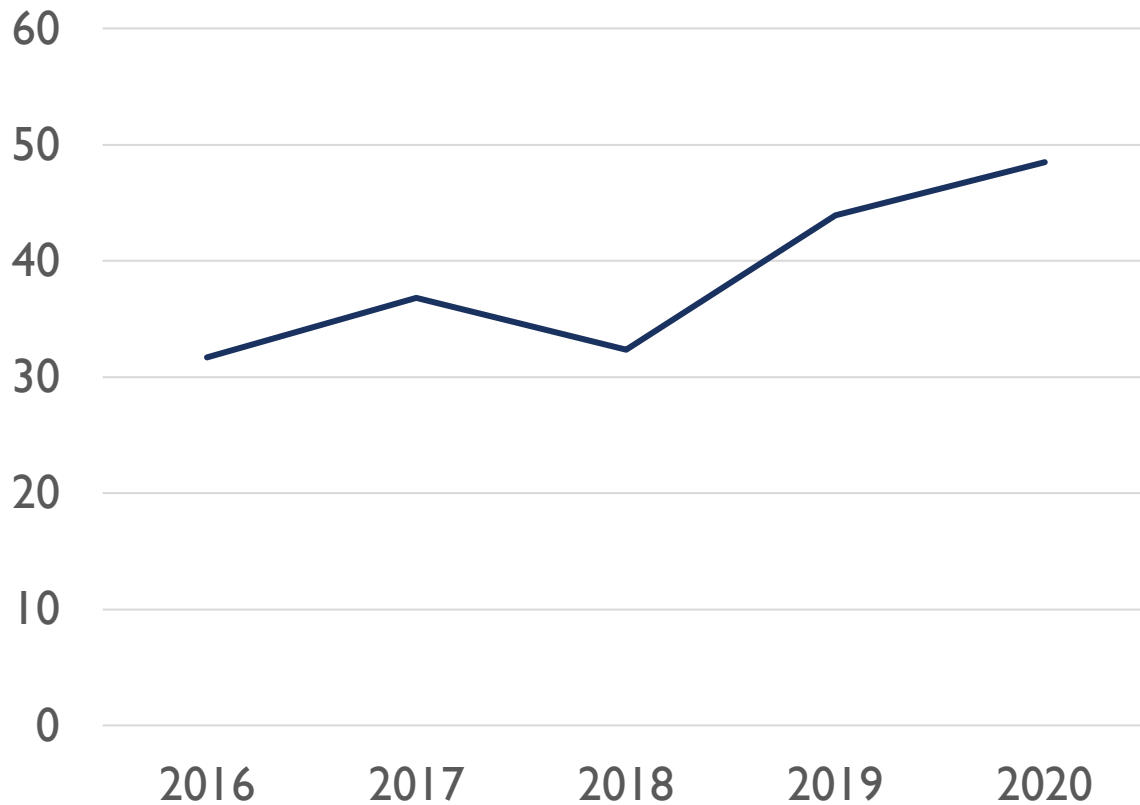


SERIOUS INJURY: 5-YEAR ROLLING AVERAGES

