



MEETING NOTICE

There will be a Transportation Policy Committee meeting held on:

DATE: Wednesday December 17, 2025

TIME: 1:30 p.m.

PLACE: This meeting will be held at the WMSRDC Office in the Terrace Plaza Building.

If you are unable to attend, please email Brian Mulnix at bmulnix@wmsrdc.org

316 Morris Avenue - Suite 340 - Muskegon, MI 49443-0387
Telephone: 231-722-7878
www.wmsrdc.org

WESTPLAN TRANSPORTATION POLICY COMMITTEE

AGENDA

DECEMBER 17, 2025

- I. CALL TO ORDER/ROLL CALL
- II. APPROVAL OF THE PREVIOUS MINUTES (NOVEMBER 19, 2025)
(ATTACHMENT I) (ACTION)
- III. PUBLIC COMMENT **(AGENDA ITEMS)**
- IV. TRANSPORTATION IMPROVEMENT PROGRAM
 - A. FY2026-2029 TIP AMENDMENT 3 **(ATTACHMENT II) (ACTION)**
- V. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
(INFORMATION)
- VI. FY2026 MDOT SAFETY PERFORMANCE TARGETS **(ATTACHMENT III) (ACTION)**
- VII. NEW BUSINESS/MPO ROUNDTABLE **(INFORMATION)**
 - A. PUBLIC TRANSPORTATION
 - B. MDOT UPDATE
 - C. AIR QUALITY UPDATE
 - D. WESTPLAN NON-MOTORIZED PLAN
- VIII. PUBLIC COMMENT
- IX. ADJOURNMENT

ATTACHMENT I

WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN) POLICY COMMITTEE MEETING

MEETING MINUTES

November 19, 2025

I. CALL TO ORDER

Chairperson Kim Arter called the meeting to order at 1:30 p.m. A quorum was present.

II. ATTENDANCE

Members Present

Kim Arter, Laketon Township, Chairperson
Richard Carlson, Mayor of Ferrysburg
Bob Hires, City of Montague
Field Reichardt, Ottawa County Road Commission
Roger Morgenstern, City of Norton Shores
Roger Vanderstelt, Village of Fruitport
Diane Goodman, City of Roosevelt Park
Michelle Hazekamp, Muskegon County Board of Commissioners
Robert Monetza, City of Grand Haven
Chris McGuigan, Muskegon County (MATS)
Heather Bowden, MDOT
Bill Mogren, City of North Muskegon
Jack Kennedy, Muskegon County Road Commission
Ron Jenkins, City of Muskegon Heights

Members Not Present

Paul Black, Muskegon County Rural Township
Ryan Kelly, Crockery Township
Luke Walters, MDOT
Wally Delameter, Village of Spring Lake
Kevin Mclaughlin, Harbor Transit
Jenny Staroska, FHWA, Excused

Others Present

Blake Wright, MDOT
Rebecca Hopp, Harbor Transit
Steven Sinoki, MCC

Staff Present

Lauryn Blake, WMSRDC
Joel Fitzpatrick, WMSRDC
Jack Grice, WMSRDC

III. APPROVAL OF THE PREVIOUS MINUTES

The minutes were reviewed from the August 20, 2025, meeting. A motion was made and supported to approve the minutes of the August 20, 2025, meeting. Motion approved. *M/S Kelly/Monetza*

IV. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. One member brought an error in the amendment spreadsheet to the attention of the committee.

V. TRANSPORTATION IMPROVEMENT PROGRAM

A. **FY2026-2029 TIP AMENDMENT 2** – Mr. Joel Fitzpatrick discussed the details of the amendment to the committee. He explained that two line items were one job (Job Number 225643) was being moved from the FY2023-2026 TIP to the FY2026-2029 TIP, two jobs (Job Numbers 214189 and 223025) were budget increases, three jobs (Job Numbers 214704, 222756, and 224887) were changing fiscal years from 2025 to 2026, and finally, the last job on the list (Job Number 213939) changed responsible agencies. A motion was made and supported to approve the FY2026-2029 TIP Amendment 2. Motion carried. *M/S Field/Johnson*

VI. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

The commission will begin preliminary work on the MTP in February 2026 where review of the population, employment rates, and other variables will occur. This will be completed in the spring of 2027.

