

**Saginaw Area Transportation Agency – SATA**  
**4805 Towne Centre Road Suite #104**  
**Saginaw, MI 48604**  
Phone: (989) 395-8544 email [dmanley@satampo.org](mailto:dmanley@satampo.org)

**POLICY COMMITTEE MEETING**  
**Thursday, October 28, 2021**  
**10:00 a.m.**

.....  
**Social Distancing and Mask Wearing is Required**

Meeting will be held at:  
**Saginaw County Road Commission**  
**Boardroom**  
**3020 Sheridan Rd.**  
**Saginaw, MI 48601**

To attend the meeting by phone please call  
**1-989-577-5082** United States, Saginaw  
Phone Conference ID: **864 407 100#**

## *Agenda*

- I. ROLL AND INTRODUCTION OF GUESTS (Announce location)
- II. AGENDA APPROVAL (**Action**)
- III. APPROVAL OF MINUTES (**Action**)
  - A. Draft Minutes August 26, 2021
- IV. PUBLIC HEARING
- V. Proposed Amendments of the SATA 2020-2023 Transportation Improvement Program. The amendments are list separately on a memo October 14, 2021.
- VI. PUBLIC COMMENT
- VII. PROJECT UPDATES (Road & Transit Agencies)
- VIII. UNFINISHED BUSINESS
  - A. 2045 Long Range Plan Project List (update)
  - B. 2023-2026 TIP Development (update)
  - C. Asset Management (road agencies)
- IX. NEW BUSINESS
  - A. Approved of Proposed FY 2020-2023 TIP Amendments & Modification MEMO (**Action**)
  - B. Adoption of MDOT's FY 2022 Road Safety Target (**Action**)
  - C. Review and approval of FY 2022 Policy Meeting Schedule (**Action**)
  - D. Other:
  - D. Next Policy meeting: November 18, 2021, at 10:00 a.m.
- X. ADJOURNMENT

**SAGINAW AREA TRANSPORTATION AGENCY - SATA  
POLICY COMMITTEE**

***MINUTES***

***OF THE***

**Thursday, August 26, 2021**

**10:00 a.m.**

***(Remote Meeting)***

Dan Armentrout Chair opened the meeting at 10:09 a.m.

**I. ROLL AND INTRODUCTION OF GUESTS**

**Representing:**

SCRC  
Bay City-TSC  
Bay City-TSC  
Bridgeport Township  
Buena Vista Township  
Saginaw County  
City of Saginaw  
City of Saginaw  
Zilwaukee Township  
Kochville Township  
Rural Task Force

**Voting Members Present:**

Dan Armentrout – SCRC  
Jay Reithel – MDOT  
Brian Stark - MDOT  
Adrianna Jordan – Bridgeport Twp.  
Torrie Lee - BV Township  
Cody Brodie - EMCOG  
Travis Hare – City of Saginaw  
Louie Taylor -City of Saginaw  
Mary Bourbina - City of Zilwaukee  
Steve King – Kochville Township  
Tom Mayan-Merrill

**Staff Present:**

Demetra Manley, Director

**II. AGENDA APPROVAL (Action)**

**Motion made by Bourbina, support by Hare to approve the agenda with correction of next meeting date of October 28, 2021.**

**Ayes all. Opposed none. Motion Carried.**

**III. APPROVAL OF MINUTES (Action)**

**Motion made by Hare, supported by Reithel, to approve the June 24, 2021 SATA Policy minutes as presented.**

**Ayes all. Opposed none. Motioned carried.**

**IV. PUBLIC HEARINGS (Action)**

- A. Proposed Amendments of the SMATS 2020-2023 Transportation Improvement Program. The amendments are listed separately in the June 27, 2021, memo from the SATA Director.

**Motion made by Reithel, seconded by Hare, at 10:08 a.m. to open Public hearing.**

**Ayes all. Opposed none. Motion carried.**

**V. FY 2023-2026 TIP Call for Projects**

Demetra mentioned that the road agencies have indicated that they have rough draft list available. The list will be available for review at the October meeting.

**VI. PUBLIC COMMENT – none offered**

**VII. PROJECT UPDATES (Road & Transit Agencies)**

Dan Armentrout – SCRC, Louie Taylor – City of Saginaw and Jay Reithel – Bay City TSC provided projects.

