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NOTICE OF MEETING

POLICY COMMITTEE

DATE: February 15, 2023

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 – November 16, 2022 Policy Committee Meeting (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Bills over \$500
7. Old Business
8. New Business
 - A. Regional Safety Transportation Performance Measures - Action
 - B. 2045 Long Range Transportation Plan Reaffirmation - Action
 - C. FY 2024 Unified Planning Work Program - Action
 - D. 2021 Crash Report for Washtenaw County - Information
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

Minutes of Meeting

POLICY COMMITTEE

DATE: November 16, 2022

TIME: 9:30 pm

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

Members Present: City of Saline – Brian Marl, Chair
Eastern Michigan University - Leigh Greden, Vice Chair
TheRide – Matt Carpenter, Secretary-Treasurer
Ann Arbor Township – Diane O'Connell
City of Ann Arbor – Erica Briggs
MDOT Region - Mike Davis
Pittsfield Township – Mandy Grewal
University of Michigan – Steve Dolen (for Henry Baier)
Ypsilanti Township – Jason Iacoangeli (for Brenda Stumbo)
Washtenaw County Road Commission – Sheryl Siddall
City of Chelsea – Bill Ruddock (for Charles Wiseley)

Members Absent: City of Ann Arbor DDA – Vacant
Dexter Township - Karen Sikkenga
City of Milan - Vacant
Northfield Township - Ken Dignan
Scio Township - Vacant
SWWCOG – Ron Miley
WCBOC – Jason Morgan
Superior Township – Ken Schwartz
City of Ypsilanti – Jennifer Symanns
City of Dexter – Justin Breyer (for Shawn Keough)

Others Present: WATS - Ryan Buck, Nick Sapkiewicz, Maggie Huntley
SEMCOG - Jennya Abramovich

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1. Call to Order/Introductions

Chair Marl called the meeting to order at 9:33am. Introductions were made.

2. Approval of Agenda

Mr. Greden made a motion to approve the meeting agenda, Ms. Grewal supported the motion, motion approved.

3. Approval of Minutes

Ms. O'Connell made a motion to approve the October 19, 2022 minutes, supported by Ms. Briggs, motion approved.

4. Public Participation

Chair Marl asked if anyone wished to address the Committee. No one wished to address the Committee and public participation time was closed.

5. Communications and Announcements

Mr. Buck provided the following updates:

- New staff member Mr. Anton Schauerte has begun work with WATS.
- WATS Officers have met to discuss bylaws updates to address quorum issues and define the Technical Committee's role within WATS Committee's decision-making powers
- WATS will be the host agency for the Michigan Transportation Planning Association annual conference in July of 2023
- Staff are working with the City of Ypsilanti to collect PASER ratings on the City's road network.
- The federal aid buyout program offered by MDOT for 2023 projects is being offered again for 2024 projects with the call opening soon. The program is a good opportunity for local agencies to secure funding and expedite implementation for projects that have already gone through the TIP process.

6. Bills over \$500

There were no bills over \$500 requiring approval.

7. Old Business

There was no old business.

8. New Business

A. FY 2023-2026 Transportation Improvement Program (TIP) Amendments

Mr. Sapkiewicz presented the 1st Call FY 2023 amendment to the TIP to the Committee. Amendments were submitted by Ann Arbor, TheRide, WAVE, Saline and MDOT. Mr. Sapkiewicz explained that the environmental justice review (EJ) of the amendment did not reveal any negative impacts to EJ populations, and that while an updated review of the level of investment in EJ areas was not available for the first call, the overall change in investment to the TIP was nominal.

Ms. Siddall made a motion to approve the TIP amendments, supported by Ms. Grewal, motion approved

B. FY 2023-2026 Transportation Improvement Program Modifications

Mr. Sapkiewicz explained that the informational modifications in this amendment period are focused mainly on adjustments to project length (vs jobnet length description) and costs.

C. Strategy for Additional Federal Funding for FY 2023

Mr. Sapkiewicz explained that additional FY 2023 Surface Transportation funding would soon be released to local agencies in the form of carryforward balances by MDOT, repaying local unused obligation authority MDOT was able to draw down in FY 2022. For Washtenaw County the additional FY 2023 funds amount to \$1.1M.

Mr. Sapkiewicz added that while a quorum was not present at the WATS Technical Meeting, the members present supported the strategy to distribute new funds proportionally across projects in the Federal Aid Program.

Mr. Buck noted the flexibility of proportionally distributing funding within the existing program. Mr. Carpenter stated that the amount of funding was not significant regionally.

Mr. Carpenter made a motion to distribute the new TY 2023 funds proportionally, supported by Mr. Iacoangeli, motion approved.

D. Regional Safety Performance Measures

Mr. Sapkiewicz explained that in light of several years of approving safety performance targets set by the state which are not vision zero focused, and sending comments to the state on the desire for more ambitious goals, a regionally developed set of vision zero focused safety targets has been developed. The regional safety targets seek to reach zero deaths/serious injuries by the year 2050.

(Note: SEMCOG gave a presentation on the development of the regional safety targets at the November meeting.)

Mr. Ruddock questioned whether the reduction in safety estimates was dramatic enough. Ms. Abromovitch explained that the non-linear arc of safety estimates represents larger campaigns gaining traction over time, giving the example of seatbelt laws and airbag requirements taking some time to take effect.

Mr. Dolen noted that road design can also have a significant impact on safety, while Ms. Briggs pointed to the impacts of Ann Arbor's traffic calming measures and the less severe safety impacts during Coronavirus.

The regional safety target information is provided a background with an anticipated approval of the targets in February.

9. Adjournment

Chair Marl adjourned the meeting.

MEMORANDUM

To: WATS Policy Committee
From: Anton Schauerte
Date: February 2nd, 2023
Re: 2023 Performance Measures Targets: Safety

Background

As discussed at the most recent Technical and Policy Committee meetings (November 2022), every year, the United States Department of Transportation (DOT) requires State DOTs and Metropolitan Planning Organizations (MPOs) to establish safety targets for the upcoming calendar year (CY). These safety targets pertain to fatalities and serious injuries resulting from motor vehicle crashes.

MDOT was required to submit CY 2023 safety targets by August 31st, 2022. MPOs have until February 27th, 2023 (180 days later) to take formal action on adopting safety targets. MPOs have the option to either, (1) adopt the targets already set by their State DOT, or, (2) adopt their own targets. Although WATS adopted the state's targets each year between 2018 and 2021, WATS Committees have expressed their interest in setting more aspirational targets since as early as 2019.