VII. NEW BUSINESS/MPO ROUNDTABLE

A. **PUBLIC TRANSPORTATION** – No report given.

B. **MDOT UPDATE** – Ms. Heather Bowden informed the committee that the federal buyout program will continue in FY2027 and that there will be about \$45 million available to convert from federal dollars to state dollars, which will allow jobs submitted to bypass the NEPA process and allows for local bidding. The application and guideline forms will be sent out in about two weeks.

C. **AIR QUALITY UPDATE** – The authorization of the program was received the week of November 10. No major updates.

D. **WESTPLAN NON-MOTORIZED PLAN** – Mr. Joel Fitzpatrick announced to the committee that the first Post-Plan meeting occurred on November 6. These

meetings will continue quarterly. The completed STAG plan is upload to the WMSRDC website.

E. **2026 SCHEDULE** – The schedule was provided in the agenda for this meeting. No meeting dates for the Policy committee were changed. The next meeting will be held December 17. If any meetings are to be cancelled, proper notice will be given to the committee. Mr. Joel Fitzpatrick emphasized that if anyone cannot attend a meeting, inform him and send an alternate to ensure a quorum.

VIII. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. Ms. Rebecca Hopp, on behalf of Mr. Scott Borg, stated that a press release announcing free rides through Harbor Transit to food pantries through December 31, 2025.

IX. **ADJOURNMENT** – The meeting was adjourned at 1:58 p.m.

FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT II

WestPlan MPO staff are recommending approval of this amendment, which was reviewed and approved by the WestPlan MPO Technical Committee at their November 6, 2025, meeting. There was an amendment presented in October, but the MPO Policy committee could not take action because there were not enough members present to have a voting quorum. Projects from that amendment as well as several new changes are on this project list. Please review and discuss it with your Technical Committee representative if you have questions. The yellow indicated what the change is that has triggered the need to amend that project.

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Comments	Primary Work Type	Project Description	Fund Source	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Federal Amendment Type
2026	Trunkline	214189	Muskegon	MDOT	Regionwide	M-104 at Fruitport	Budget Increase	Traffic Safety	Modernize signal	STG	\$3,333	\$0	\$0	3,333.00	\$2,595,415.00	
2026	Local	214704	Ottawa	Ottawa County	Cleveland St	Str #8849 over the Crockery Creek Tributary, Ottawa County	Moved from FY25 to FY26	Bridge Replacem	Bride Replacem	BFP	\$1,079,200	\$0	\$269,800	1,349,000.00	\$1,349,000.00	
2026	Local	222756	Muskegon	Muskegon	Sanford St	Sanford Street, Muskegon	Moved from FY25 to FY26	New Facilities	Construct 1.5 mi	TAUL	\$2,332,381	\$0	\$517,199	2,849,580.00	\$2,849,580.00	Phase Added
2026	Local	223025	Muskegon	Roosevelt Park	Garrison Rd	North of Garrison road, south of railroad tracks	Budget Increase	New Facilities	Construct Aspha	CRSM	\$120,000	\$0	\$118,349	238,349.00	\$258,349.00	Phase Budget equal
2026	Local	224887	Ottawa	Michigan Shore Railroad	Columbus Ave	At Michigan Shore Railroad in the City of Grand Haven, Ottawa County	Moved from FY25 to FY26	Railroad	upgrade flashers	STRP	\$14,929	\$1,659	\$0	16,588.00	\$16,588.00	Phase Added
2026	Local	225643	Muskegon	Muskegon County	Sternberg Rd	Sternberg Rd at Airline Rd	New Phase	Traffic Safety	Construct round	HSIP	\$112,582	\$0	\$112,582	225,164.00	\$1,551,805.00	Phase Added
2027	Local	225643	Muskegon	Muskegon County	Sternberg Rd	Sternberg Rd at Airline Rd	New Phase	Traffic Safety	Construct round	HSIP	\$750,000	\$0	\$576,641	1,326,641.00	\$1,551,805.00	Phase Added
2027	Trunkline	213939	Muskegon,Maso	MDOT	M-116	TSC - Major PR	Was originally programmed to Muskegon TSC, JobNet correction to move within	Traffic Safety	Non-Freeway sig	STG	149,500	\$0	\$0	149,500	\$191,500.00	

ATTACHMENT III

Please mark these dates on your calendars and assign an alternate for the day (s) you may not be able to attend.

