

---

## NOTICE OF MEETING

### POLICY COMMITTEE

February 21, 2024

TIME: 9:30 AM

PLACE: **Lower Level Conference Room 200 N. Main Ann Arbor, MI 48104**

### AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – December 20, 2023 Policy Committee Meeting (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Checks over \$500
7. Old Business
8. New Business
  - A. 2022 WATS Traffic Crash Report and Five-year trends - Information
  - B. 2024 Safety Targets (attached) - Action
  - C. WATS Director Compensation (attached) - Action
9. Adjournment

---

#### POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

## Meeting Minutes

WATS POLICY COMMITTEE

**DATE:** December 20th, 2023

**TIME:** 9:30 AM

**LOCATION:** Lower Level Conference Room, 200 N. Main Street, Ann Arbor, MI 48104

**Members Present:** City of Saline - Brian Marl (*Chair*)  
Eastern Michigan University - Leigh Greden (*Vice Chair*)  
AAATA - Matt Carpenter  
Ann Arbor Township - Diane O'Connell  
City of Ann Arbor - Erica Briggs  
City of Milan - Josh Kofflin  
MDOT University Region - Mike Davis  
Pittsfield Charter Township - Trish Reilly  
Superior Charter Township - Ken Schwartz  
University of Michigan - Kimberly Kiernan  
Washtenaw County Road Commission - Barb Fuller  
Ypsilanti Township - Jason Iacoangeli

**Members Absent:** City of Chelsea - Charles Wiseley  
City of Dexter - Shawn Keough  
Dexter Township - Vacant  
Northfield Township - Ken Dignan  
Scio Township - John Reiser  
SWWCOG - Ron Miley  
WBCOC - Caroline Sanders

**Others Present:** Gretchen Driskell (Dexter Township Trustee), Georgia Frost (Field Rep. for U.S. Representative Debbie Dingell), Madison Merzlyakov (AAATA), Ryan Buck (WATS), Nick Sapkiewicz (WATS), Maggie Huntley (WATS), Anton Schauerte (WATS)

---

### POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

**1. CALL TO ORDER / INTRODUCTIONS**

Chair Marl called the meeting to order at 9:32 AM. Introductions were made.

**2. APPROVAL OF THE AGENDA**

A motion was made by Ms. Fuller, supported by Mr. Schwartz, to approve the meeting agenda. The motion was carried unanimously.

**3. APPROVAL OF MINUTES**

A motion was made by Ms. Fuller, supported by Mr. Kofflin, to approve the November 15, 2023 meeting minutes. The motion was carried unanimously.

**4. PUBLIC PARTICIPATION**

No comments by the public were provided.

**5. COMMUNICATIONS AND ANNOUNCEMENTS**

Mr. Buck provided the following updates:

- Projects for the 2050 LRTP have been received and the proposed list of projects will be available soon. Additionally, a series of public meetings to present the list of projects is slated in January 2024.
- The state's Federal Buyout program will not be taking place in FY25
- Both the WATS 2022 Crash Report and FY 23 List of Obligated Projects have been finalized and are available on the WATS website
- There is a new performance measure, Greenhouse Gas Emissions, for which both the State and MPOs will need to develop targets

**6. CHECKS OVER \$500**

There were no checks over \$500.

**7. OLD BUSINESS**

There was no old business.

**8. NEW BUSINESS**

**A. FY 2025 Unified Planning Work Program**

Mr. Buck stated that included in the packet is a proposed UPWP for FY2025. Additionally, Mr. Buck indicated that both the City of Chelsea's regional transportation study proposal and the City of Ann Arbor's proposal to participate in safety and other campaign messaging that were discussed at the previous meeting, are included in the UPWP. AAATA activities are also

included, as UPWP is a document shared by both WATS and AAATA.

*A motion was made by Ms. Briggs, supported by Ms. O'Connell, to approve the FY 2025 Unified Planning Work Program, as presented. The motion was carried unanimously.*

**B. What is WATS: Agency Background and Primary Responsibilities**

Mr. Buck provided a presentation that outlined the establishment, roles, and responsibilities of the Washtenaw Area Transportation Study.

**9. ADJOURNMENT**

Chair Marl adjourned the meeting at 10:30 AM.

# MEMORANDUM

To: Policy Committee  
From: Maggie Huntley  
Date: February 13, 2024  
Re: 2022 Traffic Crash Report for Washtenaw County

## **Background**

The WATS Traffic Crash Report is updated annually to include information on traffic crashes, fatalities, and serious injuries for communities in Washtenaw County. The report is provided as information to help guide transportation improvement decisions and policy. Similar to previous crash reports, the 2022 report includes 5-year crash trends for fatal and serious injury crashes, and evaluates crash factors including: lane departure crashes, intersections crashes, speeding related crashes, and crashes with young and older drivers. The data used for the intersection rankings uses the same method from the previous 2021 report.

The 2022 Traffic Crash Report is available for review [here](#).

## Key Traffic Crash Observations:

- There were 9,259 total reported crashes in 2022, up 6.9% from 2021. While the number of total crashes has increased, the annual VMT is still below pre-pandemic (2019) levels.
- There were 21 fatal crashes and 164 serious injury crashes in 2022.
- Crashes involving pedestrians remained the same at 79 for 2022 and 2021. 26.5% of pedestrian crashes were either fatal or serious injury crashes.
- There were 75 crashes involving bicyclists, up 21% from 2021. The majority (46.7%) of crashes involving bicyclists were minor injury crashes, and 7.3% of all serious injury crashes for the county.

---

### POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

Additional Resources:

- All data for the crash report is obtained from the Michigan Traffic Crash Facts reporting tool. The data query tool is available at <https://www.michigantrafficcrashfacts.org>.
- SEMCOG also maintains a searchable map and database of crashes in Southeastern Michigan at <http://www.semco.org/Safety.aspx>.

**Action**

Review the attached crash report and send any questions or comments to Maggie Huntley at [huntleym@miwats.org](mailto:huntleym@miwats.org).

# MEMORANDUM

To: WATS Policy Committee  
From: Anton Schauerte  
Date: February 8th, 2024  
Re: CY 2024 Safety Targets

## Background

Every year, the United States Department of Transportation (DOT) requires State DOTs and Metropolitan Planning Organizations (MPOs) to establish safety targets related to fatalities and serious injuries resulting from motor vehicle crashes for the upcoming calendar year.

