



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

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

**Thursday, November 7, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the October 3, 2024 Regular Meeting (attached)
- IV. Old Business
 - A. US-23 Corridor Study Update (presentation)
 - B. List of approved FY 2026 Safety Projects (attached)
- V. New Business
 - ***A. FY 2023- 2026 Transportation Improvement Program (TIP) Amendment #20 (attached)
 - B. 2025 State Safety Performance Measures (attached)
 - ***C. 2025 Meeting Dates (attached)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – December 5, 2024, at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, October 3, 2024 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, October 3, 2024, in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Alex Patsy called the meeting to order at approximately 1:32 p.m.

II. ROLL CALL

Chairperson Patsy announced that a sign-in sheet would be used for today's official roll call. No verbal roll call was done.

Present: Adam Zettel, Alex Patsy, Andrea Schroeder, Christine Durgan, Dylan Campbell, Ed Benning, Ellen Glass, James Slezak, Lynn Markland, Melinda Johnson, Michelle King, Olayinka Ajimoko, Paige DeHate, Reggie Smith, Rod McGaha and Wendy Jean-Buhrer.

Absent/Excused: Amber Abbey, Brian Saad, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaides, Clyde Edwards, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, David Dorr, Derek Bradshaw, Eric Johnston, Frederick Thorsby, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mary Ann Price, Max Gierman, Michael Pifer, Neil Rankin, Paul Fortino, Rachel Stanke, Randall Naumann, Richard Bayus, Robert Bincsik, Scott Bennett, Shawnice Dorsey, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, and Vince Lorraine.

Others Present: Jacob Maurer, Kris Garris, McKenna Dutkiewicz, Dru Hajec, and Theresa LeFavour.

III. MINUTES

*****A. Minutes of the September 5, 2024 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Ellen Glass, to approve the minutes of the September 5, 2024 regular meeting as presented. **Motion carried unanimously.**

IV. OLD BUSINESS

A. FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects Update

McKenna Dutkiewicz stated that the FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects (CFP) closed on September 30, 2024. Approximately 160 applications were received requesting over \$129 million in federal funding. Through allocation, Genesee County is estimated to receive \$48 million in federal funding over the next four years. Although this is not enough to fund all the projects submitted, this

shows there is a great need for transportation projects throughout the county. Staff will be reviewing applications using the application score cards agreed upon by our technical and policy committees. Staff will be performing site checks for all applications to validate scoring and verify the need for each proposed project. Staff will be meeting with the Transportation Systems Management (TSM) subcommittee later this fall to discuss the proposed scoring and develop the draft TIP project list.

An inquiry was made regarding resolutions unable to be completed by 10/14. Jacob Maurer responded that staff is aiming for the week of October 14th and can not accept any past the month of October as they are taking the draft list of projects to committee the first week of November.

V. NEW BUSINESS

*****A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #19 (attached)**

Ms. Dutkiewicz stated that staff has updated the layout of the TIP amendment sheet. The Grand Blanc FY 2026 project will be abandoned in order to be combined with their FY 2025 project. The funding for the abandoned 2026 project will be applied to the Grand Blanc's FY 2025 project. The limits and the length of the FY 2025 have also been updated to reflect both projects.

This amendment also features two intersection safety projects. The first is listed for N. Fenton Rd. and was awarded through the 2026 MDOT Safety Program Call for Projects to the Genesee County Road Commission. They received \$750,000 in federal funding to construct a roundabout at the intersection of Fenton and Baldwin Roads.

The second newly awarded safety project is located at N. Irish Rd. between Davison and Richfield Township. The Genesee County Road Commission was awarded \$225,000 to do signal improvements at the intersection of Irish and Potter Roads. The safety project was added to the FY 2026 Local and Safety GPA for more flexibility.

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Reggie Smith, to approve the FY 2023-2026 Transportation Improvement Program (TIP) Amendment #19.
Motion carried unanimously.

B. FY 2024 PASER Reports, Dashboard & Interactive Map (presentation)

Kris Garris stated that earlier this year staff collected pavement condition data on all federal aid roads in Genesee County. We are currently working on updating how we display and provide this data to local communities, making it easier and more accessible for local units or residents. This can be found on our website at [Transportation Programs](#). You will be able to sort by commissioner district or municipality and will have data on the city and what roads are included. There is a distribution of the latest PASER ratings and there are still traditional PASER reports as was created and distributed to local units. There is an interactive dashboard which has a breakdown of roads within Genesee County as a whole and can be sorted by community providing a quick snapshot as to pavement conditions over the past few years and the most up to date report ratings.

Mr. Maurer asked the road agencies and communities to take a look and let us know any inaccuracies or questions in order for us to make any needed adjustments before the data is submitted to TAMC.

Mr. Garris stated to let him know if there are any other changes that may be beneficial. Local data was collected last year and is something we want to incorporate into this as well. This would incorporate subdivisions and local streets to make this easily accessible to residents and local units to get the full picture of how the pavement conditions are in communities across the county.

Commissioner Patsy noted that these roads are the federal system. Not every subdivision street or section line road is included.

Lynn Markland inquired if local streets will be included on this in the future. Mr. Garris replied that yes we hope to do that. Discussion ensued.

Mr. Markland requested staff to provide a 1-page overview on how road improvements are funded.

C. MTA Transit Asset Management Plan (TAMP) (attached)

Dru Hajec stated that the Mass Transportation Authority (MTA) has updated its Transit Asset Management Plan (TAMP). The plan was last reviewed by the TAC and Metro committees in October of 2018. The TAM Plan represents a long-term action strategy for the management of the assets of Flint MTA. It addresses MTA's current and recommended governance, business practices, processes and tools; asset condition and performance requirements; and lays out a blueprint on how MTA intends to achieve and maintain its assets in a state of good repair (SGR). The TAM Plan can be found on the GCMPC website.

D. Transportation Economic Development Fund (discussion)

Chairperson Patsy stated that legislation is in the works that would affect the future funding for every road agency in Genesee County.

Jacob Maurer stated that legislation was introduced last month that is proposing to change the Transportation Economic Development Fund distribution. Ultimately, this affects our surface transportation dollars (urban flex) and Category C Expansion funds. This is a \$10 million reduction to our TIP program. House Bill 5922 was passed in the last couple weeks. Senate Bill 1011 has been referred to the Committee on Transportation Infrastructure. This is 18% of our budget for surface transportation improvements for the next four years.

Chairperson Patsy provided an example of how this will affect our funding. Discussion ensued.

VI. OTHER BUSINESS

None.

VII. ANNOUNCEMENTS

Chris Durgan announced an update on the housing initiative that the county is working on. At the October 2nd meeting with the County Board of Commissioners, it was voted to move forward with the housing initiative and will go before the full board on October 9th. This initiative provides more funding into the County for affordable housing. A combination of county, state and federal dollars will be used to leverage other funds and the hope is that this will turn into a \$100 million investment overall. Once approved, staff will begin visiting communities to discuss their needs and next steps.