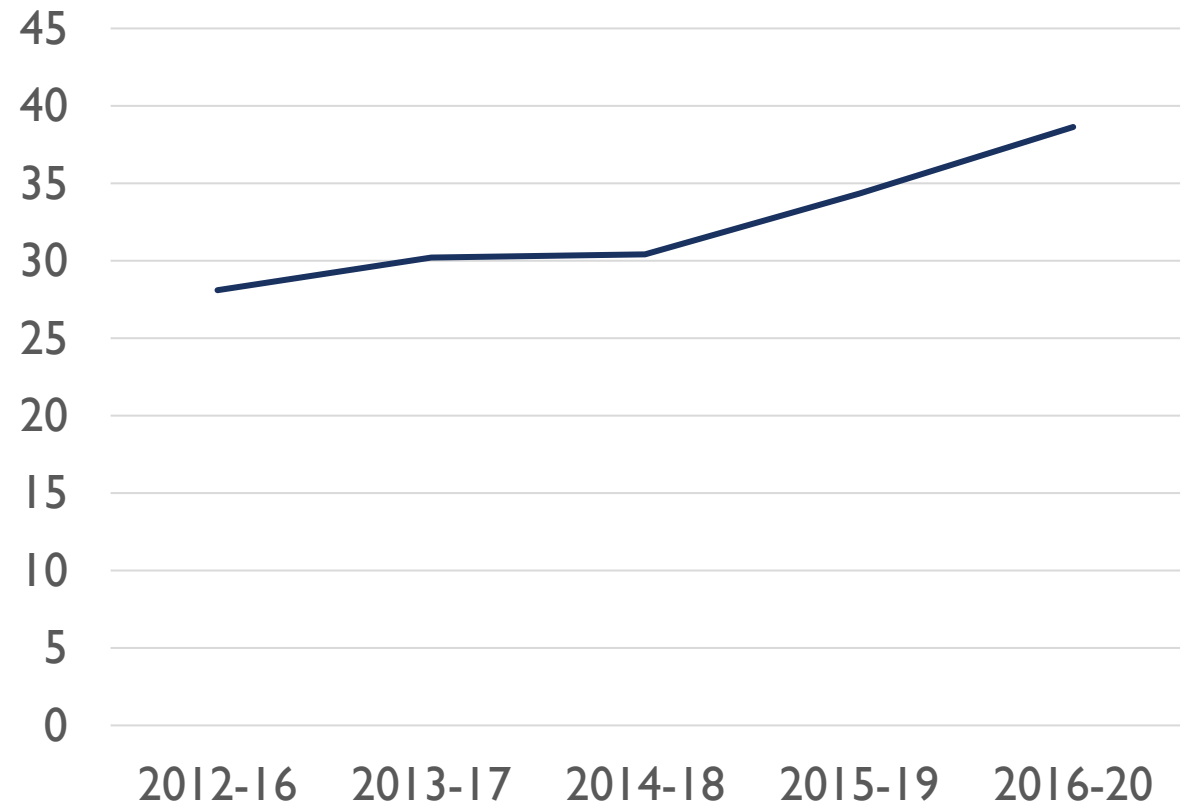


SERIOUS INJURY RATE (PER 100 MILLION VMT)