After extensive collaboration with stakeholders from across the region, including WATS Committees/Staff and SEMCOG's Transportation Safety Action Committee, Transportation Safety Task Force, and Transportation Coordinating Council, SEMCOG set/approved its own regional safety targets for the first time in January 2023. In February 2023, the WATS Policy Committee approved the CY23 SEMCOG targets.

The safety target methodology SEMCOG uses strives to achieve zero deaths and serious injuries on roadways within the SEMCOG planning area by 2050. The methodology utilizes a non-linear approach, meaning that initial targets begin conservative and gradually increase closer to 2050. The non-linear approach is more realistic than the linear reduction method because of the time required to implement policies and actions from the new *Southeast Michigan Transportation Safety Plan* (adopted 6/2023), as well as new technologies and advancements in vehicles. Once these actions are in place, the corresponding reductions in fatalities and serious injuries should increase over time.

Instead of adopting its own regional safety targets, MPOs may instead elect to support the targets developed by the applicable State DOT.

---

### POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

**Table 1: SEMCOG Safety Targets for CY 2024**

Safety Performance Measures	Baseline <sup>1</sup>	Targets <sup>2</sup>
1) Number of Fatalities	410.4	<b>406.4 ↓</b>
2) Fatality Rate (per 100 million VMT <sup>3</sup> )	0.976	<b>0.956 ↓</b>
3) Number of Serious Injuries	2,126.8	<b>2,108.8 ↓</b>
4) Serious Injury Rate (per 100 million VMT)	5.029	<b>5.009 ↓</b>
5) Number of Non-Motorized Fatalities and Serious Injuries	376.0	<b>366.0 ↓</b>

<sup>1</sup> Baseline = 5-Year (CY 2018-2022) Rolling Average

<sup>2</sup> Targets = 5-Year (CY 2020-2024) Rolling Average, also known as the CY 2024 Safety Targets

<sup>3</sup> VMT = Vehicle Miles Traveled

**Table 2: MDOT Safety Targets for CY 2024**

Safety Performance Measures	Baseline <sup>1</sup>	Targets <sup>2</sup>
1) Number of Fatalities	1,061.6	<b>1,109.2 ↑</b>
2) Fatality Rate (per 100 million VMT <sup>3</sup> )	1.099	<b>1.152 ↑</b>
3) Number of Serious Injuries	5,681.8	<b>5,785.0 ↑</b>
4) Serious Injury Rate (per 100 million VMT)	5.863	<b>5.999 ↑</b>
5) Number of Non-Motorized Fatalities and Serious Injuries	734.0	<b>710.8 ↓</b>

<sup>1</sup> Baseline = 5-Year (CY 2018-2022) Rolling Average

<sup>2</sup> Targets = 5-Year (CY 2020-2024) Rolling Average, also known as the CY 2024 Safety Targets

<sup>3</sup> VMT = Vehicle Miles Traveled

### Methodology

SEMCOG used the following methodology for each target. First, the baseline for each measure was determined using the average of the last five years of available data, 2018-2022. Data from the Fatalities Analysis Report System was used for fatality related measures. The State of Michigan crash database was used for serious injury related measures. Vehicle Miles Traveled (VMT) was calculated using data from the Highway Performance Monitoring System. This is consistent with federal guidelines for establishing baseline values.

Next, to keep initial future projections realistic and achievable, an initial reduction number for 2023 and 2024 was determined for each measure based on the annual change in five-year rolling averages from the baseline years 2018 to 2022. Since we aspire to have reductions for each measure, only years with a reduction in the rolling average were considered.



The median reduction number from 2018 to 2022 was selected as the projected 2023 and 2024 reduction number for each measure. In cases of an even number of years with reductions, the lower of the two middle numbers was used. Reduction numbers were rounded to the nearest whole number for fatalities and serious injuries. For rates, reduction numbers were rounded to the hundredths place.

After the two initial reduction numbers were set, the annual reduction needed to be increased to **reach zero by 2050**. A consistent year-over-year percent increase in the reduction number was calculated for each performance measure, rounded to the nearest half of a percent. The following tables and charts show these values for each performance measure.

Additional details regarding the SEMCOG methodology are presented on **pp. 12-16**. To view the equations used to populate the data on the following five pages, please refer to the [“Equations Used for Target Setting” Google Sheet](#).

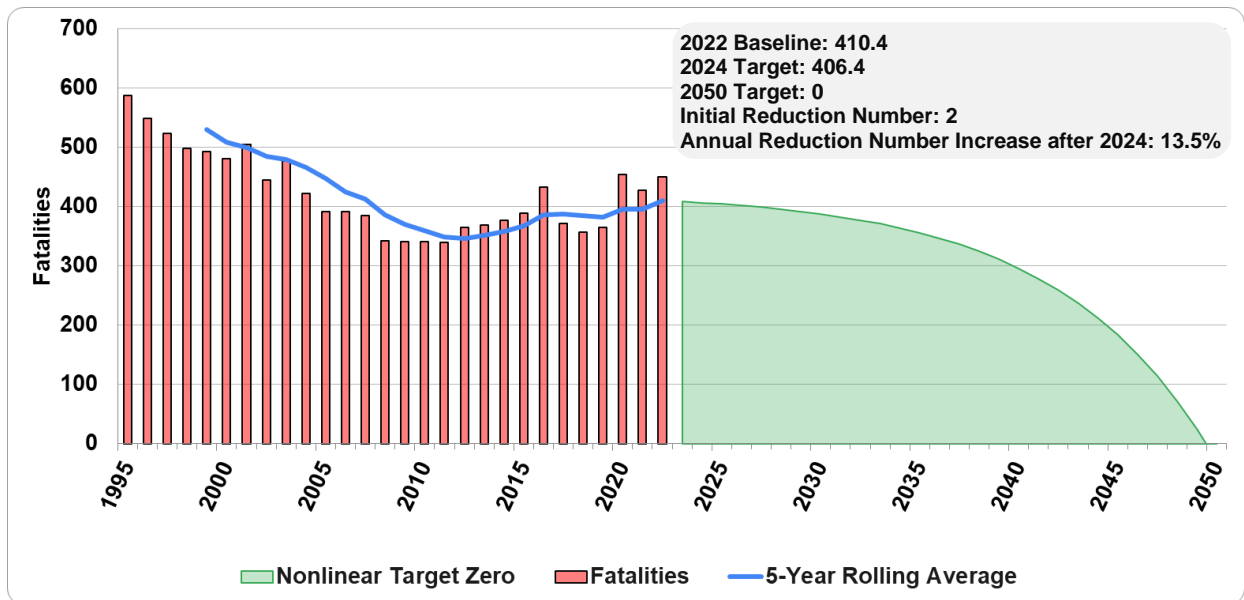
The methodology used to develop the MDOT safety targets are presented on **pp. 17-23**.