Ed Benning stated that the Catholic Charities and Veterans Village will be going after some of this funding.

Mr. Markland asked what the definition of affordable housing is. Ms. Durgan replied that in this case affordable housing is low to middle income. Discussion ensued.

Ed Benning announced that MTA will be looking at potentially moving the transit center to the downtown area. They now have an interest in having housing adjacent to the transit center.

Mr. Benning also announced that they are carefully watching the SORE package that is in legislation. In that legislation, there is up to \$175 million available for roads, transit and other possibilities.

Mr. Maurer announced that the Transportation Safety Action Plan hired a consultant yesterday and we will be looking task force members. These meetings will coordinate around the TAC meeting. If you or someone from your agency would like to be on that task force to talk about safety around intersections and corridors in your community, we will be looking for support in a few weeks.

VIII. ADJOURNMENT

Chairperson Patsy adjourned the meeting at approximately 2:01 pm.

Respectfully submitted,

Theresa LeFavour
Genesee County Metropolitan Planning Commission

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 7, 2024

SUBJECT: FY 2026 List of Approved Safety Projects

During the month of October, the Michigan Department of Transportation (MDOT) released an approved list of Highway Safety Improvement Projects (HSIP) and High-Risk Rural Road (HRRR) Projects to all local road agencies for the 2026 fiscal year. The Genesee County Road Commission received two (2) project awards across the two grant programs totaling \$975,000 in federal funds.

No.	Lead Agency	Project Name	Work Description	Project Est.	Federal HSIP	Local (Construction)
15	Genesee County Road Commission	Fenton Road Roundabout	Roundabout at Baldwin Road Intersection	\$1,200,000.00	\$750,000.00	\$450,000.00
16	Genesee County Road Commission	Irish Road Signal Installation	Signal Installation at Potter Road Intersection	\$250,000.00	\$225,000.00	\$25,000.00

If you have any questions regarding the approved safety projects, please feel free to contact Mr. Kristofor Garris at (810) 766-6564 or by email at kgarris@geneeecountymi.gov.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 7th, 2024

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 20**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment #20. This amendment abandons one (1) project, changes four (4) projects, adds one (1) project, and adds one (1) new GPA in the FY 2023 – 2026 Transportation Improvement Program.

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. This amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS).

At this time, staff is recommending the approval of the attached Amendment #20 to the FY 2023-2026 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

WHAT IS THE TIP?

The Genesee County Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a 4 year period by MDOT and local agencies. An amendment to the TIP is required if a project is added or abandoned from the TIP document. It is also an amendment if the cost of the project increases by 25% or more, if the length of the project changes by greater than ½ mile, or if there is a major work type change.

ADDITIONAL INFORMATION

For additional information about the Genesee County Transportation Improvement Program, including our TIP amendment schedule, full listing of projects, and more please visit our website at

<https://gcmpc.org/transportation-improvement-program/>

A map of all Genesee County FY 2023-2026 Transportation Improvement Program projects can be found on our TIP page by clicking on "TIP Projects Online Map" or by using the link below.

[TIP Project Portal](#)

AMENDMENT SUMMARY

1 Project Abandoned

4 Projects Changed

1 New Safety Project

1 New Safety project in a New GPA

COUNTYWIDE PRIORITIES

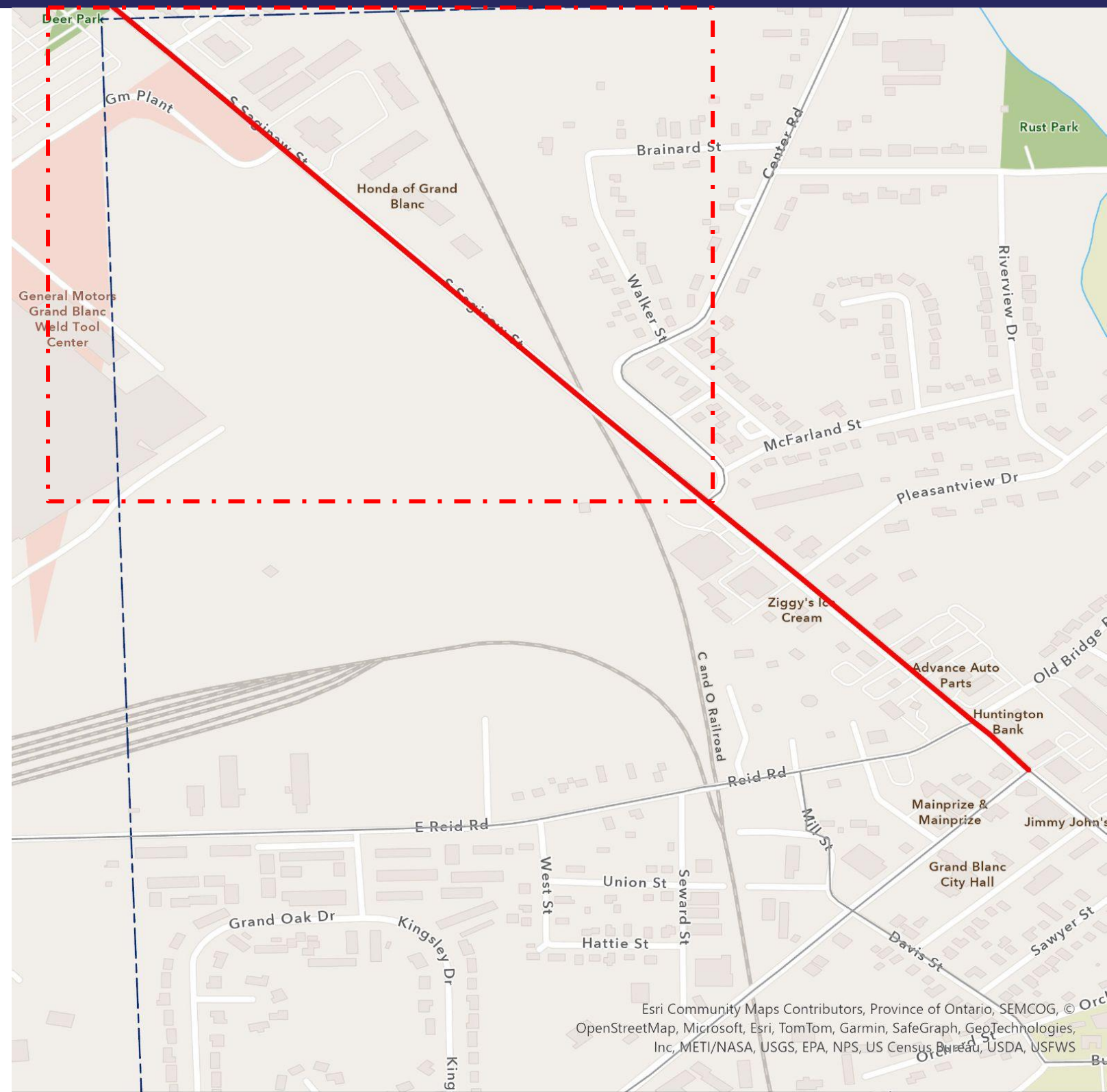
All TIP projects are listed in the Our County, Our Future plan. The Our County, Our Future plan is a combined plan, which serves as the Long Range Transportation Plan (LRTP) in Genesee County. All projects are derived from the LRTP for implementation by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation over a 4 year period. Projects listed in the TIP meet the goals and values of the county by promoting community growth through ensuring a reliable and efficient transportation network throughout the County.