Since the federal transportation performance measures (TPMs) were first implemented in 2018, WATS has adopted the state-developed measure for safety every year, but has also acknowledged the need for a more aspirational, vision-zero-oriented approach to goal setting. After extensive collaboration between a number of stakeholders, including WATS Committees/staff, SEMCOG's Transportation Safety Action Committee, SEMCOG's Transportation Safety Task Force, and SEMCOG'S Transportation Coordinating Council, SEMCOG staff have developed a safety target-setting methodology based on the MPO for the Philadelphia, PA area.

Table 1 and Table 2, shown on the following page, highlight MDOT's and SEMCOG's CY 2023 safety targets, respectively.

The newly-developed safety target methodology 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 are more conservative and gradually increase closer to 2050. This approach is more realistic than a linear reduction method, the latter assuming a consistent reduction year-over-year. This is due to the time required to implement policies and actions from the new

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Southeast Michigan Transportation Safety Plan, to be adopted in June 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.

Safety Targets - MDOT, SEMCOG

Table 1: MDOT Safety Targets - CY 2023

Safety Performance Measures	Baseline Average (CY 2017 - CY 2021)*	MDOT Safety Targets (CY 2019 - CY 2023)*
Number of Fatalities	1,041.8	1,105.6 ↑
Fatality Rate (per 100 million VMT**)	1.071	1.136 ↑
Number of Serious Injuries	5,742.2	5,909.2 ↑
Serious Injury Rate (per 100 million VMT**)	5.878	6.058 ↑
Number of Non-Motorized Fatalities and Serious Injuries	752.0	743.4 ↓

**Baseline and Proposed Targets utilize 5-year rolling averages, **Vehicle Miles Traveled*

Table 2: SEMCOG Safety Targets - CY 2023

Safety Performance Measures	Baseline Average (CY 2017 - CY 2021)*	SEMCOG Safety Targets (CY 2019 - CY 2023)*
Number of Fatalities	394.2	390.2 ↓
Fatality Rate (per 100 million VMT**)	0.925	0.905 ↓
Number of Serious Injuries	2,136.0	2,106.0 ↓
Serious Injury Rate (per 100 million VMT**)	4.972	4.812 ↓
Number of Non-Motorized Fatalities and Serious Injuries	375.4	365.4 ↓

**Baseline and Proposed Targets utilize 5-year rolling averages, **Vehicle Miles Traveled*

Methodology

The following methodology was used for each target. First, the baseline for each measure was determined using the average of the last five years of available data, 2017-2021. 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 (HPMS). This is consistent with federal guidelines for establishing baseline values.

Next, to keep initial future projections realistic and achievable, an initial reduction number for 2022 and 2023 was determined for each measure based on the annual change in five-year rolling averages from 2015 to 2019. Since we aspire to have reductions for each measure, only years with a reduction in the rolling average were considered. Crash data from 2020 and 2021 were excluded, as those years were highly influenced by the COVID-19 pandemic. SEMCOG's future projections for travel demand and other forecasting currently exclude COVID data, so the same approach was used for safety target projections.

The median reduction number from 2015 to 2019 was selected as the projected 2022 and 2023 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.

Tables 3-7, shown on the following pages, illustrate additional details of the methodology for each of the five safety performance measures. Additionally, the MDOT 2023 Safety Targets Newsletter provides additional information on safety targets and is included following Tables 3-7.

Action Requested

On February 1st, 2023, the WATS Technical Committee voted to recommend that the WATS Policy Committee approve SEMCOG's CY 2023 Safety Targets, as presented in Table 2.

Table 3: 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
2015	388	367.4	9.6				
2016	432	386.0	18.6				
2017	371	387.2	1.2				
2018	357	384.8	-2.4				
2019	364	382.4	-2.4				
2020	453	395.4	13				
2021	426	394.2	-1.2				
2022				392.2	2.0	2.0	0.5%
2023				390.2	4.0	2.0	0.5%
2024				388.0	6.3	2.3	0.6%
2025				385.4	8.8	2.5	0.7%
2026				382.6	11.6	2.8	0.7%
2027				379.4	14.8	3.2	0.8%
2028				375.8	18.4	3.6	1.0%
2029				371.7	22.5	4.1	1.1%
2030				367.1	27.1	4.6	1.2%
2031				362.0	32.2	5.1	1.4%
2032				356.2	38.0	5.8	1.6%
2033				349.7	44.5	6.5	1.8%
2034				342.4	51.8	7.3	2.1%
2035				334.2	60.0	8.2	2.4%
2036				325.0	69.2	9.2	2.8%
2037				314.6	79.6	10.4	3.2%
2038				302.9	91.3	11.7	3.7%
2039				289.7	104.5	13.2	4.3%
2040				274.9	119.3	14.8	5.1%
2041				258.2	136.0	16.7	6.1%
2042				239.5	154.7	18.7	7.3%
2043				218.4	175.8	21.1	8.8%
2044				194.7	199.5	23.7	10.9%
2045				168.0	226.2	26.7	13.7%
2046				137.9	256.3	30.0	17.9%
2047				104.2	290.0	33.8	24.5%
2048				66.2	328.0	38.0	36.5%
2049				23.4	370.8	42.8	64.6%
2050				-24.7	418.9	48.1	205.6%