WestPlan MPO Committee Meeting Schedule

FY2026

Technical Committee (1st Thursday of the month at 1:30 P.M.)

October 2, 2025
November 6, 2025
December 4, 2025
January 8, 2026
February 5, 2026
March 5, 2026
April 2, 2026
May 7, 2026
June 4, 2026
July 9, 2026
August 6, 2026
September 3, 2026

Policy Committee (3rd Wednesday of the month at 1:30 P.M.)

October 15, 2025
November 19, 2025
December 17, 2025
January 21, 2026
February 18, 2026
March 18, 2026
April 15, 2026
May 20, 2026
June 17, 2026
July 15, 2026
August 19, 2026
September 16, 2026

-Dates are subject to change and cancellation at request of the Chairperson

ATTACHMENT II

FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT III

WestPlan MPO staff are recommending approval of this amendment, which was reviewed and approved by the WestPlan MPO Technical Committee at their December 4, 2025, meeting. Please review and discuss it with your Technical Committee representative if you have questions.

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Comments	Primary Work Type	Project Description	Phase	Fund Source	Template Name	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Federal Amendment Type
2026	220535	Muskegon County	Farr Rd	Str #13474, over Norris Creek, Muskegon County	Budget Increase	Bridge Replacement	Bridge Replacement	CON	BFPO	HIP - Bridge	\$1,144,000	\$0	\$156,000	1,300,000.00	\$1,300,000.00	Phase Budget equal or over 24%
2026	220537	Muskegon County	Ryerson Rd	Str #7651, over Cedar Creek, Muskegon County	Budget Increase	Bridge Replacement	Bridge Replacement	CON	BFP	HIP - Bridge	\$1,680,000	\$315,000	\$105,000	2,100,000.00	\$2,100,000.00	Phase Budget equal or over 24%
2026	221352	MDOT	US-31BR/M-120	from 1st Street to South Branch of Muskegon River; M-120 Causeway	New Job	Road Capital Preventive Maintenance	Cape Seal	PE	NH	Road - Capital Preventive Maintenance	\$40,925	\$9,075	\$0	50,000.00	\$1,968,000.00	Phase Added
2027	221352	MDOT	US-31BR/M-120	from 1st Street to South Branch of Muskegon River; M-120 Causeway	New Job	Road Capital Preventive Maintenance	Cape Seal	CON	NH	Road - Capital Preventive Maintenance	\$1,569,883	\$348,117	\$0	1,918,000.00	\$1,968,000.00	Phase Added
2026	224888	MDOT	US-31	from 3rd Street north to north of Van Wagoner Road	New Job	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay	PE	NH	Road - Capital Preventive Maintenance	\$49,110	\$10,890	\$0	60,000.00	\$2,298,000.00	Phase Added
2027	224888	MDOT	US-31	from 3rd Street north to north of Van Wagoner Road	New Job	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay	CON	NH	Road - Capital Preventive Maintenance	\$1,831,803	\$406,197	\$0	2,238,000.00	\$2,298,000.00	Phase Added
2026	225098	MDOT	US-31 NB	from CSX Railroad to Fruitvale Road	New Job	Road Rehabilitation	Hot mix asphalt cold milling, crushing and shaping, and resurfacing	PE	NH	Road - Rehabilitation and Reconstruction	\$2,046,250	\$453,750	\$0	2,500,000.00	\$20,150,000.00	Phase Added
2029	225098	MDOT	US-31 NB	from CSX Railroad to Fruitvale Road	New Job	Road Rehabilitation	Hot mix asphalt cold milling, crushing and shaping, and resurfacing	CON	NH	Road - Rehabilitation and Reconstruction	\$14,446,525	\$3,203,475	\$0	17,650,000.00	\$20,150,000.00	Phase Added
2027	225097	MDOT	US-31 SB	from CSX Railroad to Fruitvale Road	New Job	Road Rehabilitation	Hot mix asphalt cold milling, crushing and shaping, and resurfacing	PE	NH	Road - Rehabilitation and Reconstruction	\$1,227,750	\$272,250	\$0	1,500,000.00	\$20,000,000.00	Phase Added
2026	225769	Montague	Hancock St	Citywide, City of Montague	New Job	Roadside Facilities - Improve	Safe Routes to School Pedestrian/Bicycle Improvements	CON	TAL	Transportation Alternatives	\$1,200,000	\$0	\$242,096	1,442,096.00	\$1,442,096.00	
2026	214102	Harbor Transit Multi-Modal Transportation System	Transit Capital	Areawide	Moved from FY25 to FY26	SP1201-admin/maintenance facility construction	FY26 CMAQ 5307 Construct new transit facility	NI	CM	Transit	\$572,000	\$143,000	\$0	715,000.00	\$715,000.00	GPA over or over 25%