**VIII. UNFINISHED BUSINESS**

**A. Travel Demand Model/Capacity Project (Update)**

Demetra mentioned that Jon Robert-MDOT updated the technical committee at its last meeting. *Highlights*

- ✓ Current capacity projects were used in the last model update in 2017.
- ✓ Model results showed significant congestion issues in Saginaw County.
- ✓ Jay Reithel -MDOT a corridor study being conducted limits **M46 Outer Drive to Thomas Township.**

**B. 2045 Long Range Plan Development (Update)**

- ✓ Staff is currently updating chapters.
- ✓ Draft version of LRP document will be available at the November meeting.
- ✓ Public comment period December 2021 (30 days)
- ✓ Final document due March 2022

**NEW BUSINESS**

- A. Approval of Proposed FY 2020-2023 TIP Amendments & Modifications MEMO attached separately (Action).**

**City of Saginaw**

1. **FY2022 - COS, JN205662 CON** work type change to Road Reconstruction and budget change above 25%, W Holland Avenue from N Woodbridge Street to N Hamilton Street \$929,000 federal, \$821,000 local, \$475,000 non-participating, \$2,225,000 total cost.
2. **FY2022 - COS, JN205665 CON** remove project, E Holland Ave.
3. **FY2022 - COS, JN205669 CON** work type change to Road Reconstruction, limits change, and budget change, E Remington Street from Water Street to S Washington Avenue (M-13) \$100,000 federal, \$150,000 local, \$250,000 total cost.

**Motion made by Reithel, seconded by Hare, to approve the FY 2020-2023 TIP Amendments as presented.**

**Ayes all. Opposed none. Motion carried.**

**Next Policy meeting:**

- Thursday. October 28, 2021 and November 18, 2021 at 10:00 a.m.

**IX. ADJOURNMENT**

There being no further business Chair Dan Armentrout adjourned SATA Policy Committee at 10:26 a.m.

Respectfully Submitted,

Demetra Manley, Director  
Saginaw Area Transportation Agency - SATA  
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Saginaw, MI 48604  
989-395-8544  
[dmanley@satampo.org](mailto:dmanley@satampo.org)

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**Memo**

DATE: October 14, 2021

TO: SATA- Technical Committee Members  
Policy Committee Members

FROM: Demetra Manley, Executive Director

RE: **Proposed TIP Amendments/Modifications**  
**FY2020-2023**

The following amendments of the FY 2020-2023 have been requested. They are being submitted for your review and recommendations. Administrative modifications that involved minor cost changes or corrections do not require committee approval and that there may be changes to this list prior to or during the meeting.

**MDOT**

1. FY2022, E. Potter Road **JN211759** CON asphalt crack treatment capital preventative maintenance \$192 federal, \$43 state, \$235 total cost.
2. FY2022 Sherman **JN213929** non-freeway signing up grade traffic & safety signs.

**SAGINAW COUNTY ROAD COMMISSION**

1. FY2022, Kochville Michigan to Westervelt **JN205716** Mill & Fill, \$137,147 federal, \$120,000 MTF, \$342,853 (ACC) \$600,000 total cost.
2. FY2022, Michigan Ave. Shattuck to Schust **JN213322** \$850,000 federal, \$350,000 state \$1,200,000 total cost.
3. FY2022, McCarty **JN205714** Bay to Fashion Square widen \$552,500 federal.
4. FY2022, Center State to Tittabawassee Rd. **JN205714** (ACC) from 2021 \$41,853.

**FY2023**

1. FY2023, Kochville **JN205716** (ACC) from **(FY2022)** \$342,853.
2. FY2023, Dixie Fort to Hess **JN205718** Mill & Fill \$695,647 federal, \$300,000 MTF, \$311,785 (ACC), \$1,307,432 total cost.

**Saginaw Area Transportation Agency  
4805 Towne Centre Road Suite 104  
Saginaw, MI 48604  
989-395-8544 email: dmanley@satampo.org**

**Saginaw Area Transportation Agency (SATA) Certified Resolution to Support Michigan Department of Transportation State Targets for Safety Performance Measures**

**WHEREAS**, the Saginaw Area Transportation Agency (SATA) 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 the entirety of Saginaw County, except for Tittabawassee Township.; and

**WHEREAS** the Highway Safety Improvement Program final representatives for the Road Commission rule (23 CRF Part 490) requires States to set targets for five safety performance measures by February 27, 2022, and MPO's to set targets 180 days after the States target date: 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 target with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly 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 in the Highway Improvement Program annual report dated August 31, 2021, and

**WHEREAS** the Saginaw Area Transportation Agency (SATA) 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,

**BE IT FURTHER RESOLVED** that the Saginaw Area Transportation Agency (SATA) will plan and program projects that contribute to the accomplishment of state safety targets.