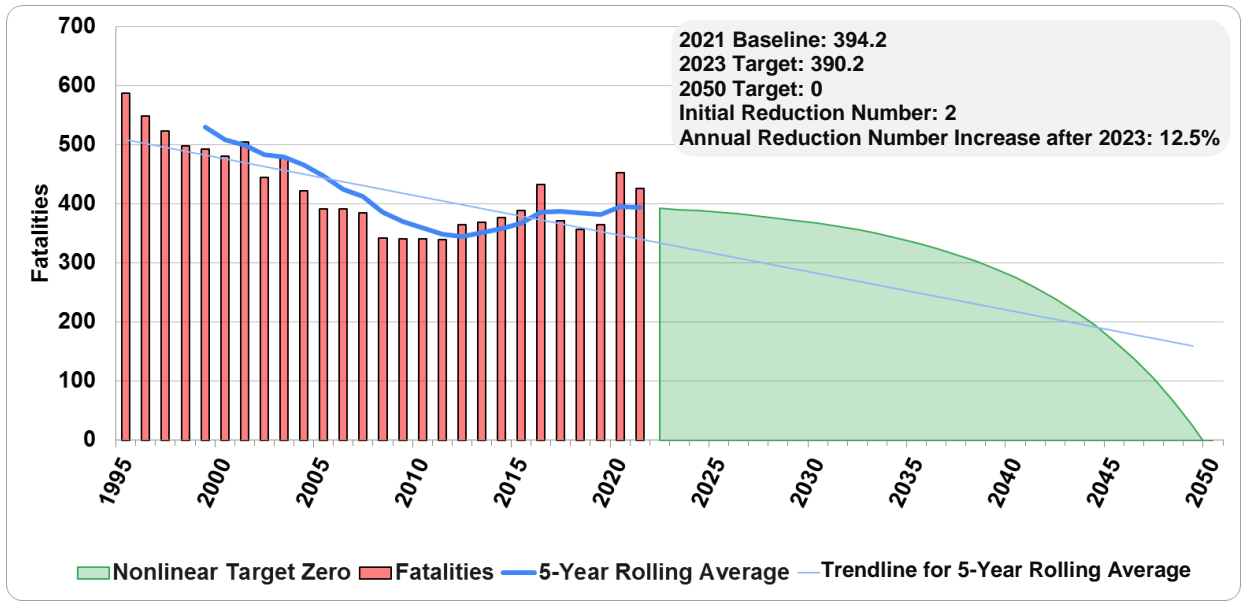


Table 4: Rate of Fatalities per 100M VMT

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2015	0.874	0.839	0.023				
2016	0.969	0.877	0.038				
2017	0.820	0.871	-0.007				
2018	0.781	0.857	-0.014				
2019	0.798	0.848	-0.009				
2020	1.210	0.916	0.067				
2021	1.015	0.925	0.009				
2022				0.915	0.010	0.010	1.1%
2023				0.905	0.020	0.010	1.1%
2024				0.894	0.031	0.011	1.2%
2025				0.882	0.042	0.012	1.3%
2026				0.870	0.055	0.013	1.4%
2027				0.856	0.069	0.014	1.6%
2028				0.842	0.083	0.015	1.7%
2029				0.826	0.099	0.016	1.9%
2030				0.809	0.116	0.017	2.1%
2031				0.790	0.135	0.019	2.3%
2032				0.770	0.155	0.020	2.5%
2033				0.748	0.176	0.022	2.8%
2034				0.725	0.200	0.023	3.1%
2035				0.700	0.225	0.025	3.5%
2036				0.673	0.252	0.027	3.9%
2037				0.643	0.282	0.029	4.4%
2038				0.612	0.313	0.032	4.9%
2039				0.577	0.348	0.034	5.6%
2040				0.540	0.385	0.037	6.4%
2041				0.500	0.424	0.040	7.4%
2042				0.457	0.468	0.043	8.6%
2043				0.411	0.514	0.047	10.2%
2044				0.360	0.565	0.050	12.3%
2045				0.306	0.619	0.054	15.1%
2046				0.247	0.678	0.059	19.2%
2047				0.184	0.741	0.063	25.6%
2048				0.115	0.810	0.068	37.3%
2049				0.041	0.884	0.074	64.1%
2050				-0.038	0.963	0.080	192.9%

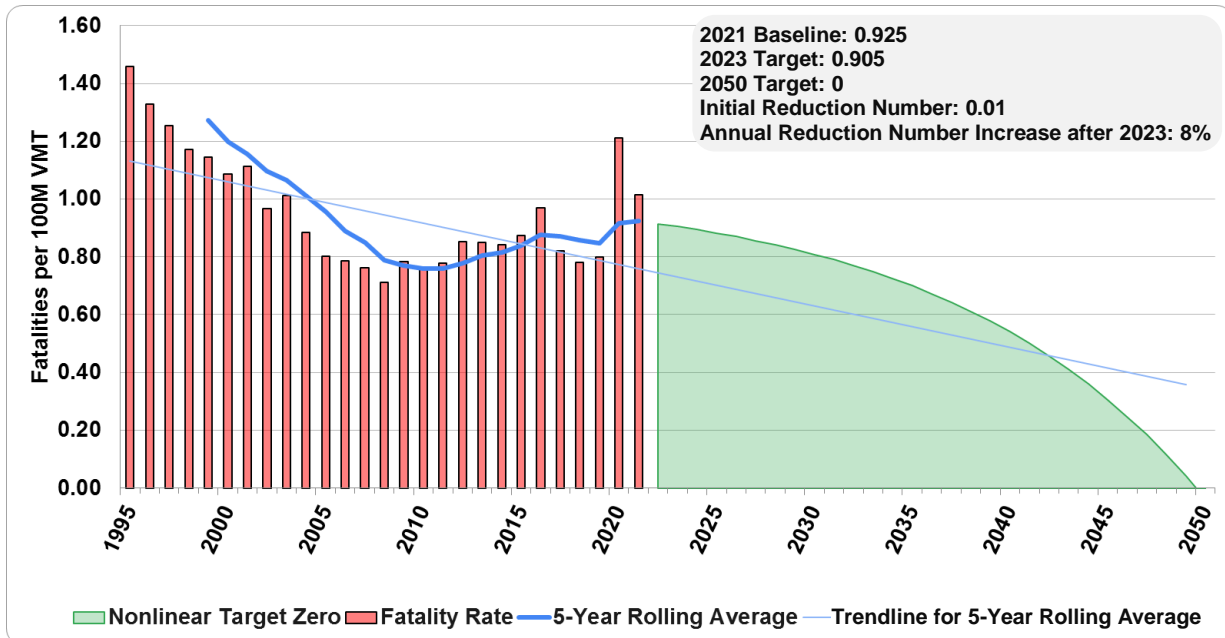


Table 5: Number of Serious Injuries

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2015	1,913	2,118.0	-88.8				
2016	2,076	2,080.6	-37.4				
2017	2,235	2,074.2	-6.4				
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				2,121.0	15.0	15.0	0.7%
2023				2,106.0	30.0	15.0	0.7%
2024				2,089.4	46.6	16.6	0.8%
2025				2,071.1	64.9	18.3	0.9%
2026				2,050.9	85.1	20.2	1.0%
2027				2,028.5	107.5	22.4	1.1%
2028				2,003.8	132.2	24.7	1.2%
2029				1,976.5	159.5	27.3	1.4%
2030				1,946.3	189.7	30.2	1.5%
2031				1,913.0	223.0	33.3	1.7%
2032				1,876.1	259.9	36.8	1.9%
2033				1,835.4	300.6	40.7	2.2%
2034				1,790.4	345.6	45.0	2.5%
2035				1,740.7	395.3	49.7	2.8%
2036				1,685.8	450.2	54.9	3.2%
2037				1,625.1	510.9	60.7	3.6%
2038				1,558.0	578.0	67.1	4.1%
2039				1,483.9	652.1	74.1	4.8%
2040				1,402.0	734.0	81.9	5.5%
2041				1,311.5	824.5	90.5	6.5%
2042				1,211.5	924.5	100.0	7.6%
2043				1,101.0	1,035.0	110.5	9.1%
2044				978.9	1,157.1	122.1	11.1%
2045				844.0	1,292.0	134.9	13.8%
2046				695.0	1,441.0	149.1	17.7%
2047				530.2	1,605.8	164.7	23.7%
2048				348.2	1,787.8	182.0	34.3%
2049				147.0	1,989.0	201.1	57.8%
2050				-75.2	2,211.2	222.3	151.2%