TIP AMENDMENT #20: Job # 216252 S. Saginaw St Project

- Current Programming
 - City of Grand Blanc
 - 2026 Road Rehabilitation project
 - Construction Phase (CON)
 - From Center Rd to N. Grand Blanc City Limit
 - Milling and Two Course Asphalt Overlay
 - 0.6 miles
 - \$562,795 budget (STU)

- Project Changes
 - Project is being **abandoned** in order to be combined with the City of Grand Blanc FY 2025 S. Saginaw St project. Funding from this project was attached to the FY 2025 project through Advance Construction.



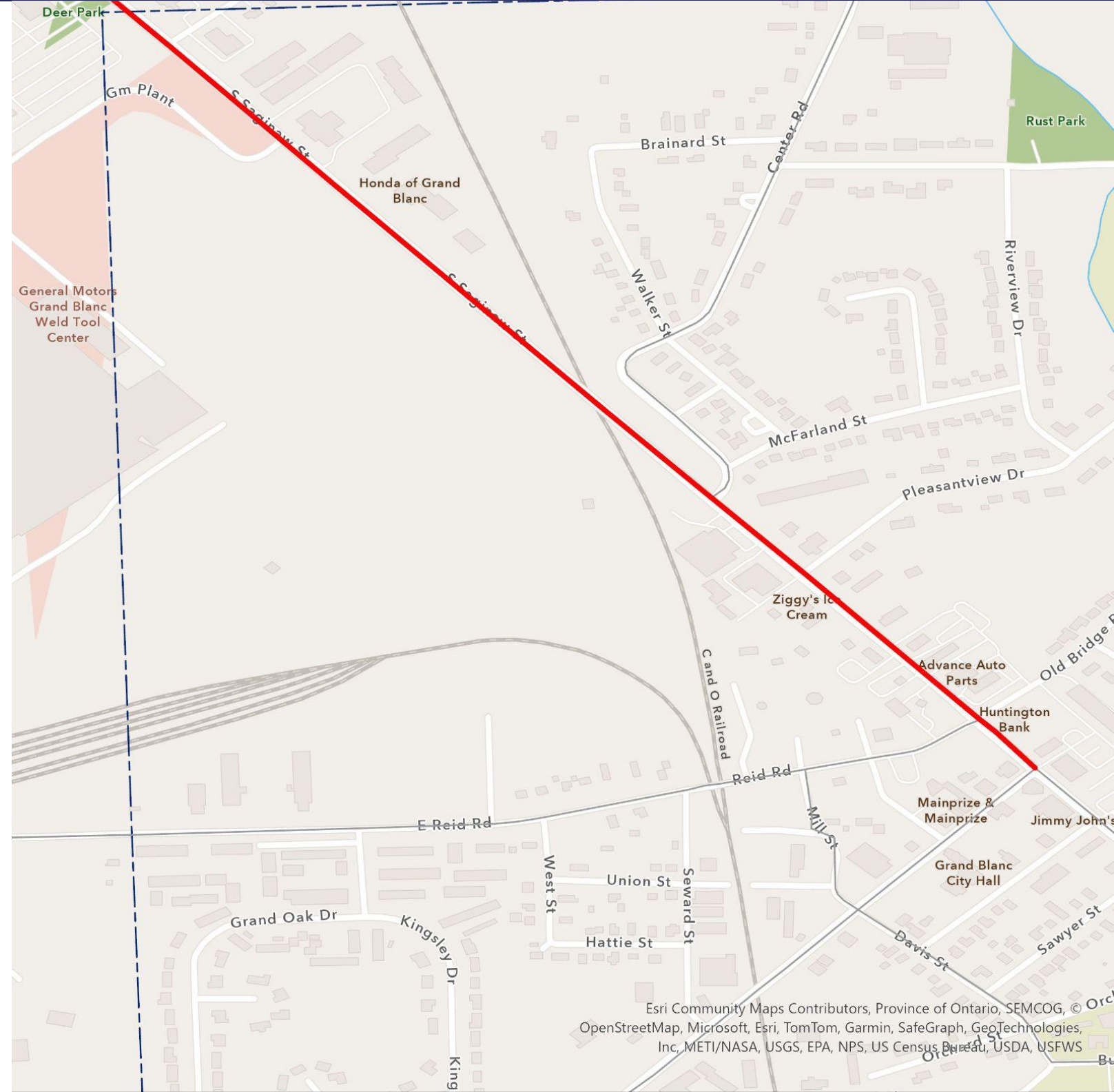
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TIP AMENDMENT #20: Job # 216229 S. Saginaw St Project

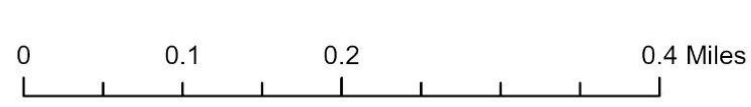
- Current Programming
 - City of Grand Blanc
 - 2025 Road Rehabilitation Project
 - Construction phase (CON)
 - Milling and Two Course Asphalt Overlay
 - **Grand Blanc Rd to Center Rd**
 - **0.3 miles**
 - **\$418,692** budget (STU)

- Project Changes
 - This project is combined with the abandoned FY 2026 S. Saginaw St Project. The funding from the abandoned project was added to this project in the form of an Advance Construct, increasing the total project budget to \$863,892. The limits will be updated to **Grand Blanc Rd to the Northern City limits** and the project length will be updated from **0.3 mi to 1 mile** to include the original scope of job # 216252.