ATTACHMENT III

FY2026 MDOT SAFETY PERFORMANCE TARGETS



September 2025

TRANSPORTATION PERFORMANCE MANAGEMENT HIGHWAY SAFETY IMPROVEMENT PROGRAM SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance and out-come based program to achieve [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and the supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual safety performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs working in concert with the HSIP infrastructure investments.

In 2016, the FHWA identified five safety outcome measures, as follows, and the FHWA and NHTSA selected three measures in common (number 1-3) requiring identical targets be developed and reported in the HSIP and the HSP, respectively.⁽¹⁾

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

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement. In May 2025, FHWA withdrew the proposed NPRM ([reference Secretary Duffy memo dated May 29, 2025.](#))

(1) On January 13, 2025 FHWA distributed a waiver of identical state safety targets for common measures for calendar year 2026.



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor’s Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis, and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state’s safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

The National Performance Management Measures regulation, Subpart B, communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on

the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

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

August 31: MDOT reports to FHWA statewide safety targets for all Michigan public roads, regardless of jurisdictional ownership, for the next calendar year through the HSIP.

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

Annual safety targets reflect the State of Michigan Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

In accordance with federal regulation, the safety 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 safety 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.

Repeat steps for remaining four measures. The multiplication rate as demonstrated in Steps 2 and 3 above will change annually based on the most recent baseline and the number of years between the target year and 2050.

2026 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,094.7
Rate of Fatalities per 100M VMT	1.100
Number of Serious Injuries	5,744.5
Rate of Serious Injuries per 100M VMT	5.772
Number of Non-Motorized Fatalities and Serious Injuries	789.8

Targets Reported to FHWA 5-Year Rolling Average

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
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
2025*	1,098.0	1.113	5,770.1	5.850	728.3
2026*	1,094.7	1.037	5,744.5	5.457	789.8

Annual Crash Data

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024	1,099	1.106	5,781	5.816	825
2025*	1,086	1.071	5,712	5.633	815
2026*	1,071	1.037	5,631	5.457	804

* 2025 and 2026 reflect calculated predicted outcomes using an accelerating decline curve from target year to 2050 in alignment with the ZERO goal communicated in Michigan’s Strategic Highway Safety Plan.

References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/ Dashboard](#)

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (e.g., in 2028 FHWA will provide MDOT a significant progress determination letter for 2026 safety targets). A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

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

There is no federal or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

Data

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

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2026 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.

Calculation Steps

Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

The following steps were used by MDOT to calculate the baseline and establish the 2026 State targets. The steps outline the calculation for the annual and five-year rolling average of predicated fatalities, noting the same steps are utilized for all five safety performance measures.