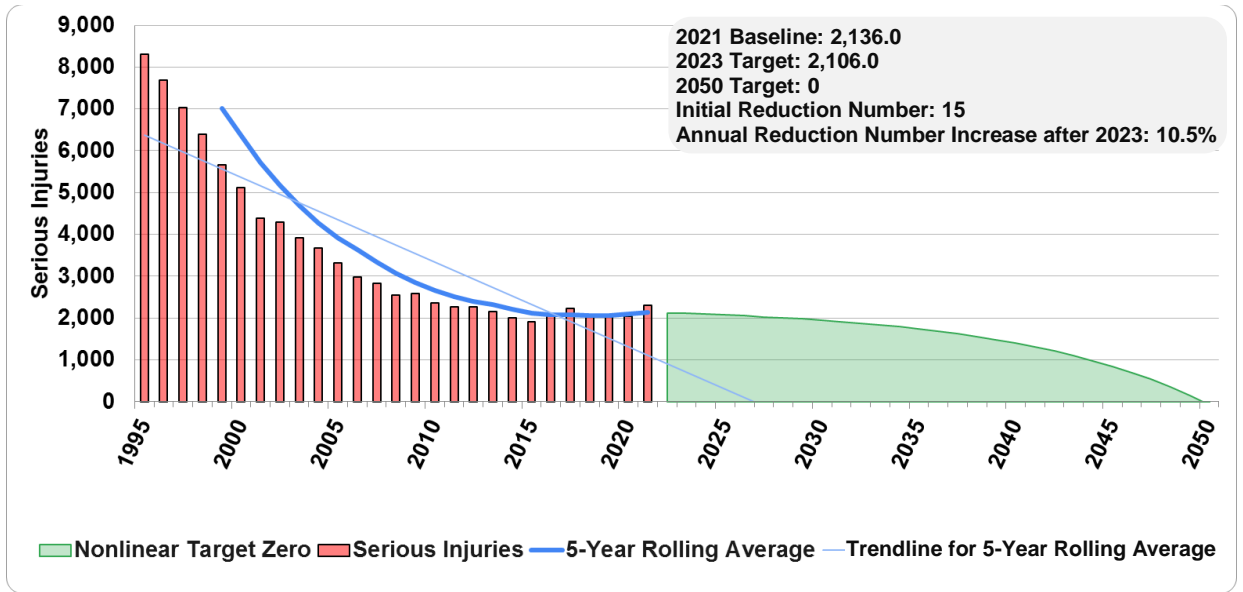


Table 6: Rate of Serious Injuries per 100M VMT

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2015	4.310	4.846	-0.190				
2016	4.657	4.737	-0.109				
2017	4.941	4.665	-0.071				
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				4.892	0.080	0.080	1.6%
2023				4.812	0.160	0.080	1.6%
2024				4.728	0.244	0.084	1.8%
2025				4.639	0.333	0.089	1.9%
2026				4.545	0.427	0.094	2.0%
2027				4.446	0.526	0.099	2.2%
2028				4.341	0.631	0.105	2.4%
2029				4.231	0.741	0.110	2.5%
2030				4.115	0.858	0.116	2.8%
2031				3.992	0.981	0.123	3.0%
2032				3.862	1.110	0.130	3.2%
2033				3.726	1.247	0.137	3.5%
2034				3.581	1.391	0.144	3.9%
2035				3.429	1.543	0.152	4.2%
2036				3.269	1.703	0.160	4.7%
2037				3.100	1.873	0.169	5.2%
2038				2.921	2.051	0.179	5.8%
2039				2.733	2.240	0.188	6.5%
2040				2.534	2.438	0.199	7.3%
2041				2.324	2.648	0.210	8.3%
2042				2.103	2.869	0.221	9.5%
2043				1.869	3.103	0.233	11.1%
2044				1.623	3.349	0.246	13.2%
2045				1.363	3.609	0.260	16.0%
2046				1.089	3.883	0.274	20.1%
2047				0.800	4.172	0.289	26.5%
2048				0.495	4.477	0.305	38.1%
2049				0.173	4.799	0.322	65.0%
2050				4.892	5.139	0.340	196.1%