### **Action Requested**

The WATS Technical Committee recommends the WATS Policy Committee both approve the SEMCOG safety targets, as outlined in Table 1, and submit a letter to the Michigan Department of Transportation (MDOT) outlining how the MDOT safety targets are not reflective of the Department’s “Towards Zero Deaths” policy.

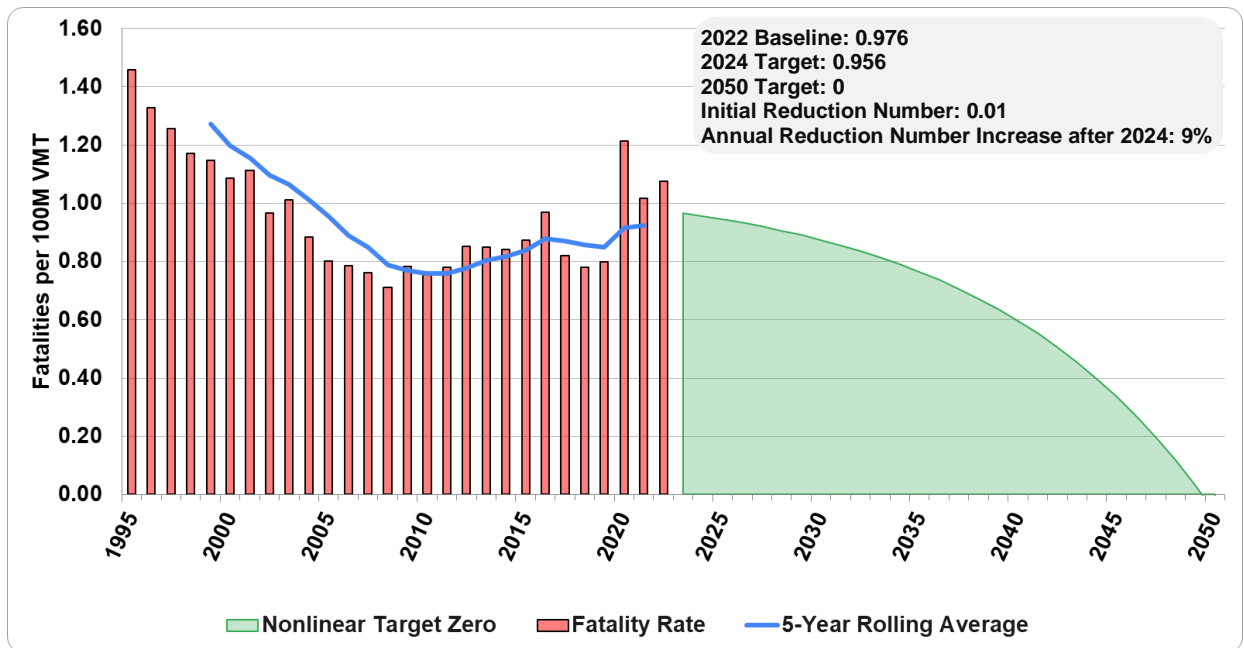
## Number of Fatalities

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2018	357	384.8	-2.4				
2019	364	382.4	-2.4				
2020	454	395.6	13.2				
2021	427	394.6	-1.0				
2022	450	410.4	15.8				
2023				408.4	2.0	2.0	0.5%
2024				406.4	4.0	2.0	0.5%
2025				404.1	6.3	2.3	0.6%
2026				401.6	8.8	2.6	0.6%
2027				398.6	11.8	2.9	0.7%
2028				395.3	15.1	3.3	0.8%
2029				391.5	18.9	3.8	1.0%
2030				387.3	23.1	4.3	1.1%
2031				382.4	28.0	4.9	1.3%
2032				376.9	33.5	5.5	1.4%
2033				370.7	39.7	6.3	1.7%
2034				363.6	46.8	7.1	1.9%
2035				355.5	54.9	8.1	2.2%
2036				346.4	64.0	9.1	2.6%
2037				336.0	74.4	10.4	3.0%
2038				324.2	86.2	11.8	3.5%
2039				310.9	99.5	13.4	4.1%
2040				295.7	114.7	15.2	4.9%
2041				278.5	131.9	17.2	5.8%
2042				258.9	151.5	19.5	7.0%
2043				236.7	173.7	22.2	8.6%
2044				211.6	198.8	25.2	10.6%
2045				183.0	227.4	28.6	13.5%
2046				150.6	259.8	32.4	17.7%
2047				113.8	296.6	36.8	24.4%
2048				72.0	338.4	41.8	36.7%
2049				24.6	385.8	47.4	65.9%
2050				-29.2	439.6	53.8	219.1%