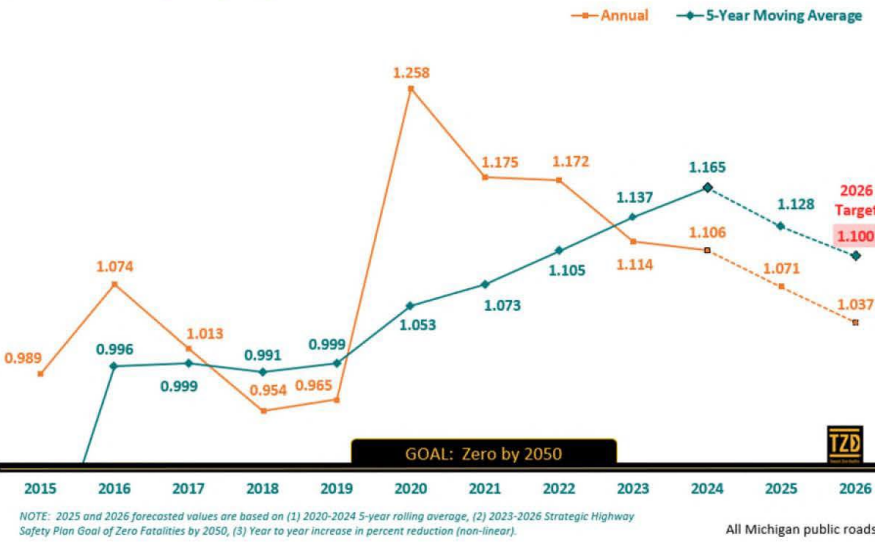
Year	Annual Fatalities	5-Year Rolling Average Fatalities
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023	1,095	1,085.2
2024	1,099	1,107.8

1. Calculate the baseline. For establishing the 2026 targets, the 5-year average for the latest full year of data is 2024. The baseline 5-year average of annual fatalities is 1,107.8 (2020-2024).
2. Calculate the declining projection for 2025 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2024 actual performance) by 0.98814 = 1,086
 - b. Calculate the 5-year rolling average for 2021 through 2025 using the 1,086 declining projection for 2025 = 1,108.0
3. Calculate the declining projection for 2026 fatalities and 5-year rolling average.
 - a. Multiply 2025 projection by 0.98593 = 1,071
 - b. Calculate 5-year rolling average for 2022 through 2026 using 1,071 declining projection for 2025 = 1,094.7

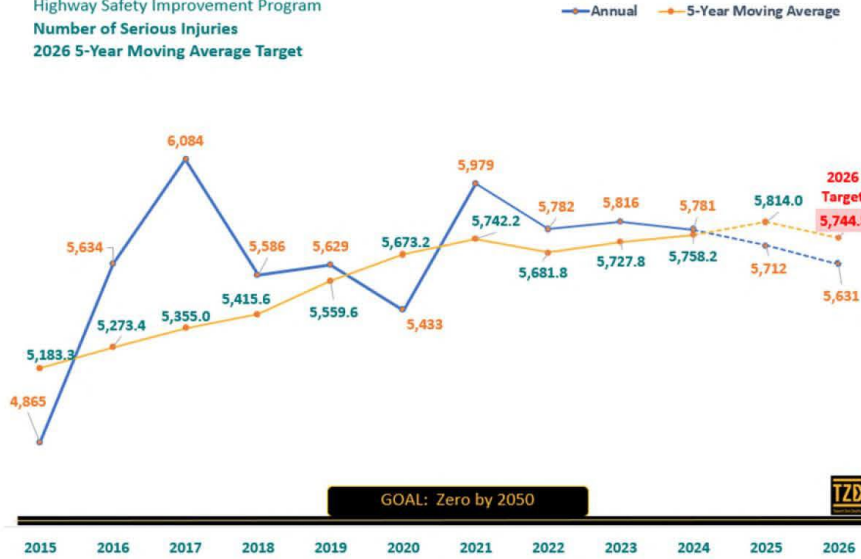
Highway Safety Improvement Program
 Number of Fatalities
 2026 5-Year Moving Average Target



Highway Safety Improvement Program
 Rate of Fatalities per 100m VMT
 2026 5-Year Moving Average Target