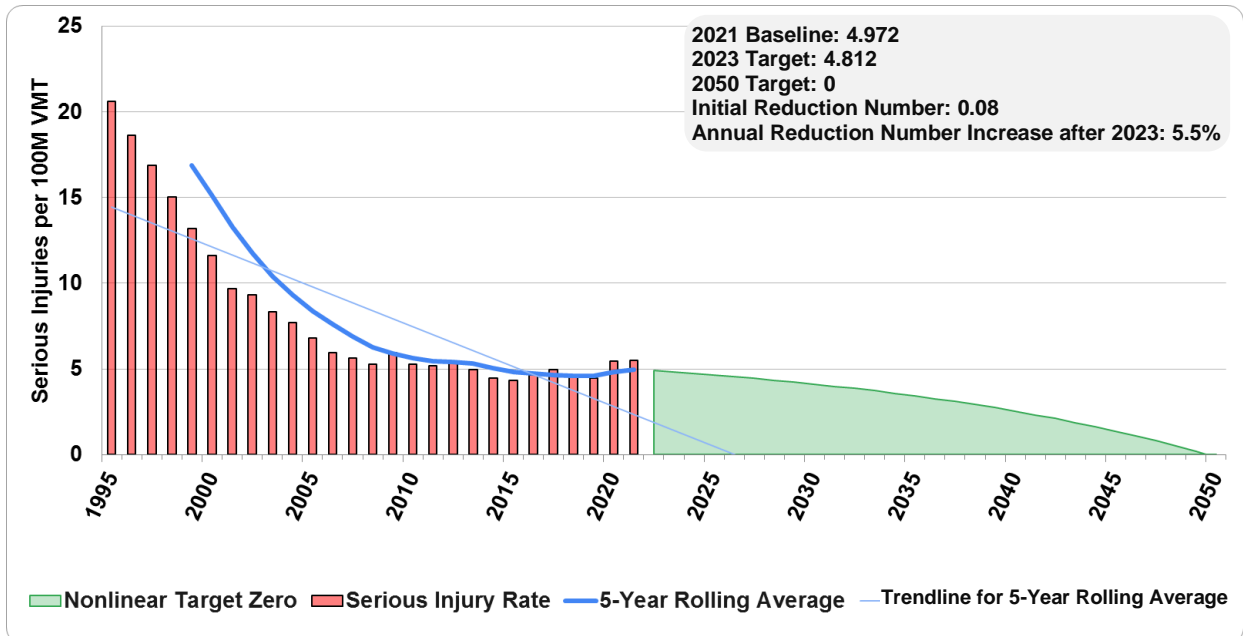
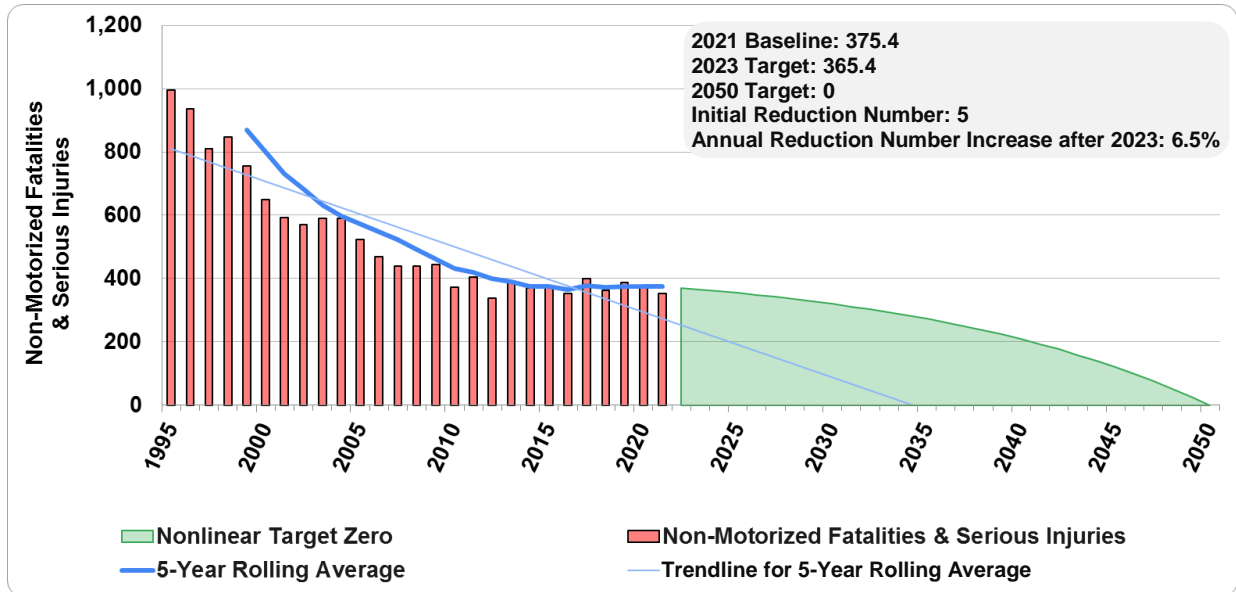


Table 7: Number of Non-Motorized Fatalities and Serious Injuries

Year	Annual Total	5-Year Rolling Average	Change from Prior Year	Nonlinear Target	Nonlinear Reduction	Reduction from Prior Year	Percent Reduction from Prior Year
2015	373	374.6	0.0				
2016	353	364.4	-10.2				
2017	399	376.8	12.4				
2018	363	371.8	-5.0				
2019	388	375.2	3.4				
2020	374	375.4	0.2				
2021	353	375.4	0.0				
2022				370.4	5.0	5.0	1.3%
2023				365.4	10.0	5.0	1.3%
2024				360.1	15.3	5.3	1.5%
2025				354.4	21.0	5.7	1.6%
2026				348.4	27.0	6.0	1.7%
2027				341.9	33.5	6.4	1.8%
2028				335.1	40.3	6.9	2.0%
2029				327.8	47.6	7.3	2.2%
2030				320.0	55.4	7.8	2.4%
2031				311.7	63.7	8.3	2.6%
2032				302.9	72.5	8.8	2.8%
2033				293.5	81.9	9.4	3.1%
2034				283.5	91.9	10.0	3.4%
2035				272.9	102.5	10.6	3.8%
2036				261.6	113.8	11.3	4.2%
2037				249.5	125.9	12.1	4.6%
2038				236.6	138.8	12.9	5.2%
2039				222.9	152.5	13.7	5.8%
2040				208.3	167.1	14.6	6.5%
2041				192.8	182.6	15.5	7.5%
2042				176.3	199.1	16.5	8.6%
2043				158.7	216.7	17.6	10.0%
2044				139.9	235.5	18.8	11.8%
2045				119.9	255.5	20.0	14.3%
2046				98.6	276.8	21.3	17.7%
2047				76.0	299.4	22.7	23.0%
2048				51.8	323.6	24.1	31.8%
2049				26.1	349.3	25.7	49.6%
2050				-1.3	376.7	27.4	104.8%



TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety.

On the same date, FHWA published a companion Safety Performance Management (Safety PM) final rule ([81 FR 13881](#)) to support national safety goals and carryout the HSIP. The safety PM final rule has been codified in a new regulation [23 CFR Part 490, Subpart B](#). The purpose of the Safety PM is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The five safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

In 2018, the National Highway Traffic Safety Administration (NHTSA) published the final Uniform Procedures for State Highway Safety Grants Program ([83 FR 3466](#)) and updated Highway Safety Plan (HSP) requirements. The purpose of the safety grants is to focus investments on reducing fatalities, injuries, and economic loss resulting from vehicle crashes through behavioral traffic safety programs.

The FHWA and NHTSA coordinated the final rules to identify three common performance measures (1 through 3 below) for which the annual performance targets must be identical as reported in the HSIP and HSP. The measures/targets are reported as five-year rolling averages.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

With three common safety performance measures that must have identical targets reported in the annual HSIP and HSP, establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Strategic Highway Safety Office (SHSO), and Michigan Metropolitan Planning Organizations (MPOs). The coordination and target requirements promotes working collaboratively to achieve the targets.

The annual timeline for establishing and reporting targets is as follows:

April/May: One or more coordination sessions between MDOT and MTPA members to develop safety targets for the next calendar year.

July 1: SHSO reports targets for the next calendar year to NHTSA through the HSP, including “identical” targets for the three common performance measures.

August 31: MDOT reports targets for the next calendar year to FHWA through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual targets should support the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

The MPO must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2023 MICHIGAN SAFETY TARGETS

Existing Trend

The first step in developing annual safety targets is to establish the 5-year rolling average baseline trend. FHWA prescribes the calculation as follows: For each measure, sum the most recent five consecutive years actual performance, ending in the year the targets for the next year are being developed, divide by five, and round to the tenth decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT, then divide by five, and round to the thousandth decimal place.