Federal	Local	Advance Construct	Total
\$239,848	\$178,844	\$445,200	\$863,892



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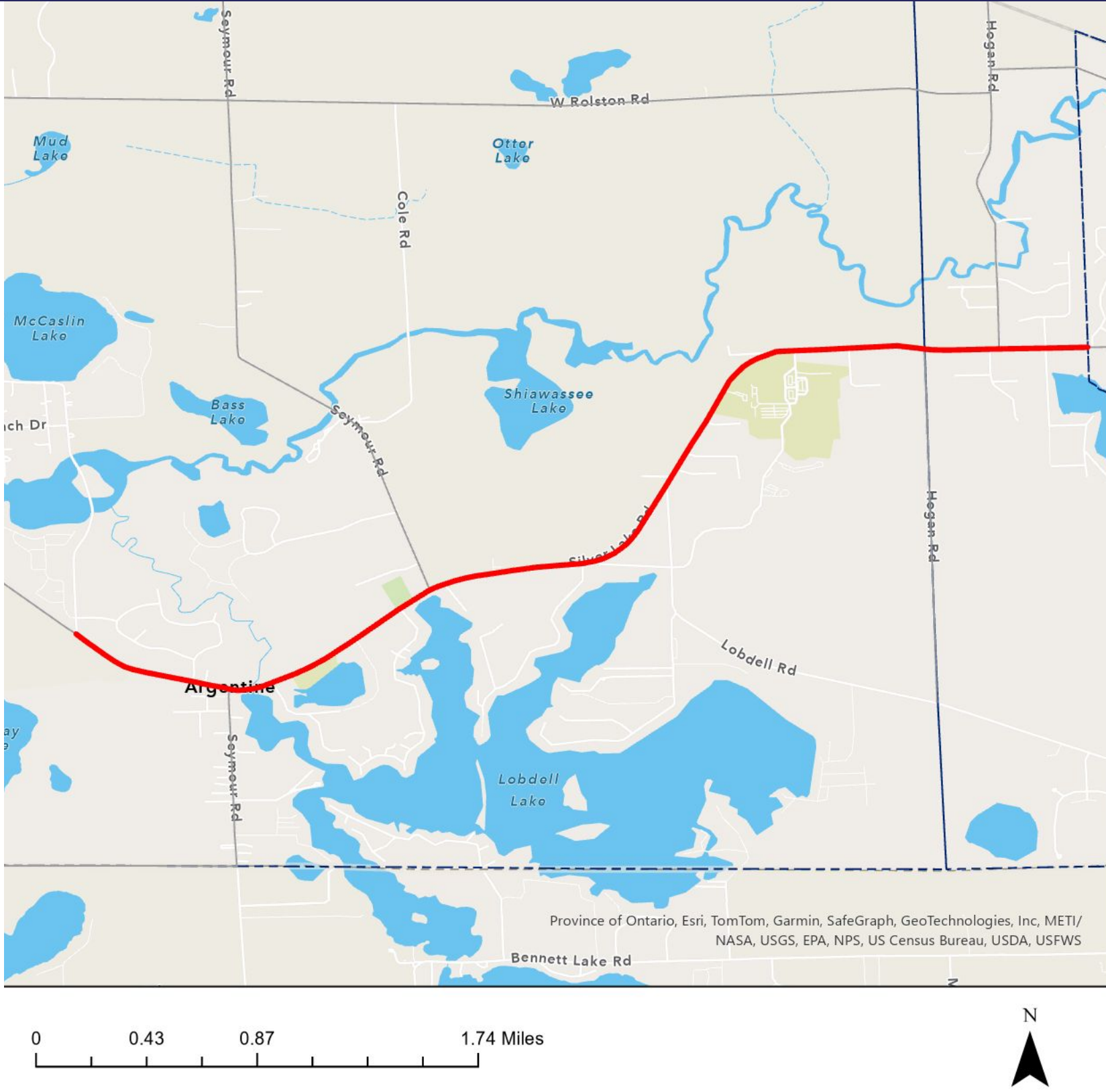


TIP AMENDMENT #20: Job # 207708 Silver Lake Rd

- Current Programming
 - City of Fenton
 - 2025 Trail Project
 - Construction phase (CON)
 - New Trail Facilities
 - Silver Lake Rd Connector Trail from Jennings Rd to East Broad ST
 - 1.8 miles
 - **\$3,025,827** budget (TA, TAU)

- Project Changes
 - This project has received additional state TAP funding towards the construction of the new trail facility.

Federal	State	Local	Total
\$2,369,895	\$0	\$712,182	\$3,025,827
\$3,562,897		\$890,723	\$4,453,620

