

Genesee County

"Shaping our Transportation Future Together"

2035 Long Range Transportation Plan

GENESEE COUNTY FINANCIAL SUMMARY

In this plan, the identification of future transportation system needs and their solutions are constrained by projected available revenues as required per the Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Utilizing the methodology approved by Michigan Transportation Planning Association (MTPA) and Michigan Department of Transportation (MDOT), revenues are forecasted for the 25 year planning horizon and are derived from federal sources, user fees and taxes available to the State of Michigan, county road commissions, cities, and villages.

The financial forecast is an important tool in developing the Long Range Transportation Plan. By forecasting the amount of expected revenue for the Flint-Genesee County, MDOT and local road and transit agencies can reasonably plan to address the needs of the transportation infrastructure.

The transportation improvement program included in the plan is the package of projects chosen for funding within the projected revenue limits and from local input on deficiencies. In Genesee County, there are currently 492.94 lane miles of deficiencies. This plan will address 70.18 lane miles by implementation of the capacity projects. Due to the lack of funding to address the needs in this area, this still leaves a deficiency of 422.76 lane miles of congested roadways. See the Congestion Management Program Technical Report for a list of projects and deficiencies.

Total revenue and expenditures for the time-period of the Plan are shown in the following table. The total proposed program of the FY 2035 Plan is well within the total anticipated revenues expected to be available for capital projects over the Plan period. Therefore, GCMPC's Long Range 2035 Transportation Plan is fiscally constrained in the context of the Federal regulations through the twenty-five year life of the plan.

Projected Capital Revenues	Total
Federal Highway Funds for Local Roads	\$498,995,299
Federal Highway Funds for State Trunklines	\$1,683,698,475
Federal Transit Funds (operating and capital - O & C)	\$461,805,405
Michigan Transportation Fund Revenues for State Trunklines	\$606,270,347
Comprehensive Transportation Fund for Transit Projects (O & C)	\$115,451,351
MTF(Act 51) for Local Roads	\$1,511,969,955
Locally Raised Funds for Transit (O & C)	\$360,324,900
TOTAL	\$5,238,515,734
Planned Capital Expenditures	Total
Local Road Projects	\$900,487,391
Transit Projects	\$111,299,948
State Trunkline Projects	\$853,514,944
Projects Yet to be Determined from \$5.3 Billion Unmet Needs	\$3,373,213,451
TOTAL	\$5,238,515,734

Although the list of projects in this plan is constrained within the \$5.2 Billion of revenue coming into this area, Genesee County is experiencing a large shortage of funding to address its needs. As illustrated in technical reports in this plan, Genesee County has a shortfall of \$872 Million to address local pavement condition issues, \$3.2 Billion shortfall to address capacity issues, and \$1.1 Billion shortfall to address bridge projects that contribute to a projected \$5.3 Billion dollar shortfall over the life of the plan. The lack of available funds leaves Genesee County in a state of disrepair.