Data for calculation: The Fatalities Analysis Report System (FARS) is to be used for fatality related measures, and the State of Michigan Crash database is used for serious injury related measures. The VMT is calculated annually from the Highway Performance Monitoring System (HPMS).

Exogenous Factors

The next step in the target development process is to consider how exogenous factors influence/impact traffic fatalities and serious injuries. The respective parties have agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a completed research report titled [Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States](#), which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent. Preliminary findings indicate individual acceptance of

risk appears to have a greater impact on the number of fatalities and serious injuries than fluctuations in traffic volume. In other words, the better the economy, the greater the level of risk individuals are willing to take.

2022-2023 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. UMTRI predicts 1,168 fatalities in CY 2022, and 1,159 in 2023.

The change model predicts change in fatalities from the previous year based on several predictors. This log-change regression model is tied closely to whatever happened recently, so it cannot diverge very far from the current time unless we predict many years out into the future. The change model predicts a steady (slow) decrease in fatalities. The dataset is a collection of differences from one year to the next within the state, expressed as a percentage of the previous year. Thus, the predictors can influence exposure and/or risk.

Alternatively, the count model directly predicts counts so it could diverge from observed by a lot if the patterns change in the real world. Based on known factors the count model shows a steady increase in fatalities through 2025. As this is not what is expected the change model was selected in developing the targets.

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 6,287 serious injuries in CY 2022, and 6,218 in CY 2023.

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

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

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

2023 Predictions (Targets)

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

Strategic Highway Safety Plan (SHSP)

While MDOT and the SHSO are responsible for setting the targets in collaboration with Metropolitan Planning Organizations (MPOs), traffic fatalities and serious injuries are a State of Michigan issue that requires awareness and intentional action from all levels of government and the public to change the overall safety culture. Over 90 percent of fatal crashes are the result of human behavior, and the most effective safety feature is changing user behavior to be more risk adverse. Crashes are not accidents.

Michigan’s [Strategic Highway Safety Plan \(SHSP\)](#) is the blueprint for addressing both fatalities and serious injuries. Under the guidance of the Governors Traffic Safety Advisory Commission (GTSAC) the SHSP has adopted the vision of Toward Zero Deaths. The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Over 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver

education, emergency response, enforcement, engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities. By incorporating safety into all facets of transportation, Michigan can achieve this vision. But to get there the GTSAC has adopted interim goals to reach every four years. To carry forth the SHSP is focused on four broad emphasis areas:

1. High-Risk Behaviors
2. At-Risk Road Users
3. Engineering Infrastructure
4. System Administration

Within these emphasis areas, 11 action teams provide more targeted guidance on area-specific safety issues. Structuring these action teams under the broad umbrella of these four emphasis areas creates efficiencies given the degree of overlap amongst the teams. Updated goals, strategies, objectives, and activities for each are based on current traffic crash data. More information on the GTSAC and the SHSP can be found at the GTSAC website.

All citizens of Michigan are welcome and encouraged to participate in the action teams and attend the annual Safety Summit to learn more about the SHSP and what part they can play in changing the safety culture of Michigan. MDOT offers scholarships for local officials and MPOs to attend the summit.

Michigan is committed to the goal of reducing traffic crashes and resulting injuries and fatalities. MDOT implements countermeasures such as intersection-related improvements including signalization and geometric changes by converting traditional intersections to roundabouts where feasible. Other improvements include converting four-lane roadways to three lanes, restriping improvements, the installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but made an increase in 2021 with 1,131. This is reflected in the five-year average or target of 1,105.6 for 2023. For the same time serious injuries have remained constant from 6,084 to 5,979 and is reflected in the five-year target of 5,909.2.

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

Targets Reported to FHWA

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

Targets as reported to FHWA for the respective year

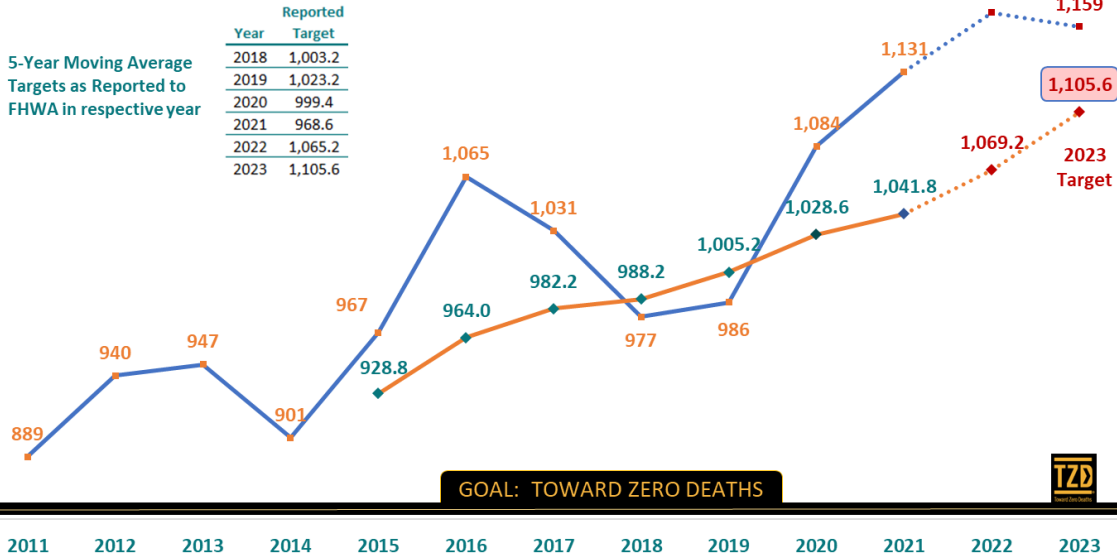
Annual Crash Data

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Reported	Rate	Reported	Reported	Fatality/ Serious
		Target	Target	Target	Target
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,084	1.256	5,433	6.295	740
2021	1,131	1.165	5,979	6.158	688

Reference:

- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway Safety Plan](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [Highway Safety Improvement Program/ Dashboard](#)