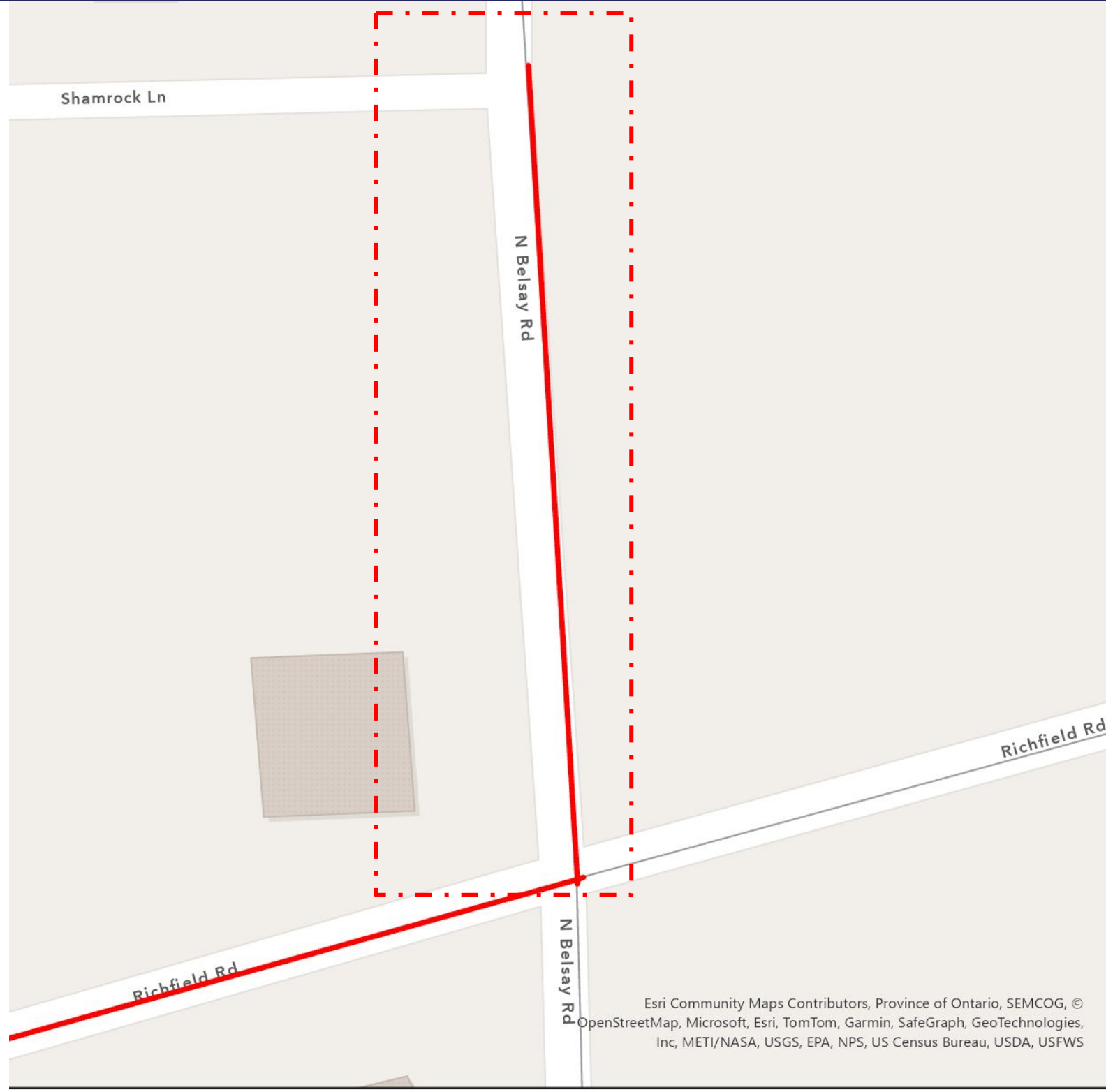


TIP AMENDMENT #20: Job # 216221 N Belsay Rd

- Current Programming
 - Genesee County Road Commission
 - 2025 Reconstruction
 - Construction phase (CON)
 - Road Reconstruction
 - Richfield Rd to Shamrock Rd
 - 0.08 miles
 - \$222,118 budget (STU)

- Project Changes
 - Engineering estimates were updated after GI meeting. The local match and total project budget were updated to reflect the new estimate.

Federal	State	Local	Total
\$167,696	\$0	\$54,422 \$139,266	\$222,118 \$306,962



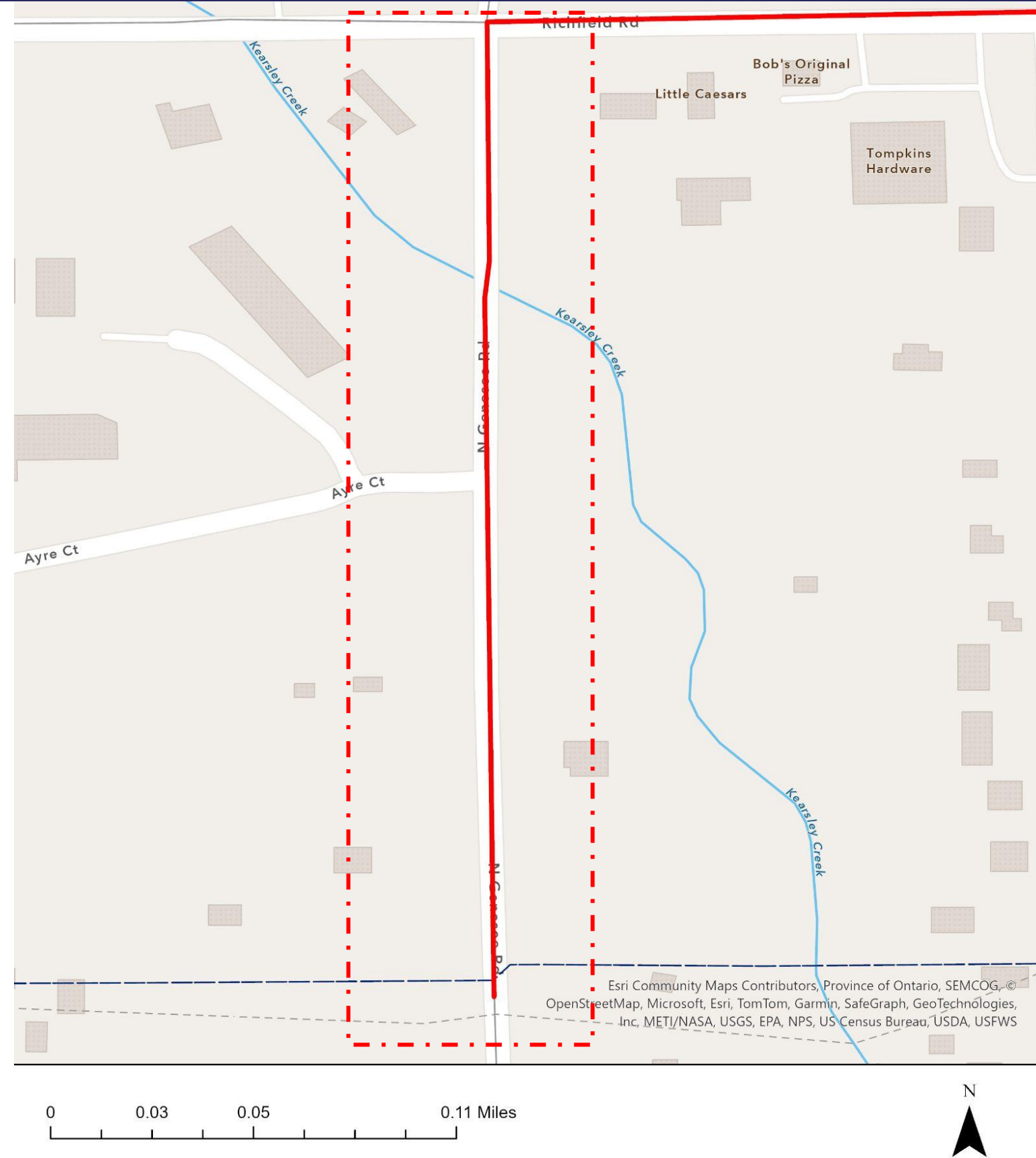
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TIP AMENDMENT #20: Job # 216219 N Genesee Rd

- Current Programming
 - Genesee County Road Commission
 - 2025 Reconstruction
 - Construction phase (CON)
 - Road Reconstruction
 - N. Burton City Limits to Richfield Rd
 - 0.26 miles
 - **\$513,151** budget (STU)

- Project Changes
 - Engineering estimates were updated after GI meeting. The local match and total project budget were updated to reflect the new estimate.