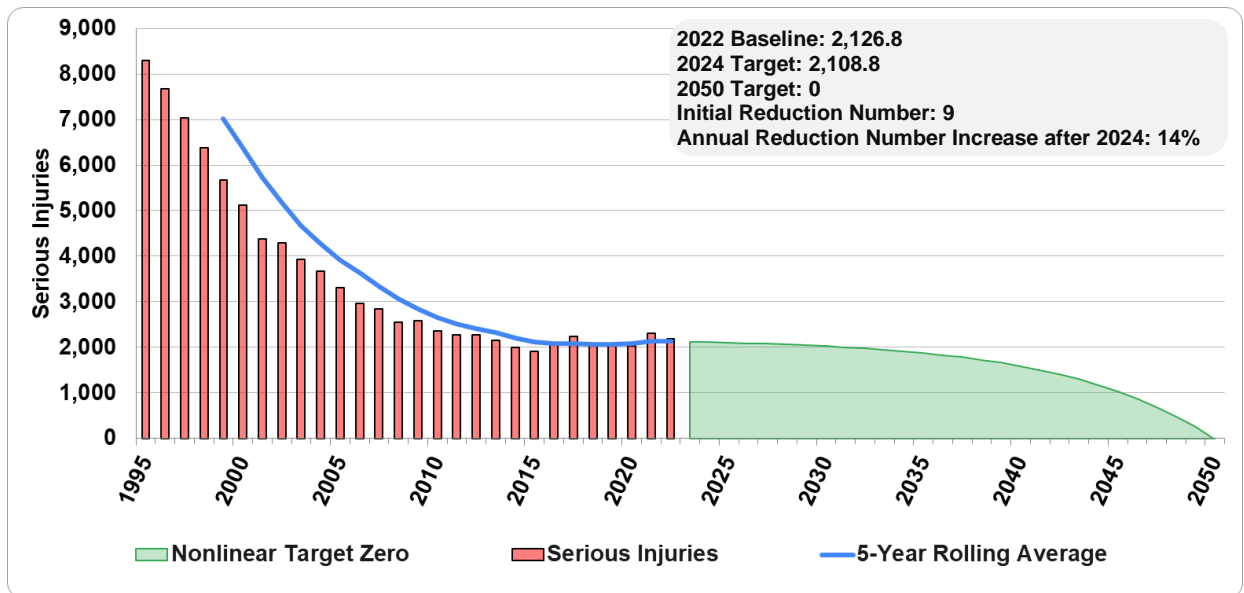
## Rate of Fatalities per 100M VMT

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2018	0.781	0.857	-0.014				
2019	0.798	0.848	-0.009				
2020	1.213	0.916	0.067				
2021	1.018	0.925	0.009				
2022	1.074	0.976	0.051				
2023				0.966	0.010	0.010	1.0%
2024				0.956	0.020	0.010	1.0%
2025				0.945	0.031	0.011	1.1%
2026				0.933	0.043	0.012	1.3%
2027				0.920	0.056	0.013	1.4%
2028				0.906	0.070	0.014	1.5%
2029				0.891	0.085	0.015	1.7%
2030				0.874	0.102	0.017	1.9%
2031				0.856	0.120	0.018	2.1%
2032				0.836	0.140	0.020	2.3%
2033				0.814	0.162	0.022	2.6%
2034				0.790	0.186	0.024	2.9%
2035				0.765	0.211	0.026	3.3%
2036				0.736	0.240	0.028	3.7%
2037				0.706	0.270	0.031	4.2%
2038				0.672	0.304	0.033	4.7%
2039				0.636	0.340	0.036	5.4%
2040				0.596	0.380	0.040	6.2%
2041				0.553	0.423	0.043	7.3%
2042				0.506	0.470	0.047	8.5%
2043				0.454	0.522	0.051	10.2%
2044				0.398	0.578	0.056	12.3%
2045				0.337	0.639	0.061	15.3%
2046				0.271	0.705	0.067	19.7%
2047				0.198	0.778	0.073	26.8%
2048				0.119	0.857	0.079	39.9%
2049				0.033	0.943	0.086	72.5%
2050				-0.061	1.037	0.094	286.9%



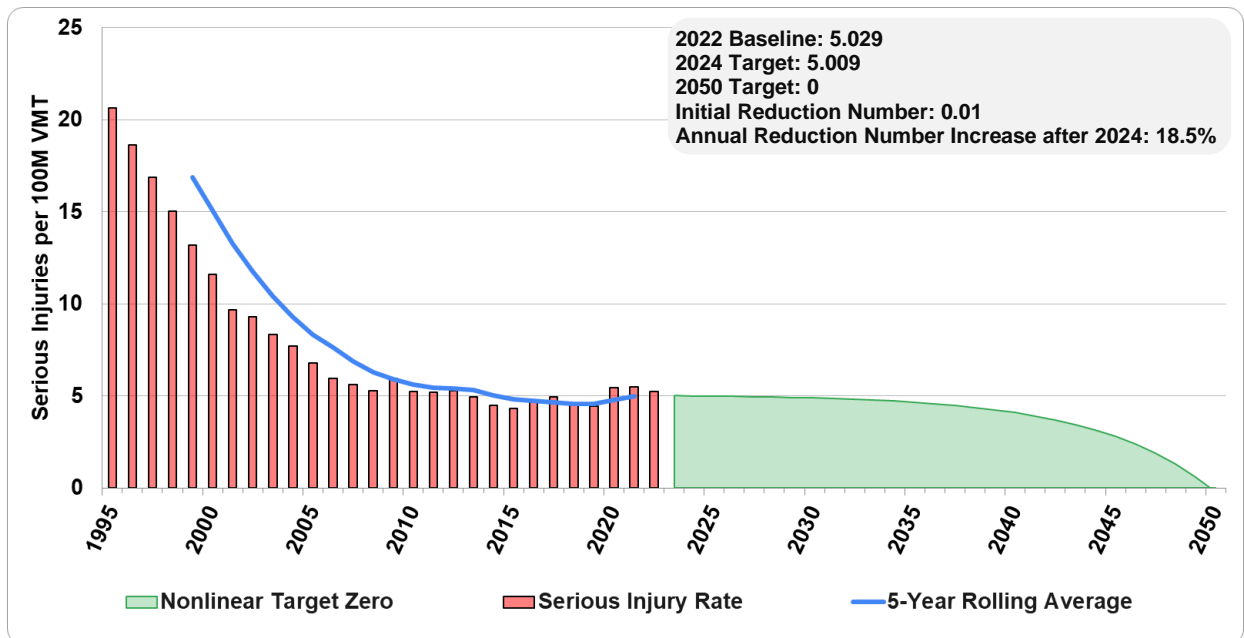
## Number of Serious Injuries

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2018	2,069	2,059.0	-15.2				
2019	2,031	2,064.8	5.8				
2020	2,036	2,089.4	24.6				
2021	2,309	2,136.0	46.6				
2022	2,189	2,126.8	-9.2				
2023				2,117.8	9.0	9.0	0.4%
2024				2,108.8	18.0	9.0	0.4%
2025				2,098.5	28.3	10.3	0.5%
2026				2,086.8	40.0	11.7	0.6%
2027				2,073.5	53.3	13.3	0.6%
2028				2,058.3	68.5	15.2	0.7%
2029				2,041.0	85.8	17.3	0.8%
2030				2,021.2	105.6	19.8	1.0%
2031				1,998.7	128.1	22.5	1.1%
2032				1,973.0	153.8	25.7	1.3%
2033				1,943.8	183.0	29.3	1.5%
2034				1,910.4	216.4	33.4	1.7%
2035				1,872.4	254.4	38.0	2.0%
2036				1,829.0	297.8	43.4	2.3%
2037				1,779.6	347.2	49.4	2.7%
2038				1,723.2	403.6	56.4	3.2%
2039				1,659.0	467.8	64.2	3.7%
2040				1,585.7	541.1	73.2	4.4%
2041				1,502.3	624.5	83.5	5.3%
2042				1,407.1	719.7	95.2	6.3%
2043				1,298.6	828.2	108.5	7.7%
2044				1,174.9	951.9	123.7	9.5%
2045				1,033.9	1,092.9	141.0	12.0%
2046				873.1	1,253.7	160.7	15.5%
2047				689.9	1,436.9	183.3	21.0%
2048				481.0	1,645.8	208.9	30.3%
2049				242.8	1,884.0	238.2	49.5%
2050				-28.7	2,155.5	271.5	111.8%