SERIOUS INJURY PER VMT: 2016-2020

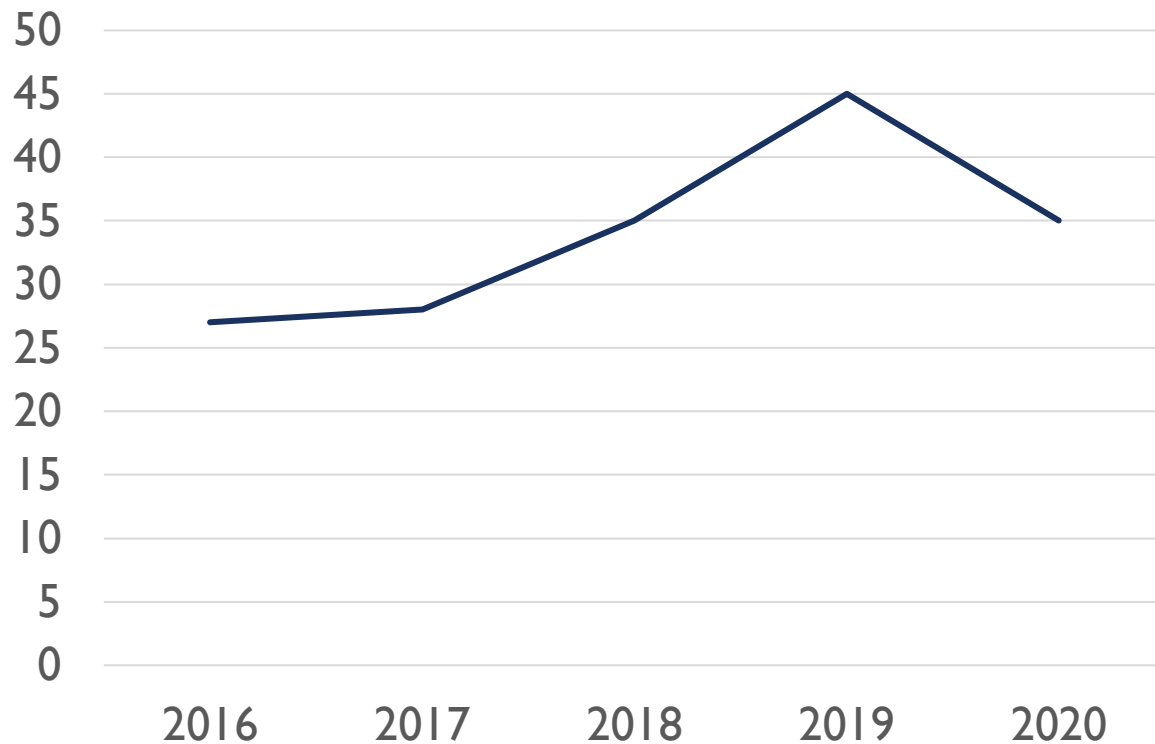


SERIOUS INJURY PER VMT: 5-YEAR ROLLING AVERAGE

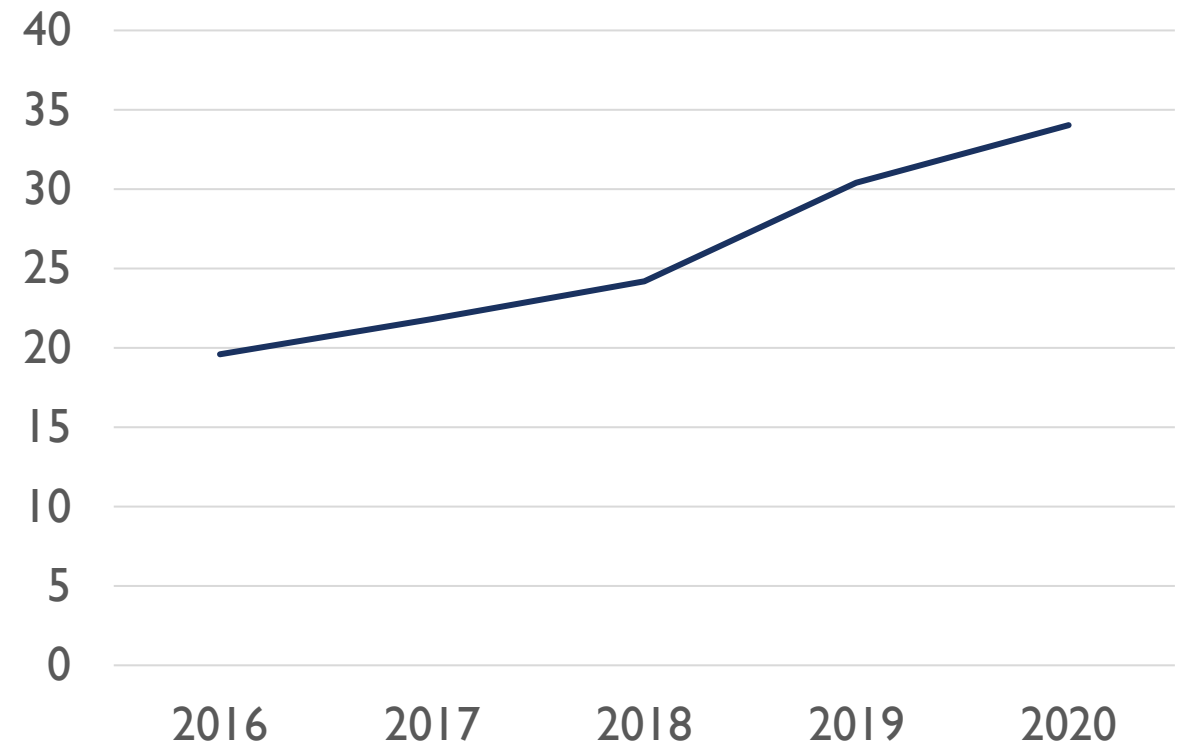


NON-MOTORIZED FATALITIES & SERIOUS INJURIES

**PEDESTRIAN/BIKE
K/A INJURIES:
2016-2020**



**PEDESTRIAN/BIKE K/A
INJURIES: 5-YEAR ROLLING
AVERAGES**



GENESEE COUNTY RANKING

VEHICLE MILES TRAVELED

- RANKED 5TH OUT OF 83 COUNTIES

KA INJURIES IN SPEED-RELATED CRASHES

- RANKED 4TH OUT OF 83 COUNTIES

VOLUME OF KA INJURIES IN SPEED-RELATED CRASHES

- RANKED 68TH OUT OF 83 COUNTIES

KA INJURIES IN HAD-BEEN-DRINKING CRASHES

- RANKED 5TH OUT OF 83 COUNTIES

VOLUME OF KA INJURIES IN HAD-BEEN-DRINKING CRASHES

- RANKED 51TH OUT OF 83 COUNTIES

KA INJURIES IN PEDESTRIAN CRASHES

- RANKED 5TH OUT OF 83 COUNTIES

VOLUME OF KA INJURIES IN PEDESTRIAN CRASHES

- RANKED 2TH OUT OF 83 COUNTIES

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: November 4, 2021

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 18**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 18. This amendment changes two (2) projects, abandons one (1) project, and adds one (1) project to the FY 2020-2023 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed, and they 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, staff is recommending endorsement of attached Amendment # 18 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 18**

Project Proposed to be Deleted with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2021	205881	Village of Gaines	Walnut St	0.3	From Gaines Village Limits to Park St	Milling and Two Course Asphalt Resurfacing	CON	STL	\$32,240 \$0	\$0	\$8,060 \$0	\$40,300 \$0	Village elected to drop project.

Project 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
2022	211759	MDOT	E Potter Rd	82.5	Genesee County	Asphalt crack treatment on various routes throughout Bay, Genesee, Huron, Lapeer, Saginaw, Sanilac, Shiawassee, St. Clair and Tuscola Counties.	CON	ST	\$42,590	\$9,444	\$0	\$52,034	Project added as road capital preventative maintenance.