Federal	State	Local	Total
\$379,768	\$0	\$133,383 \$406,319	\$513,151 \$786,087

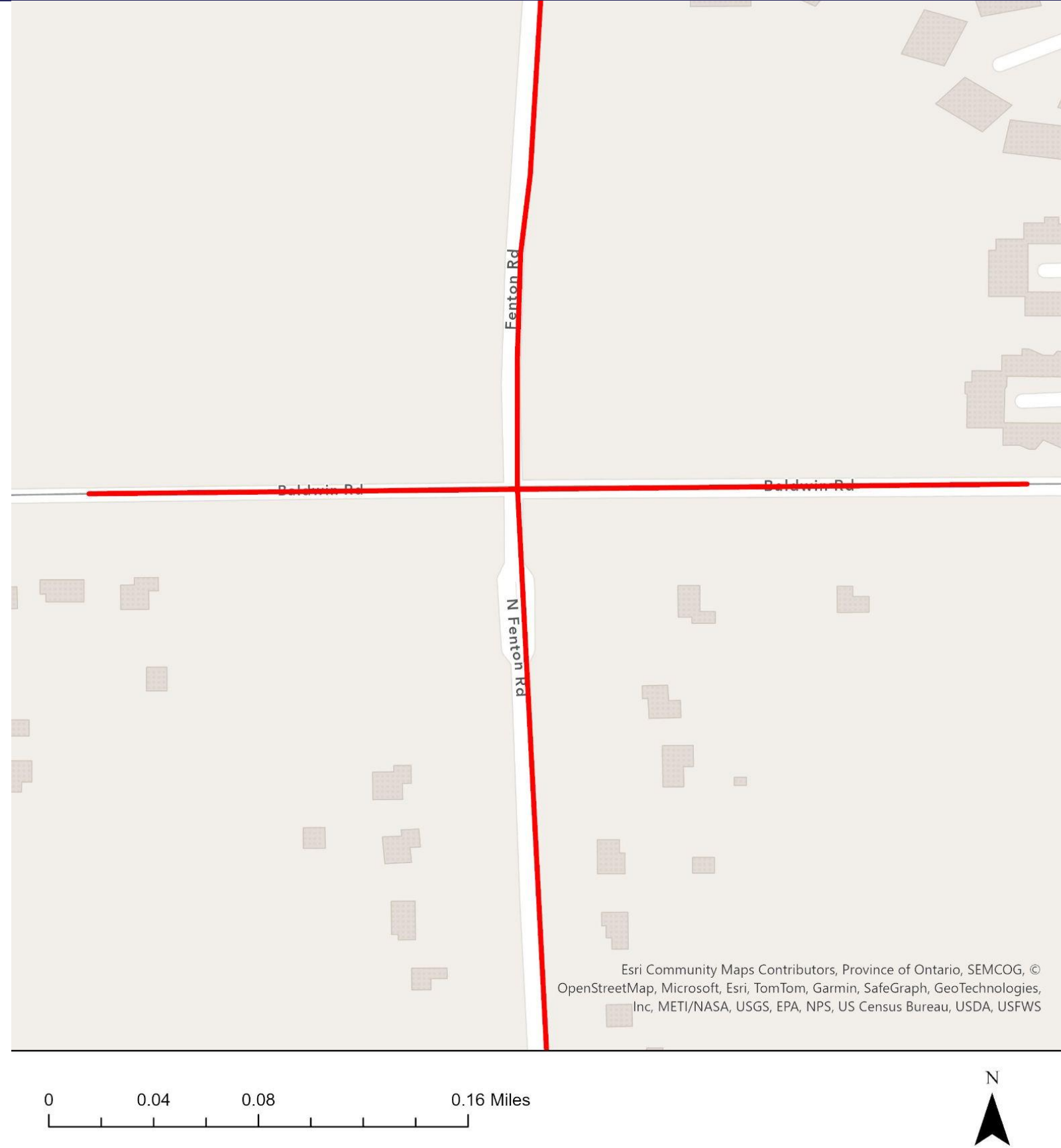


TIP AMENDMENT #20: Job #222003 N. Fenton Rd

- **Current Programming**
 - Fenton Twp - Genesee County Road Commission
 - 2026 Traffic Safety Project
 - Construction phase (CON)
 - Roundabout
 - From Fenton Rd at Baldwin Rd
 - 0.6 miles
 - \$1.2 million budget (HSIP)

- **Project Changes**
 - This is a newly awarded safety project for FY 2026.

Federal	Local	Total
\$750,000	\$450,000	\$1,200,000

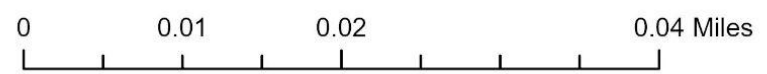


TIP AMENDMENT #20: Job # 222013 N. Irish Rd

- Current Programming
 - Davison & Richfield Twp - Genesee County Road Commission
 - 2026 Traffic Safety Project
 - Construction Phase (CON)
 - Traffic Signal
 - 0.2 miles
 - At Potter Rd and Irish Rd
 - \$250,000 budget (HSIP)

- Project Changes
 - This is a newly awarded safety project for FY 2026 and part of the new 2026 Local Traffic Operations and Safety GPA.

Federal	Local	Total
\$225,000	\$25,000	\$250,000



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MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 7, 2024

SUBJECT: 2025 State Safety Performance Measures

On September 18th, The Michigan Department of Transportation (MDOT) provided Metropolitan Planning Organizations (MPOs) with the statewide safety targets for the calendar year 2025 as required to meet annual performance measure requirements of the FAST Act. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2024 Statewide Safety Targets last year. GCMA has until February 27, 2025, 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 2019-2023.

Safety Performance Measure (5-year rolling average)	Baseline Condition (2019-2023)	Calendar Year 2025 State Safety Targets
Fatalities	1085.2	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
Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)	743.0	728.3

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 2025 Safety Performance Targets will be brought through this committee for approval in December. 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 me at kgarris@geneseecountymi.gov or at (810)766-6564.



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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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 black ink, appearing to read "Don Mayle". The signature is written in a cursive style and 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

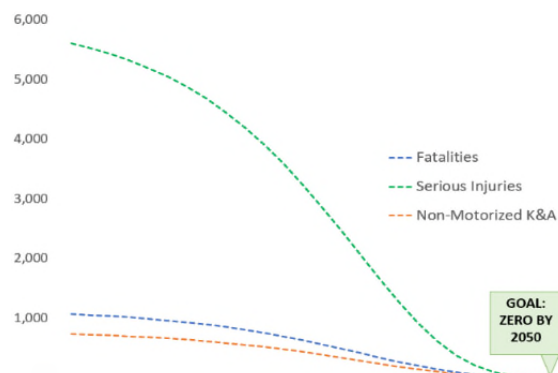
Data

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.

