

# Genesee County's System Performance Report

June 2019



Prepared by the Genesee County  
Metropolitan Planning Commission staff.

## System Performance Report – Genesee County, MI

### FAST Act Performance Measures

President Obama signed the Fixing America’s Surface Transportation (FAST) Act into law in 2015. It continues the establishment of a performance and outcome-based program, originally started in the previous legislation, the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for MPOs to invest funding in projects that will make progress toward the achievement of national goals. Performance goals are required in these areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

Each year, states must set performance targets for the identified performance measures. MPOs then have 180 days to support the statewide targets, or to set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. Any new Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP) document or amendment must comply with performance reporting requirements beginning on May 27, 2018. There are also transit targets that must be met: rolling stock, equipment, facilities, and infrastructure.

The following information is a summary of the performance measures information in those sections.

### Pavement Condition Performance Measures

States must set performance targets for pavement condition. The targets are: Percent of Interstate Pavement in Good Condition, Percent of Interstate Pavement in Poor Condition, Percent of Non-Interstate NHS Pavement in Good Condition, and Percent of Non-Interstate National Highway System (NHS) Pavement in Poor Condition. Metropolitan Planning Organizations were required to establish targets either by supporting the statewide targets or creating unique local targets. In October 2018, the Genesee County Metropolitan Alliance (GCMA) elected to support the statewide pavement targets as shown in the table below.

The 2-Year target for the percentage of non-interstate NHS in good condition projects a decrease from 49.7% to 46.7%. The 2-Year target for the percentage of non-interstate NHS in poor condition projects an increase from 18.6% to 21.6%. The 4-Year targets show the same trend—the percentage of NHS in good condition is projected to decrease, while the percentage of NHS in poor condition is projected to increase. Additional funding is needed to reverse the trend and improve pavement conditions.

GCMA will continue to prioritize pavement projects submitted by local road agencies for the Genesee County TIP and will keep on making a concerted effort to educate local road agencies on the latest statistics and data for the communities they represent. As we work toward the goals and targets of the pavement performance measures, GCMA will continue working with local, county, and state road transportation agencies to develop criteria for project prioritization. We will also keep on providing technical assistance to members, collect and analyze pavement conditions, and track our region’s data for the pavement performance measures.

Pavement Condition Performance Measure	% of Interstate Pavement in Good Condition	% of Interstate Pavement in Poor Condition	% of Non-Interstate NHS in Good Condition	% of Non-Interstate NHS in Poor Condition
Baseline Condition (2017)	56.8%	5.2%	49.7%	18.6%
2-Year Target	n/a	n/a	46.7%	21.6%
4-Year Target	47.8%	10%	43.7%	24.6%

### Bridge Performance Measures

States are required to set targets for two bridge condition performance measures: the percentage of NHS bridge deck area in good condition, and the percentage of NHS bridge deck area in poor condition. In October 2018, the Genesee County Metropolitan Alliance elected to support the statewide bridge targets established as shown in the table to the right.

The statewide target for percentage of NHS Deck Area in Good Condition is projected to be lower than the 2017 baseline condition. This is a realistic target given the current funding levels and the number of bridges expected to deteriorate during this time. Even as bridges are reconstructed and their condition improves, older bridges will continue to deteriorate and fall out of the “good” category. Going forward, additional sources of bridge funding will be necessary to reverse the current deterioration trend. As an MPO, we will continue to monitor

Bridge Performance Measure	Baseline Condition (FY 2017)	2-Year Target	4-Year Target
Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%

bridge conditions, prioritize projects and apply for bridge funding to help meet Performance Measure targets statewide.

### System Reliability Performance Measures

States are required to set targets for three system reliability performance measures. In October 2018, the MPO agreed to support the three statewide targets as shown in the table below. GCMA uses freight, connectivity, level of service, and reliability as criteria to select projects through the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). Staff will encourage partner agencies to look at potential freight components when completing any transportation projects, particularly on National Highway System routes. We will continue to monitor the National Performance Management Research Data Set (NPMRDS) to ensure we are supporting the statewide goals for system reliability. System Reliability performance measures are incorporated into the Intermodal Freight and Congestion Management Process sections of the Genesee: Our County, Our Future plan.