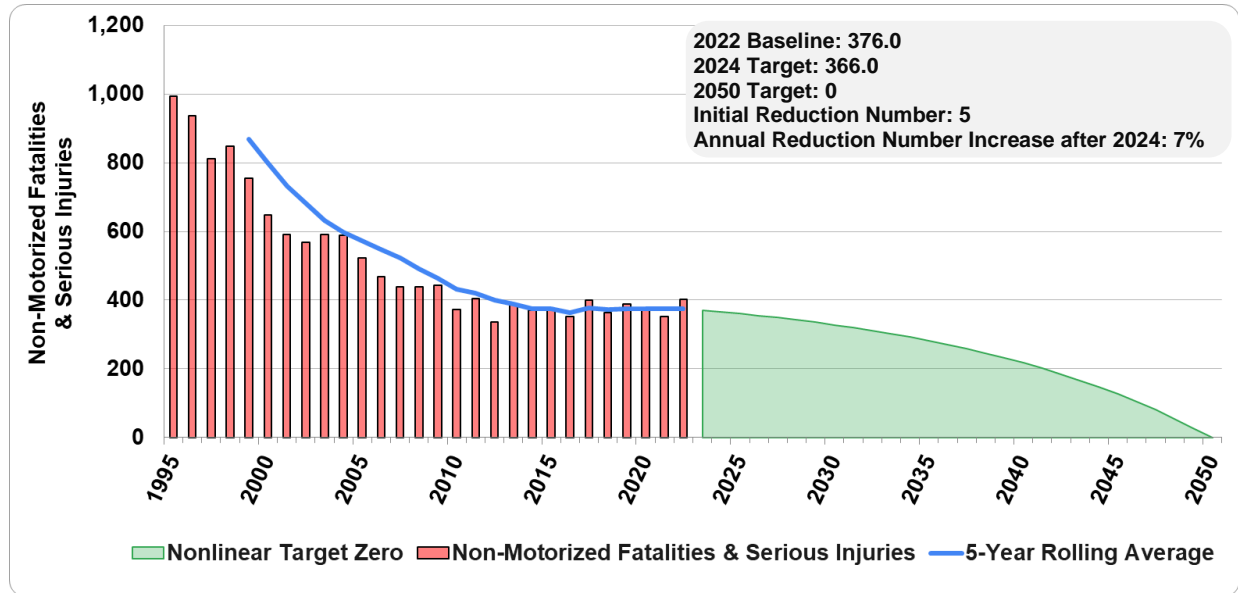
## Rate of Serious Injuries per 100M VMT

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2018	4.524	4.582	-0.083				
2019	4.454	4.577	-0.005				
2020	5.440	4.803	0.226				
2021	5.504	4.972	0.169				
2022	5.224	5.029	0.057				
2023				5.019	0.010	0.010	0.2%
2024				5.009	0.020	0.010	0.2%
2025				4.997	0.032	0.012	0.2%
2026				4.983	0.046	0.014	0.3%
2027				4.966	0.063	0.017	0.3%
2028				4.947	0.082	0.020	0.4%
2029				4.923	0.106	0.023	0.5%
2030				4.896	0.133	0.028	0.6%
2031				4.863	0.166	0.033	0.7%
2032				4.824	0.205	0.039	0.8%
2033				4.778	0.251	0.046	1.0%
2034				4.723	0.306	0.055	1.1%
2035				4.659	0.370	0.065	1.4%
2036				4.582	0.447	0.077	1.6%
2037				4.491	0.538	0.091	2.0%
2038				4.383	0.646	0.108	2.4%
2039				4.256	0.773	0.128	2.9%
2040				4.105	0.924	0.151	3.6%
2041				3.926	1.103	0.179	4.4%
2042				3.713	1.316	0.212	5.4%
2043				3.462	1.567	0.252	6.8%
2044				3.164	1.865	0.298	8.6%
2045				2.810	2.219	0.353	11.2%
2046				2.392	2.637	0.419	14.9%
2047				1.896	3.133	0.496	20.7%
2048				1.308	3.721	0.588	31.0%
2049				0.611	4.418	0.697	53.3%
2050				-0.214	5.243	0.825	135.0%



## Number of Non-Motorized Fatalities and Serious Injuries

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2018	363	371.8	-5.0				
2019	388	375.2	3.4				
2020	374	375.4	0.2				
2021	352	375.2	-0.2				
2022	403	376.0	0.8				
2023				371.0	5.0	5.0	1.3%
2024				366.0	10.0	5.0	1.3%
2025				360.7	15.4	5.4	1.5%
2026				354.9	21.1	5.7	1.6%
2027				348.8	27.2	6.1	1.7%
2028				342.2	33.8	6.6	1.9%
2029				335.2	40.8	7.0	2.0%
2030				327.7	48.3	7.5	2.2%
2031				319.7	56.3	8.0	2.4%
2032				311.1	64.9	8.6	2.7%
2033				301.9	74.1	9.2	3.0%
2034				292.1	83.9	9.8	3.3%
2035				281.6	94.4	10.5	3.6%
2036				270.3	105.7	11.3	4.0%
2037				258.2	117.8	12.0	4.5%
2038				245.4	130.6	12.9	5.0%
2039				231.6	144.4	13.8	5.6%
2040				216.8	159.2	14.8	6.4%
2041				201.0	175.0	15.8	7.3%
2042				184.1	191.9	16.9	8.4%
2043				166.0	210.0	18.1	9.8%
2044				146.7	229.3	19.3	11.7%
2045				126.0	250.0	20.7	14.1%
2046				103.8	272.2	22.2	17.6%
2047				80.1	295.9	23.7	22.8%
2048				54.8	321.2	25.4	31.7%
2049				27.6	348.4	27.1	49.6%
2050				-1.4	377.4	29.0	105.1%



# 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 align as much as possible when 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 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 “coordinated” 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 the five.