Year	BASELINE	
	Annual Fatalities	5-Year Rolling Average
2015	967	967.0
2016	1,065	1,016.0
2017	1,031	1,021.0
2018	977	1,010.0
2019	986	1,005.2
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023 ⁽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

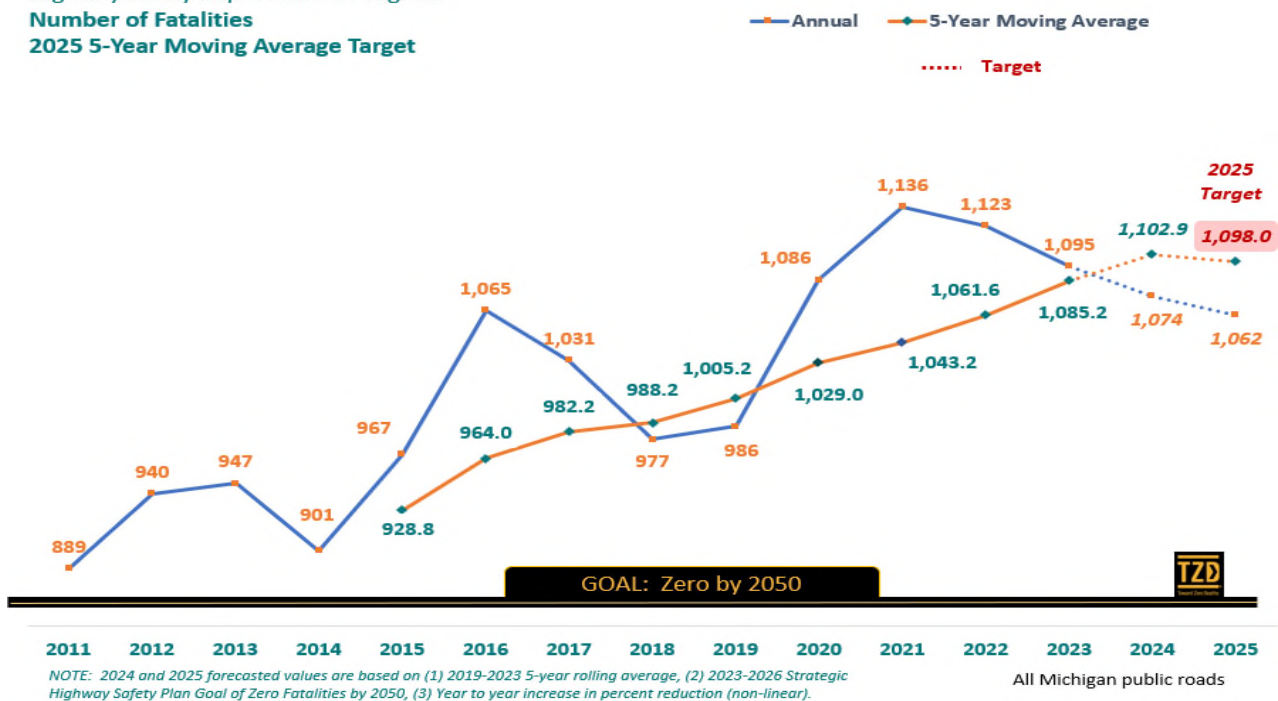
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6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

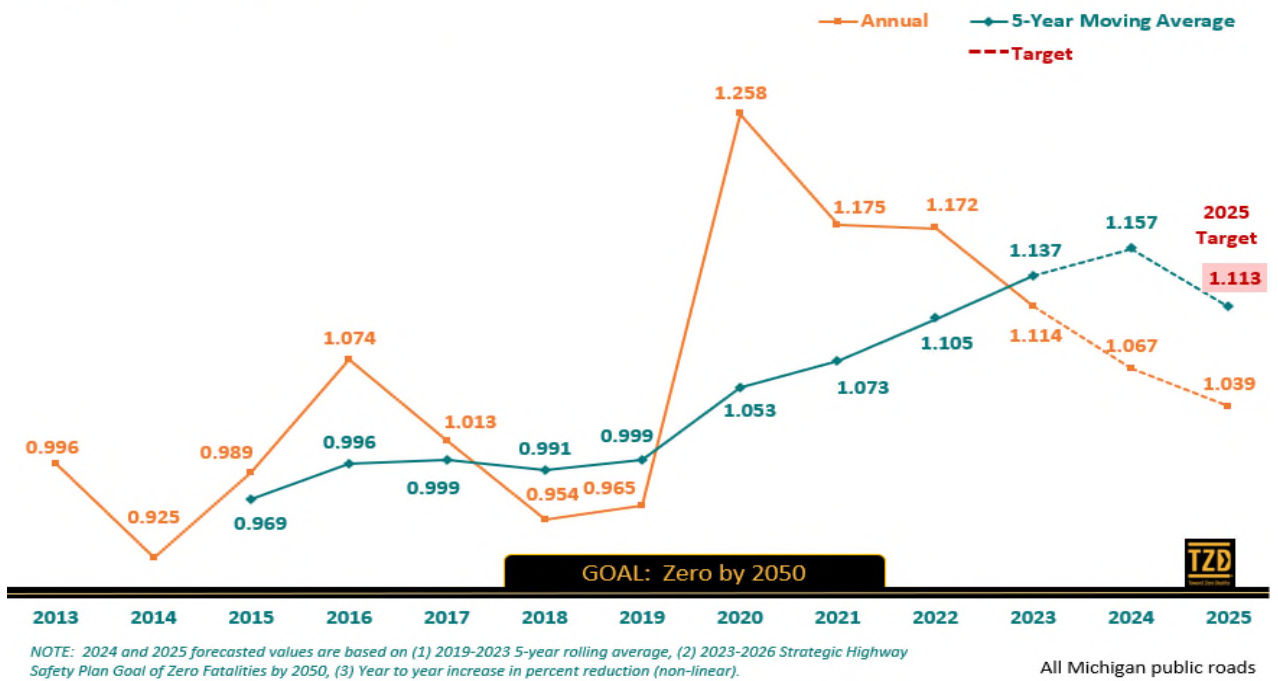
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086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