System Reliability Performance Measure	Baseline Condition (FY 2017)	2-Year Target	4-Year Target
Level of Travel Time Reliability of the Interstate	85.1%	>75.0%	>75.0%
Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	>70.0%
Freight Reliability Measure on the Interstate	1.38	<1.75	<1.75

### Safety Performance Measures

States are required to set targets for Safety Performance measures. In January 2019, the Genesee County Metropolitan Alliance (GCMA) elected to support the statewide Safety PM targets as shown in the table on the following page. To contribute towards reaching statewide targets GCMA will continue ongoing coordination with the State and other safety stakeholders to address areas of concern and will plan and program projects that contribute toward meeting the State safety targets. GCMA will continue to prioritize safety projects submitted by road agencies for the local safety program. GCMA provides support for projects through a list of projects sorted by time-of-return provided to MDOT during the annual call for local safety projects.

GCMA will also continue to work towards the local safety policies and strategies identified in the GLS Region V Traffic Safety Plan. Continued focus will be on the priority emphasis areas identified in the safety plan, such as intersection, lane departure, and pedestrian and bicycle safety. We will

also continue to provide technical assistance to members, perform annual crash data analysis, and track our region’s data for the safety performance measures.

Safety Performance Measure	Baseline through 2017	2018 State Safety Target	2019 State Safety Target
Fatalities	981.40	1,003.20	1,023.20
Fatality Rate (per 100 million VMT)	1.00	1.02	1.02
Serious Injuries	5,355.00	5,136.40	5,406.80
Serious Injury Rate (per 100 million VMT)	5.47	5.23	5.41
Non-Motorized Fatalities & Serious Injuries	743.60	743.60	759.80

### Transit Performance Measures

In December of 2017, GCMA elected to support the transit asset management performance targets that the Mass Transportation Authority (MTA) had established as required by the Federal Transit Administration (FTA). GCMA will continue ongoing coordination with the State, MTA, and other transit stakeholders to address areas of concern, and will plan and program projects that

Transit Asset Class	Current Condition	2018 Target	2019 Target
Revenue vehicles: small bus and van; Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)
Revenue vehicles: Large bus class; motorbus	51% of our fleet past Useful Life Benchmark (ULB)	42% of our fleet to be past Useful Life Benchmark (ULB)	33% of our fleet to be past Useful Life Benchmark (ULB)
Service vehicles	50% of our fleet past Useful Life Benchmark (ULB)	40% of our fleet to be past Useful Life Benchmark (ULB)	<40% of our fleet to be past Useful Life Benchmark (ULB)
Facilities—all classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

contribute toward meeting the transit performance targets. The Metropolitan Alliance will continue to work with the MTA to prioritize transit projects. The table below identifies each indicator, its current condition, and their performance targets.

## Moving Forward with Performance Measures

GCMA will continue to analyze progress toward the performance goals using the Annual Listing of obligated projects to illustrate spending in each category (including bridges, safety, road restoration, non-motorized facilities, transit, etc.). The Annual Listing from FY 2018 is included at the end of this report. Obligated/completed projects will be evaluated to determine whether they contribute towards each performance goal. GCMA will fully implement these performance goals during the FY 2020-2023 TIP and 2045 LRTP development process. GCMA will continuously update this System Performance Report with new data with both local data and guidance from MDOT. Furthermore, staff will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data. The table below identifies the status of performance measures as of the date this report was drafted.

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of nonmotorized fatalities and nonmotorized serious injuries	Approved adoption of statewide targets (January 2019)
Bridge and Pavement Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets (September 2018)
System Performance and Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Approved adoption of statewide targets (September 2018)
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Not applicable to Genesee County
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2018; Approved adoption of TAM Plan (October 2018); Safety Plans: No regulation adopted to enact this rule



## FY 2017-2020 TIP Performance Measure Related Projects

Below is a listing of the total amount of money programmed in the originally approved FY 2017-2020 TIP that will make progress towards the performance measure categories listed below.