**Support Michigan Department of Transportation State Targets for Safety Performance Measures**

<b>Safety Performance Measure (5 yr. rolling average)</b>	<b>Baseline Through Calendar Year 2016-2020</b>	<b>Calendar Year 2022 State Safety Targets</b>
<b>Fatalities</b>	<b>1.028.2</b>	<b>1.065.2</b>
<b>Fatality Rate</b>	<b>1.051</b>	<b>1.098</b>
<b>Serious Injuries</b>	<b>5.673.2</b>	<b>5.733.2</b>
<b>Serious Injury Rate</b>	<b>5.778</b>	<b>5.892</b>
<b>Nonmotorized Fatalities &amp; Serious Injuries</b>	<b>762.8</b>	<b>791.6</b>

\_\_\_\_\_  
 Daniel Armentrout, Chairperson  
 Saginaw Area Transportation Agency (SATA)

\_\_\_\_\_  
 Date

I, Demetra M. Manley, Executive Director of SATA, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a majority vote of all the members present at a regular meeting of SATA Policy Committee held on Thursday, October 28, 2021.

\_\_\_\_\_  
 Director, Saginaw Area Transportation Agency (SATA)

\_\_\_\_\_  
 Date



# **Saginaw Area Transportation Agency – SATA**

**4805 Towne Centre Road Suite 104**

**Saginaw, MI 48604**

**Phone: 989-395-8544 email: [dmanley@satampo.org](mailto:dmanley@satampo.org)**

## **SATA – Meeting Dates**

### **Calendar 2022**

The Saginaw Area Transportation Agency – SATA has established a regular schedule of meeting for 2022 as shown below. SATA Technical Committee meetings are scheduled on the 3<sup>rd</sup> Thursday and the Policy Committee meetings are the 4<sup>th</sup> Thursday of every other month. Special meetings may also be scheduled if the need arises and proper notice is given.

<b>3<sup>RD</sup> Thursday</b>	<b>Technical Committee</b>	<b>Policy Committee</b>	<b>4<sup>th</sup> Thursday</b>
10:00 a.m.	January 20	January 27	10:00 a.m.
10:00 a.m.	March 17	March 24	10:00 a.m.
10:00 a.m.	May 19	May 26	10:00 a.m.
10:00 a.m.	June 15	June 22	10:00 a.m.
10:00 a.m.	August 18	August 25	10:00 a.m.
10:00 a.m.	October 20	October 27	10:00 a.m.
10:00 a.m.	November 10	November 17	10:00 a.m.

The meetings will be held at the agency’s address of 4805 Towne Centre Road Suite 104 Saginaw, MI 48604. A notice will be posted if the location changes for any reason during the year. If you have any questions concerning these meetings, please contact Demetra M. Manley, SATA Director at 989-395-8544.