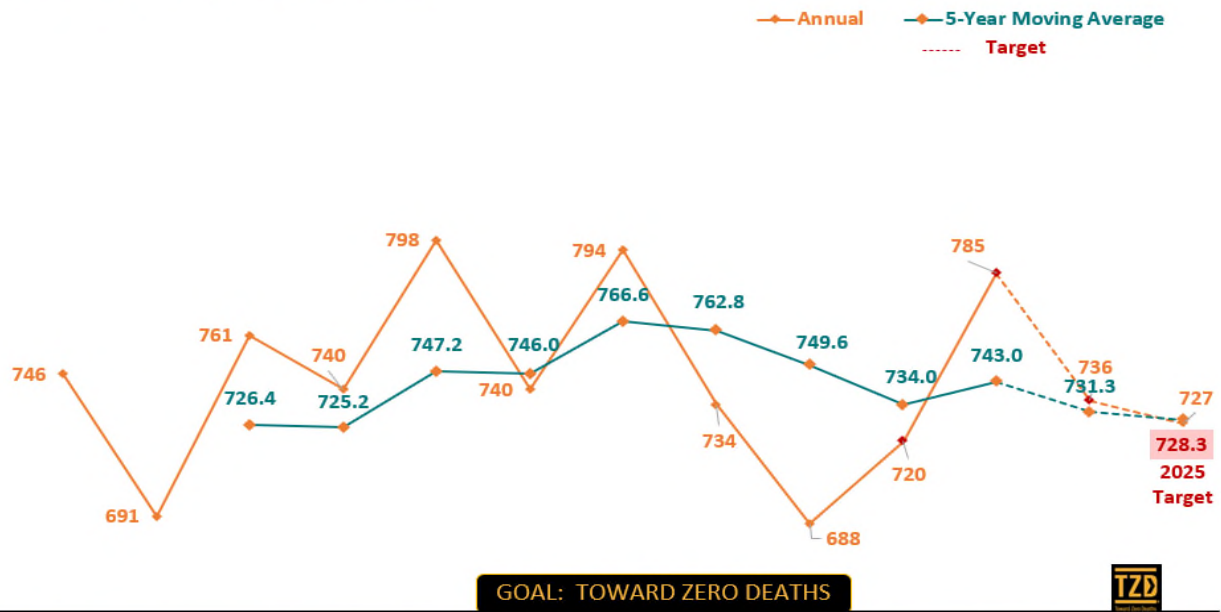


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

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

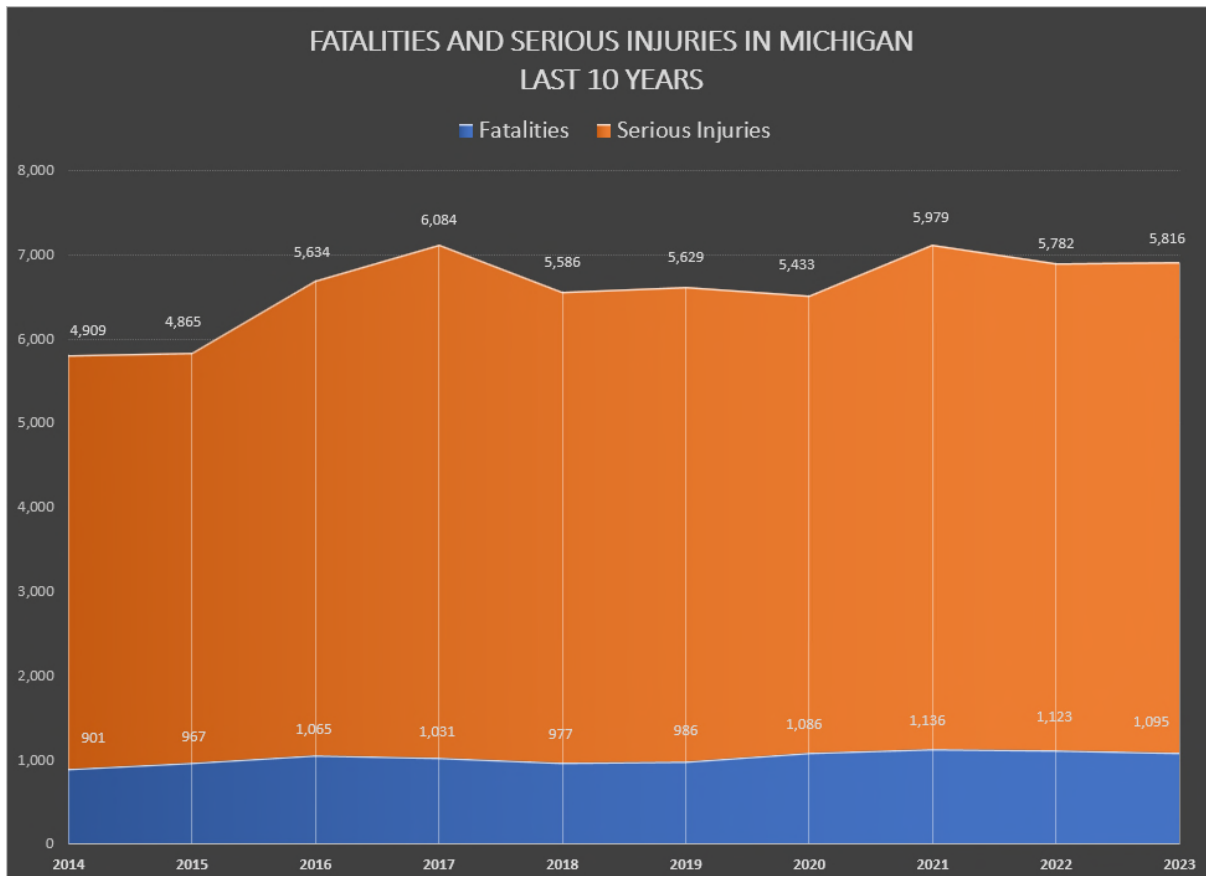
Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
 2025 5-Year Moving Average Prediction



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

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

All Michigan public roads



RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS
 Modified from *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*

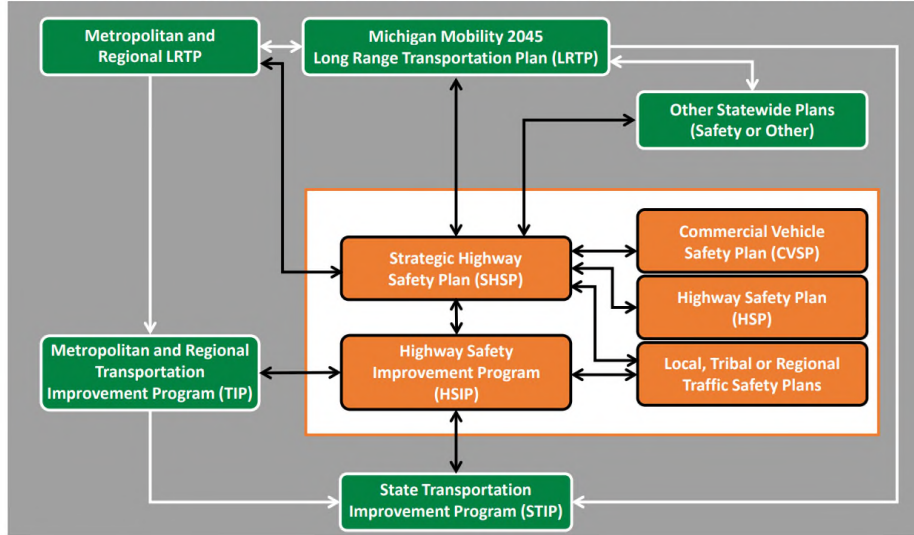


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

**NOTICE OF 2025 REGULAR MEETINGS
OF THE
TECHNICAL ADVISORY COMMITTEE**

The proposed meeting dates during 2025 of the Technical Advisory Committee are as follows:

January 9, 2025 (2nd Thursday)

February 6, 2025

March 6, 2025

April 3, 2025

May 1, 2025

June 5, 2025

July 10, 2025 (2nd Thursday)

August 7, 2025

September 4, 2025

October 2, 2025

November 6, 2025

December 4, 2025

The meetings will be held on the first Thursday of each month at 1:30 p.m., in the Harris Auditorium of the Genesee County Administration Building, 3rd floor, 1101 Beach Street, 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.