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.

## 2024 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.

## 2023-2024 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. The UMTRI change model predicts 1,109 fatalities in 2023 and 1,092 fatalities in 2024.

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 5,882 serious injuries in 2023 and 5,849 in 2024.

VMT values have been predicted for CYs 2022, 2023 and 2024. VMT estimates predict VMT has recovered to pre-2020 levels. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.107 for CY 2023, and 1.077 for CY 2024, and annual serious injury rates of 5.870 for CY 2023 and 5.768 for CY 2024. Results from the UMTRI model (the fatality and serious injury

relationship) were also used to generate non-motorized forecasted annual values of 722 for CY 2023 and 696 for CY 2024.

The above annual forecasted values for CY 2023 and CY 2024 along with the actual values from CY 2020 to 2022 to determine the 2024 Targets (five-year rolling average) are shown in the 2024 Target Summary table. In addition, actual values dating back to CY 2018 are included as part of the determination of the 2022 baseline condition.

## 2024 Predictions (Targets)

Number of Fatalities	1,109.2
Rate of Fatalities per 100M VMT	1.152
Number of Serious Injuries	5,785
Rate of Serious Injuries per 100M VMT	5.999
Number of Non-Motorized Fatalities and Serious Injuries	710.8

## 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 (TZD). The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Over 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver education, emergency response, enforcement,

engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities and serious injuries. By incorporating safety into all facets of transportation, Michigan can achieve this vision. 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 eliminating serious 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, installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, vulnerable road user improvement projects, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had

decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but increased in 2020 and 2021 to a high of 1,136 and declined again in 2022 to 1,123. This is reflected in the five-year average or target of 1,109.2 for CY 2024. For the same time, serious injuries rose to a high of 5,979 in CY 2021 leading to the five-year average of 5,785 for CY 2024.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2022 are shown. Imagine what these could be if all participated in driving the numbers down.

### Targets Reported to FHWA

Year	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious	
Year	Reported	Reported	Reported	Reported	
Year	Target	Target	Target	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
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8

*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	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	1.141	5,782	5.876	720

### 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](#)

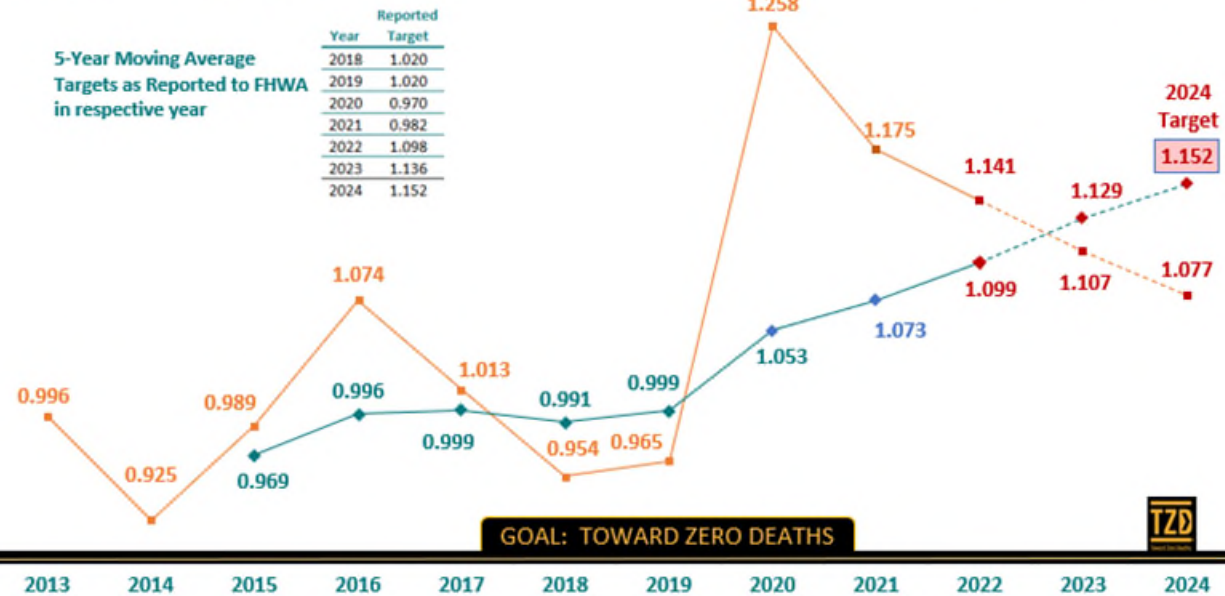
Highway Safety Improvement Program  
**Number of Fatalities**  
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

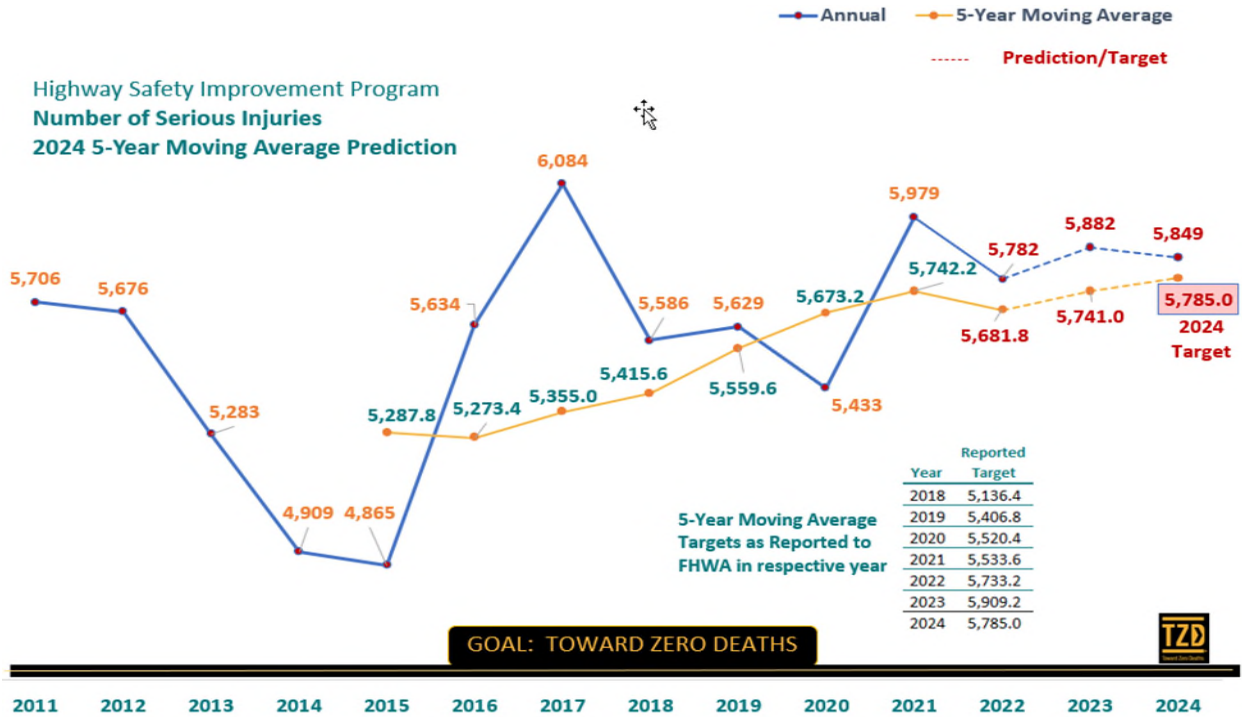
Highway Safety Improvement Program  
**Rate of Fatalities per 100m VMT**  
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