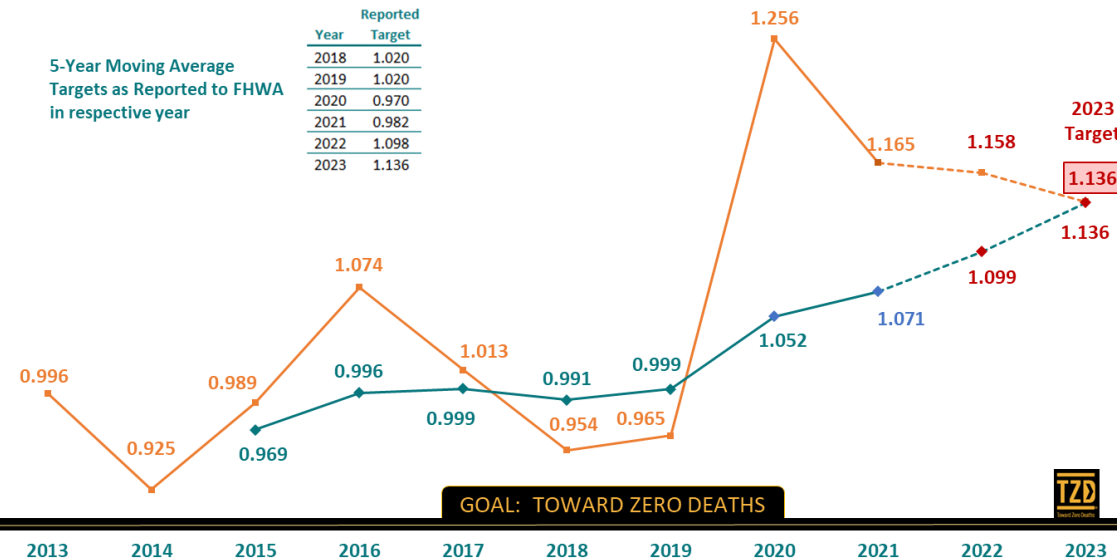
Highway Safety Improvement Program
Number of Fatalities
 2023 5-Year Moving Average Prediction



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

All Michigan public roads

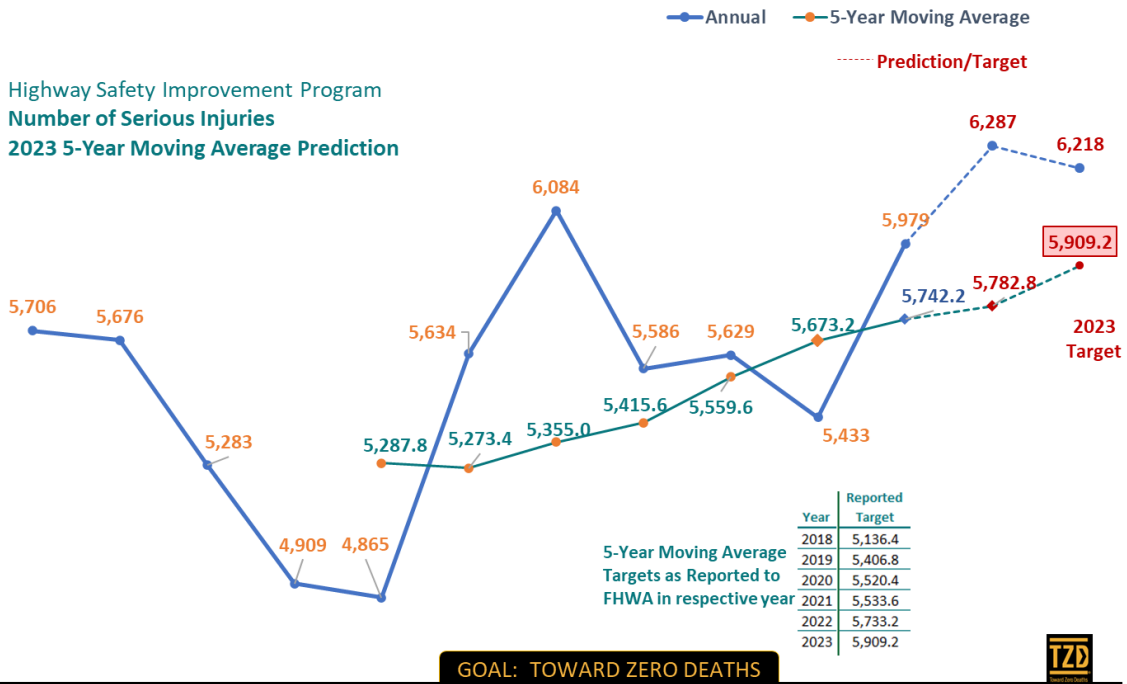
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2023 5-Year Moving Average Prediction