# 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

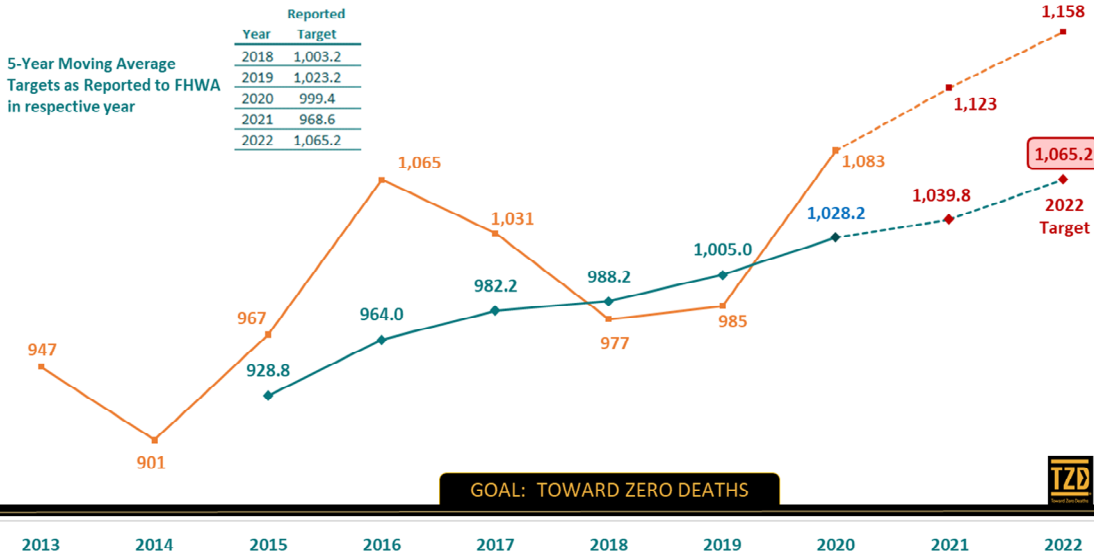
### Annual Crash Data

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



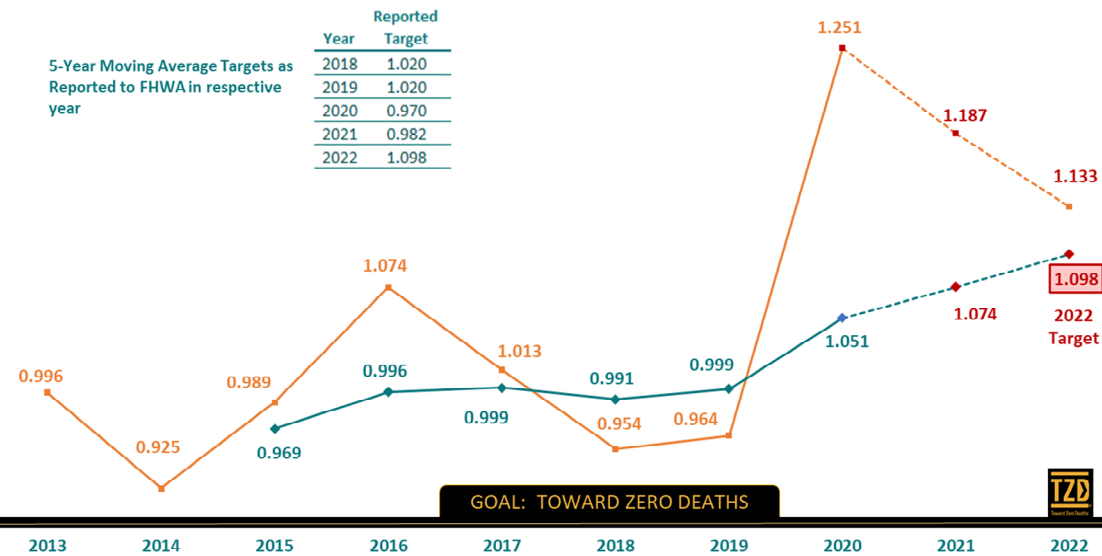
**GOAL: TOWARD ZERO DEATHS**



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



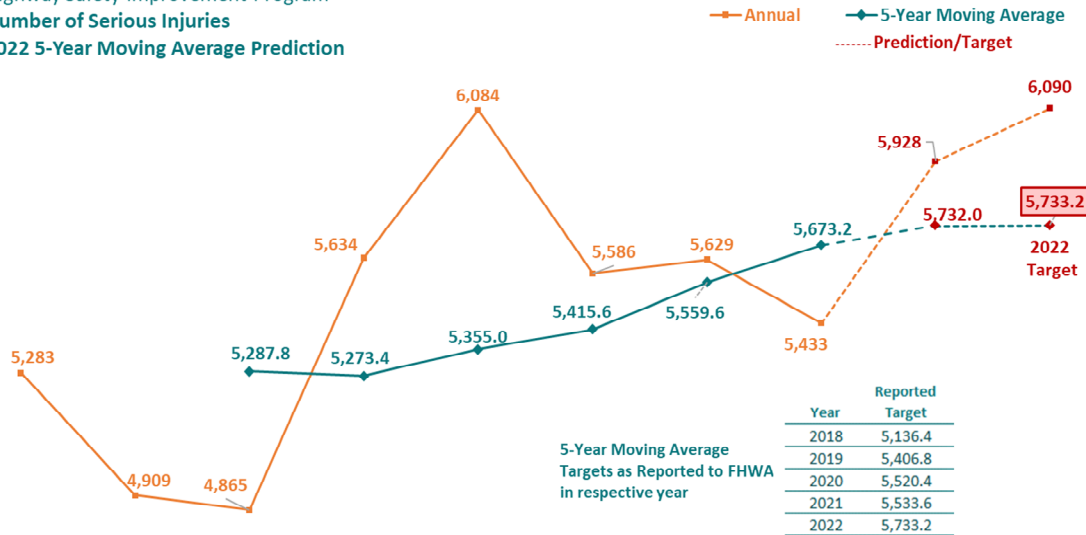
**GOAL: TOWARD ZERO DEATHS**



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

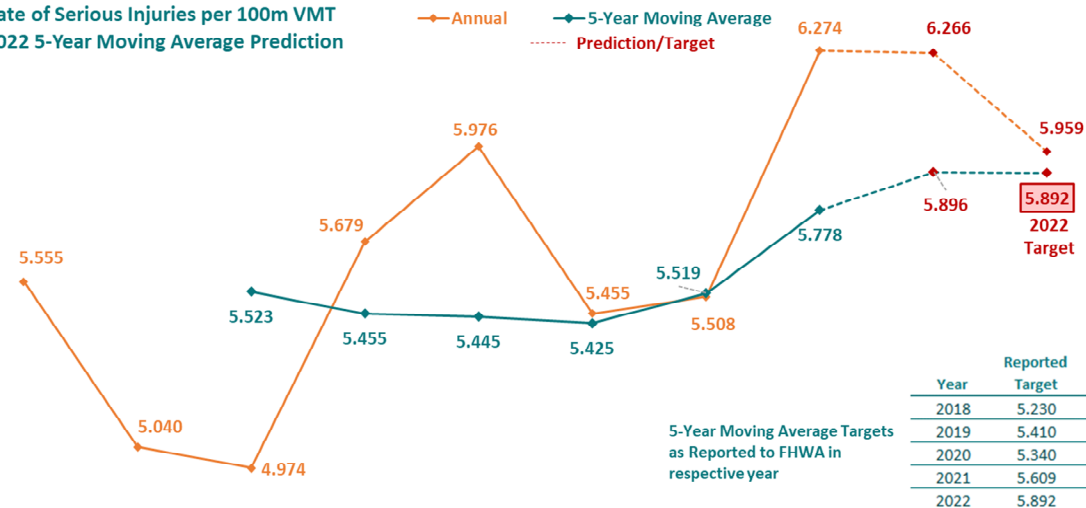


GOAL: TOWARD ZERO DEATHS



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



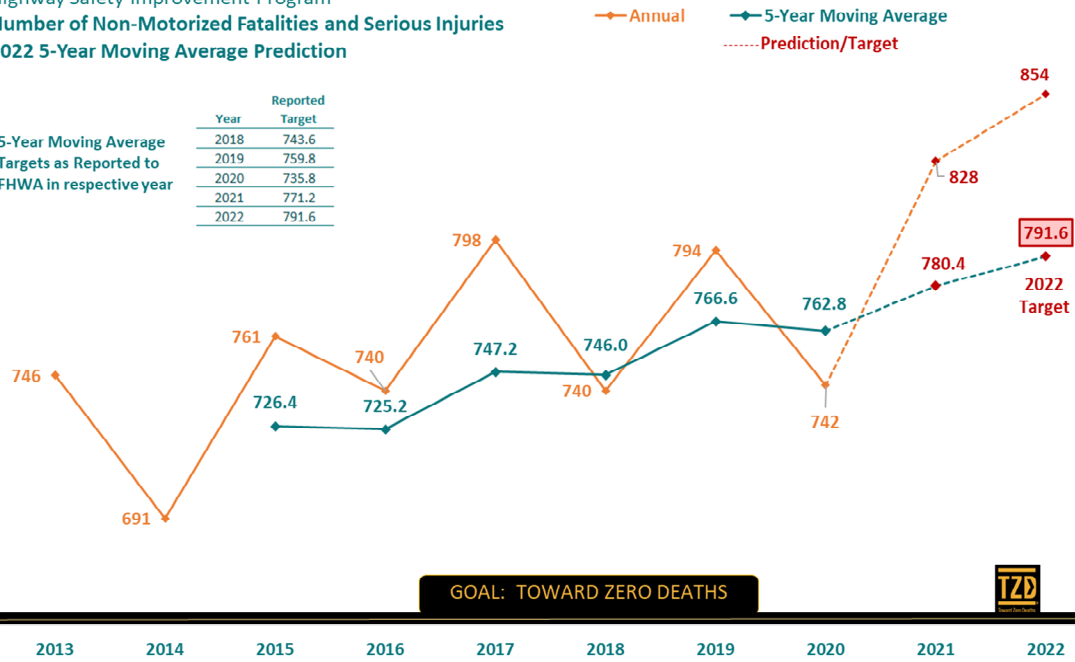
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022  
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 All Michigan public roads



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) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads





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:**

<b>Safety Performance Measure (5 year rolling average)</b>	<b>Baseline Condition (2016-2020)</b>	<b>Calendar Year 2022 State Safety Targets</b>
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.

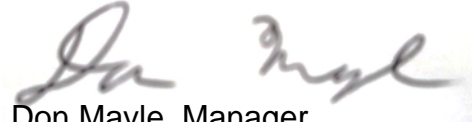
MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. 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  
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If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at [LanumJ@michigan.gov](mailto: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