Highway Safety Improvement Program  
Number of Serious Injuries  
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

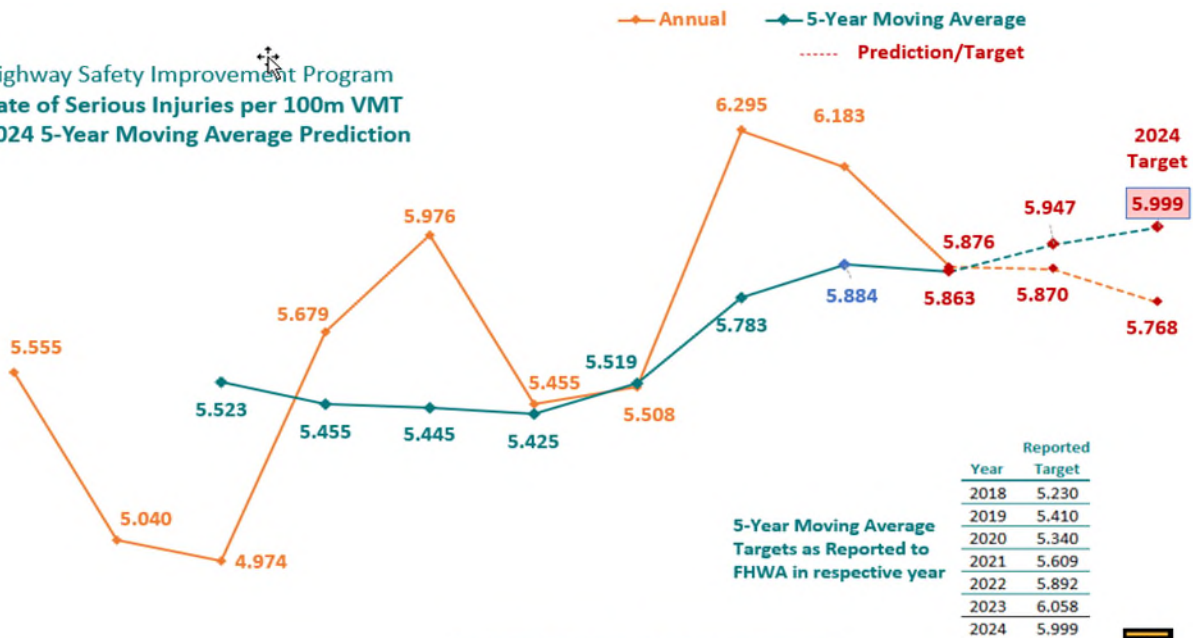


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

Highway Safety Improvement Program  
Rate of Serious Injuries per 100m VMT  
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



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

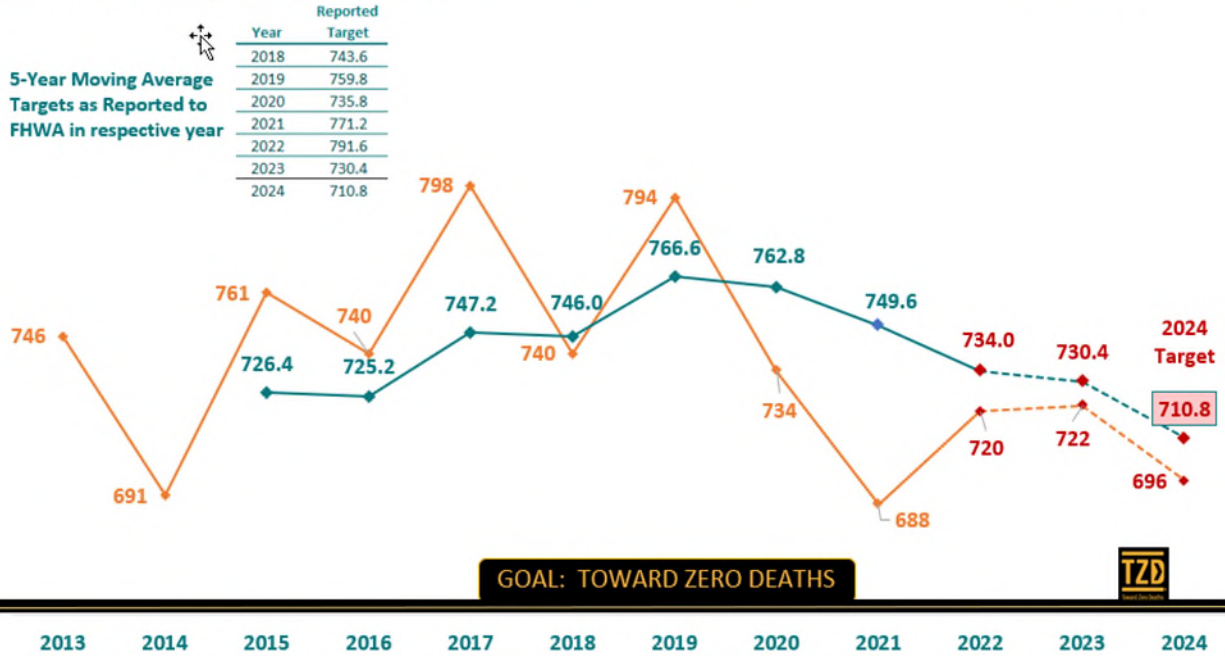
NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads