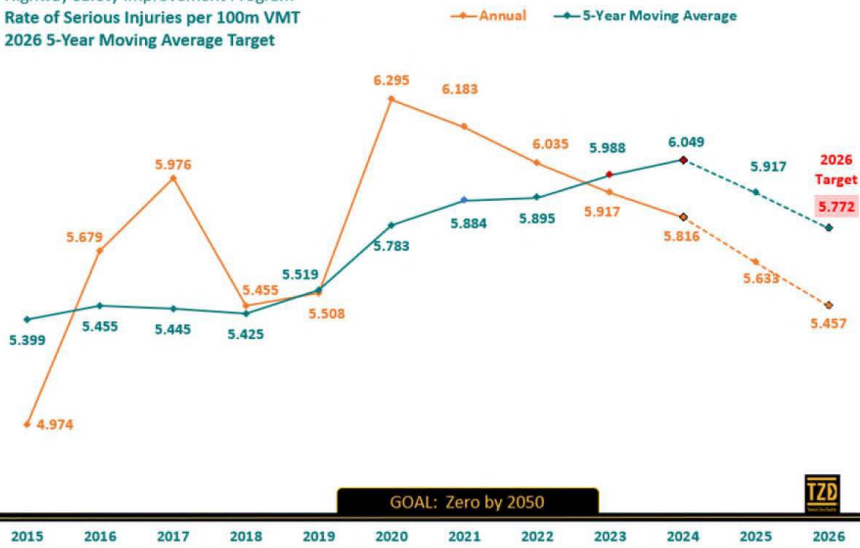
Highway Safety Improvement Program
 Number of Serious Injuries
 2026 5-Year Moving Average Target



NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

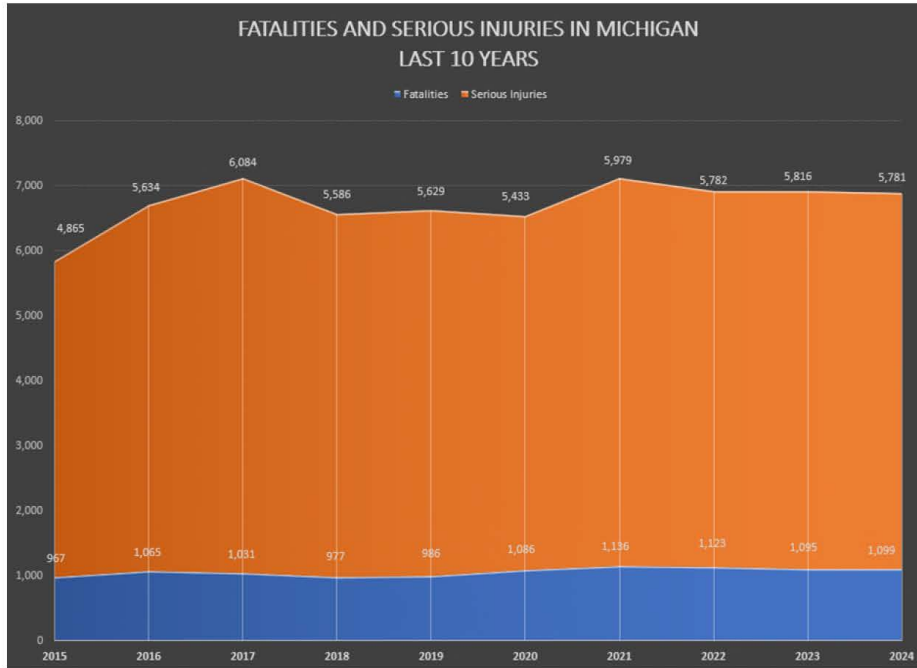
Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2026 5-Year Moving Average Target



NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2026 5-Year Moving Average Target



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

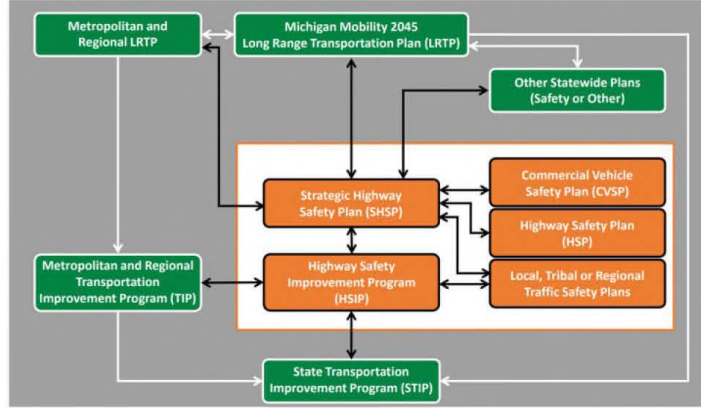


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)