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 2022	211016	MDOT	Freeway Signing Upgrade	30.9	Genesee County	Replacement of multiple road signs in various locations along I-69, I-75, M-21, US-23, I-475, M-54, Bristol, and M-57 including the Clio Rest Area and Dodge Road Rest Area.	PE	STG	\$1,100,000	\$0	\$0	\$1,100,000	Template balancing needed to occur to move this project from FY23 to FY 22 for the PE phase.
2022	207698	GCRC	Perry Rd	2.5 1.8	From Mancour Dr to sidewalks west of Gale Rd.	Construction of the Perry Road Multiuse Path	CON	TAU	\$850,479	\$0 \$549,521	\$1,476,353 \$0	\$2,326,832 \$1,400,000	Change to total budget, reducing and moving the match from Local to State using DNR funds with no change to Federal. Project limits changing from West of Gale Rd to Mancour Dr.

HIC-- COVID Relief Funds

STG--STP--Safety--100% Federal for ST

ST--Surface Transportation Program (STP) - Any Area

STL -- Surface Transportation Block Grant Program-Rural

TAU--Transportation Alternatives Urban Areas > 200K Population

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 18

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

Transportation conformity provisions of the Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations (MPOs) in nonattainment and maintenance areas to make a determination that the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. 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 NAAQS.

**NOTICE OF 2022 REGULAR MEETINGS
OF THE
TECHNICAL ADVISORY COMMITTEE**

The proposed meeting dates during 2022 of the Technical Advisory Committee are as follows:

January 13, 2022 (2nd Thursday)

February 3, 2022

March 3, 2022

April 7, 2022

May 5, 2022

June 2, 2022

July 7, 2022

August 4, 2022

September 1, 2022

October 6, 2022

November 3, 2022

December 1, 2022

The meetings will be held on the first Thursday of each month at 1:30 p.m., in the Conference Room of the Genesee County Metropolitan Planning Commission, 1101 Beach Street, Room 223, Flint, Michigan 48502. Official minutes of meetings are kept and available for public inspection at the office of the Genesee County Metropolitan Planning Commission, telephone: (810) 257-3010.