Highway Safety Improvement Program  
 Number of Non-Motorized Fatalities and Serious Injuries  
 2024 5-Year Moving Average Prediction

— Annual — 5-Year Moving Average  
 ..... Prediction/Target



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



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

October 17, 2023

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 2024. 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 2024:**

<b>Safety Performance Measure (5 year rolling average)</b>	<b>Baseline Condition (2018-2022)</b>	<b>2024 Targets (2020-2024)</b>
Fatalities	1,061.6	1,109.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.099	1.152
Serious Injuries	5,681.8	5,785.0
Serious Injury Rate per 100 million VMT	5.863	5.999
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	734.0	710.8

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, 2023. MPOs are now required to decide on their MPO safety targets for calendar year 2024 no later than February 27, 2024.

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

Metropolitan Planning Organization Director  
Page 2  
October 17, 2023

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

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or [LanumJ@michigan.gov](mailto:LanumJ@michigan.gov).

Sincerely,

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

Don Mayle, Manager  
Statewide Planning Section

Enclosure

cc: J. Lanum, MDOT  
A. Pickard, FHWA  
D. Parker, MDOT  
E. Kind, MDOT  
M. Bott, MDOT  
K. Travelbee, MDOT  
T. White, MDOT  
M. Toth, MDOT  
C. Newell, MDOT

## MEMORANDUM

TO: WATS Policy Committee  
FROM: Leigh Greden, WATS Policy Committee Vice Chair  
RE: Proposed 2022-2023 compensation adjustment for Executive Director  
DATE: February 12, 2024

### Executive Summary

The WATS Executive Committee (consisting of myself, Chair Brian Marl, and Treasurer Matt Carpenter) has reviewed the compensation paid to the WATS Director (Ryan Buck) as part of the annual process of reviewing the Director's compensation and/or performance. As outlined in more detail in this memo:

- Following a comprehensive performance evaluation in mid-2022<sup>1</sup>, the Policy Committee increased the Director's annual salary by 4.7% (to \$106,800) effective October 2022, which is the current rate of pay. That increase equaled the prior year's rate of inflation. The Policy Committee also authorized a one-time merit/performance bonus for the Director equal to \$3,000.
- Pursuant to the process announced at the Policy Committee meeting in the summer of 2022, this year the Committee should review the Director's compensation, but a comprehensive performance evaluation is not scheduled to occur until summer/fall 2024.
- Based on the previous year's rate of inflation (8%) and peer benchmarking, **the Executive Committee recommends that the Director's annual salary be increased by 6.1%, from \$106,800 to \$113,400**, retroactive to July 1, 2023. Even with this adjustment, the Director's pay will remain below the midpoint for a comparable position according to peer benchmarking.
- **The Executive Committee also recommends that the Director be paid a one-time bonus of \$1,500** because (1) the proposed salary increase is less than the applicable prior year rate of inflation (which was 8%), (2) the Director's proposed salary continues to be less than the midpoint for a comparable position in this region, and (3) the Director's most recent performance evaluation from mid-2022 was extremely positive.

### Process Overview

Per our discussion at the December 2023 Policy Committee meeting, the Policy Committee evaluates the Director's compensation every year, and evaluates the

---

<sup>1</sup> For purposes of this process, a "comprehensive performance evaluation" includes input from the members of the WATS Policy Committee, the members of the WATS Technical Committee, selected external stakeholders, and/or the WATS staff who are supervised by the Director.



Director's performance every other year. This process began in 2022 immediately following a comprehensive evaluation and compensation adjustment for the Director, and is designed to address several goals:

- We seek to review the Director's compensation every year to reflect employment best practices and changes in the cost of living.
- We seek to evaluate the Director's performance every other year (a yearly evaluation is not used because the evaluation is comprehensive and the process is therefore time consuming for all parties).
- Before this system was implemented, we failed to regularly review the Director's performance or compensation, which resulted in the Director not receiving any pay raise, bonus, or performance evaluation for several years. This new process is designed to ensure that the Director receives a compensation adjustment and/or performance evaluation on a reasonably regular basis.

### **Compensation history**

Below is a summary of the Director's recent performance reviews and compensation adjustments:

- 2013: Director is hired; annual salary equals \$79,800
- 2014: Director's salary is increased to \$90,000 (12.8% increase)
- 2015: no change in salary; no performance evaluation
- 2016: no change in salary; no performance evaluation
- 2017: Director's annual salary is increased from \$90,000 to \$92,700 (1.0% per year since the previous pay raise).
- 2018: no change in salary; no performance evaluation
- 2019: no change in salary; no performance evaluation
- 2020: no change in salary; no performance evaluation
- 2021: Director's salary is increased from \$92,700 to \$102,000 (2.5% per year since the previous pay raise); Director also receives a one-time \$4,000 bonus; a comprehensive performance evaluation is completed
- 2022: Director's annual salary is increased from \$102,000 to \$106,800 (4.7% per year, which is equal to the prior year's rate of inflation); Director also receives a one-time \$3,000 bonus; a comprehensive performance evaluation is completed

Importantly, the Director is not enrolled in FICA pursuant to federal regulations. The Director therefore bears a greater responsibility for self-funding their retirement compared to most employees in the United States.

### **Compensation Benchmarking**

As part of our review, we benchmarked compensation paid to the comparable leadership role. We concluded that the Director's salary remains below the market midpoint. Although this discrepancy was justified in the early years of the current Director's employment as Director, he has since gained significant experience having served in this role for more than ten years. In future years, we should continue to seek to move the current Director's salary closer to the applicable market midpoint.

### **Recommendation**

Based on the foregoing information, the Executive Committee recommends that the Policy Committee approve the following changes to the Director's compensation:

- WATS should **increase the Director's annual salary from \$106,800 to \$113,400, retroactive to July 1, 2023, which represents an increase of 6.1%.** This amount is less than the applicable prior year's rate of inflation of 8.0%.
- WATS should pay the Director a **one-time bonus of \$1,500** because (1) the proposed salary increase is less than the rate of inflation, (2) the Director's proposed salary continues to be less than the market midpoint, and (3) the Director's most recent performance evaluation from mid-2022 was extremely positive.