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

All Michigan public roads

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

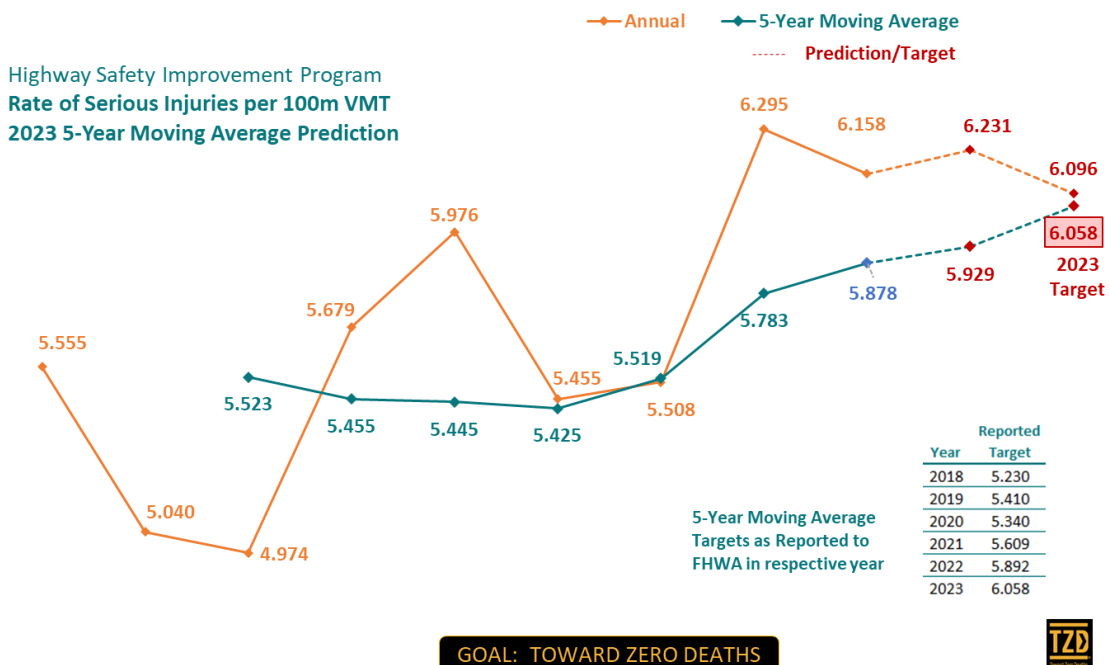


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

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

All Michigan public roads

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

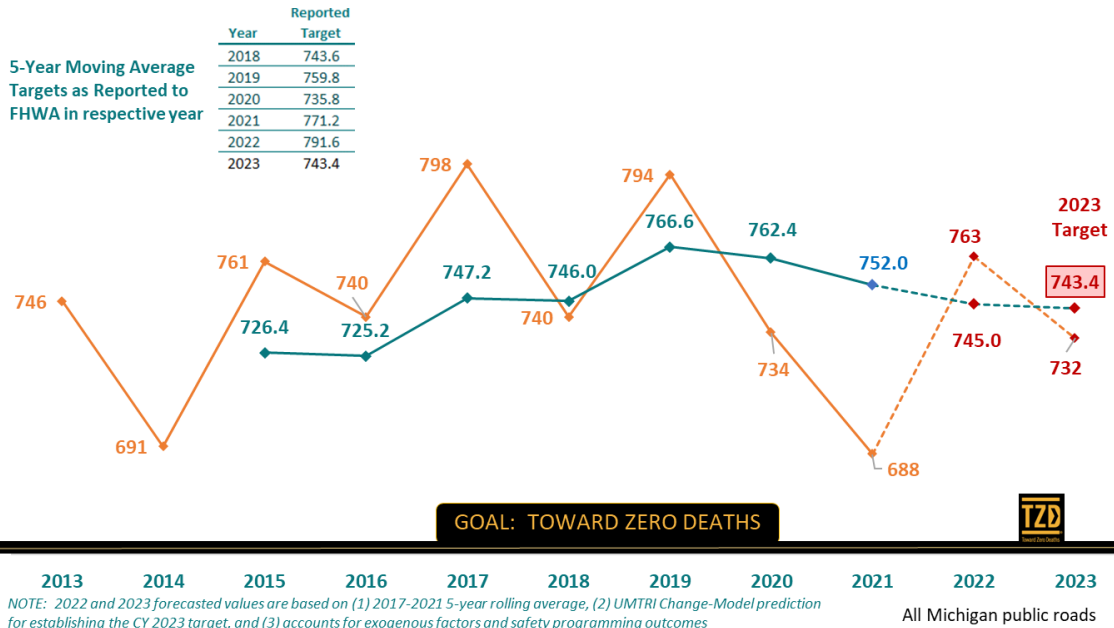


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

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

All Michigan public roads

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



MEMORANDUM

To: Technical Committee
From: Nick Sapkiewicz
Date: February 6, 2023
Re: 2045 Long Range Transportation Plan Reaffirmation

Background

Over the next several month's WATS and SEMCOG will be initiating development of the Washtenaw County 2050 Long Range Transportation Plan and the SEMCOG 2050 Metropolitan Transportation Plan. 2050 Plan development will be a robust process including Committee and public participation and outside agency consultation.

The [2045 Plan](#) was approved in 2019. Federal law requires plans to be updated every 4 years, however, a process to reaffirm the existing plan was agreed upon by SEMCOG, WATS, and FHWA to allow the existing plan to continue to serve as the basis for transportation planning in Washtenaw County. A similar process was utilized as part of the 2035 Long Range Plan. The 2045 Plan represents a balance of policy objectives and investment levels that remain in line with the County's transportation goals. A reaffirmation of the 2045 Plan will help keep WATS compliant with federal regulations while data points such as final census numbers, redefined urbanized areas, updated National Functional Classification of roadways, etc are being developed and while the County has a recently approved Transportation Improvement Program (TIP - early programming years of LRTP) to work from.

Action

The Technical Committee recommend the Policy Committee reaffirm the 2045 Long Range Transportation Plan.

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

MEMORANDUM

To: Policy Committee
From: Ryan Buck, Director
Date: February 9, 2023
Re: FY 2024 Unified Planning Work Program for Washtenaw County

Background

The Washtenaw County Unified Planning Work Program (UPWP) describes WATS' and TheRide's planning tasks and anticipated funding for the fiscal year starting July 1, 2023. This information will be combined with the Southeast Michigan Council of Governments (SEMCOG) regional UPWP. The combined UPWP will then be reviewed by the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA).

The WATS portion of the FY 2024 WATS budget (for planning purposes) is \$612,915. However, the total budget is based on a federal formula target of 665,117. This federal number is significantly higher than before due to increases in funding related to the Bipartisan Infrastructure Law (BIL). As in the past several years, anticipating significant transit planning and coordination needs, this program provides \$81,723 in planning funds to TheRide. For the first time the budget includes \$85,000 in funds to SEMCOG for collaboration with WATS related to modeling and potentially other technical tools. This is essentially a "reverse pass-through" that will allow for data purchases or increased technical tools and collaboration with SEMCOG. If not programmed, this funding would be lost. The partnerships with The Ride and SEMCOG allow us to program all the dollars provided to us from the federal government. This comes at no increased cost to local member agencies.

The UPWP is designed to provide a clear list of new and/or ongoing tasks and products while remaining flexible enough to respond to changing directives or policies. As always, as member agencies of WATS, we encourage you to reach out to us if you have any questions or ideas related to transportation planning.

The budget represents the number that will likely be brought forth as part of the administrative budget in June.

The draft UPWP can be found [here](#).

POLICY COMMITTEE MEMBERS

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Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride
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• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

Action Requested

The WATS director requests the Policy Committee review and approve the Unified Planning Work Program for FY 2024. The administrative budget will be brought to the Policy Committee for review in June of 2023.

MEMORANDUM

To: Policy Committee
From: Maggie Huntley
Date: January 25, 2023
Re: 2021 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 2021 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 is different from previous years. For the 2021 report, intersection rankings were determined by using a crash shapefile export from roadsoft then using ArcGis, a centerpoint was placed at intersections with a 150 ft buffer to determine how many crashes were included in the buffer. This new method was utilized due to inconsistencies with the intersection data tool previously used.

The 2021 Traffic Crash Report is available for review [here](#). A limited number of physical copies will be available for distribution at the meeting.

Key Traffic Crash Observations:

- There were 8,664 total reported crashes in 2021, up 20.9% from 2020. While the number of crashes increased, the severe crash rate decreased 5.8% from 4.43 in 2020 to 4.17 in 2021.
- There were 28 fatal crashes and 118 serious injury crashes in 2021.

POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter
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Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride
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- There were 79 crashes involving pedestrians, up 17.9% from 2020. The majority (92.4%) of crashes involving pedestrians were injury crashes, and were 10.7% of fatal crashes and 10.1% of all serious injury crashes.
- There were 62 crashes involving bicyclists, up less than 1% from 2020. The majority (50%) of crashes involving bicyclists were minor injury crashes, and 3.3% of all serious injury crashes.

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.