Project Category	Amount Programmed	Impact on Condition
Safety / Non-Motorized	\$20,438,873	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$98,361,022	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit	\$53,304,231	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$14,181,172	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion	\$39,831,499	Improve freight movement, reduce traffic congestion and associated user delay costs

The following table shows the average amount spent in a typical year for each performance measure category according to historical spending data outlined in the 2040 Long Range Transportation Plan. It should be noted that the funding in these categories can rise and fall in any given year due to large capital projects being implemented at the state or local level and varying levels of grants and discretionary funds awarded. For example, local agencies apply for funds for bridge, transit, safety, system performance and non-motorized programs which are competitive on a statewide level. These annual grant awards will be added to the funding amounts in the categories above.

Category	Average Annual Spending
Safety / Non-Motorized	\$3,119,695
Pavement Preservation	\$17,741,484
Transit	\$15,974,448
Bridges	\$15,561,451
System Performance / Congestion	\$2,061,038

**Genesee County Metropolitan Alliance  
Annual Status Report of the  
Fiscal Year (FY) 2018 City of Flint Genesee County Transportation Improvement Program (TIP)**

Federal requirements direct the Metropolitan Planning Organization (MPO) for Genesee County to publish the annual status of TIP projects. The Genesee County Metropolitan Planning Commission (GCMPC) provides staff to the Genesee County Metropolitan Alliance (the MPO for transportation planning in Genesee County). The following information is provided for Genesee County transportation projects that were obligated, let for bid, under construction, and/or completed during FY 2018 (October 1, 2017 through September 30, 2018). The projects are grouped under the type of transportation improvement performed by individual agencies and represent an \$88,755,618 investment into the Genesee County transportation network.

Bridges	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MDOT	I-475	I-475 in City of Flint	0.44	Bridge removal	\$518,865	\$167,625	\$351,240	\$167,625
MDOT	I-475	Over Detroit Street	0.40	Deep overlay, full depth deck patch, beam repairs	\$1,097,712	\$723,283	\$374,429	\$803,647
GCRC	Bristol Road	Over Call Drain	0.10	Replacement	\$0	\$0	\$0	\$1,795,054

Commuter Services	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
Genesee County Metropolitan Planning Commission	Rideshare Program	Genesee and Lapeer Counties	n/a	Rideshare is a free, computerized carpool and vanpool matching service that assists persons to form carpools and vanpools.	\$112,271	\$112,271	\$0	\$112,271
MDOT	MICHIVAN	Areawide in Genesee County	n/a	Fiscal year 2019 MICHIVAN marketing and capital program	\$36,718	\$36,718	\$0	\$36,718

Non-Motorized Facilities	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MDOT	Chevy Commons Trail	Chevy Commons Trail, City of Flint	0.90	Construct multi-use path	\$1,285,716	\$757,014	\$528,702	\$992,529

Road Restoration/Resurfacing	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
GCRC	Fenton Road	Cook Road to Grand Blanc Road	1.00	Roadway expand	\$0	\$0	\$0	\$2,715,687
MDOT	M-15	0.3 miles North of Bristol Road	0.20	Add center left turn lane	\$509,585	\$574,826	(\$65,241)	\$638,696
MDOT	M-15	From Bristol Road northerly 0.4 miles	0.40	Extend center left turn lane	\$1,055,865	\$1,181,078	(\$125,213)	\$1,442,979
MDOT	I-475	Carpenter Road to Clio Road	3.21	Reconstruction	\$35,294,098	\$38,672,231	(\$3,378,133)	\$38,672,231
GCRC	Coldwater Road	Saginaw Road to Harry Road	0.63	Road reconstruction	\$916,799	\$920,373	(\$3,574)	\$1,150,466
MDOT	M-13	M-21 to M-57	12.22	Chip seal	\$939,911	\$835,357	\$104,554	\$1,020,595
MDOT	I-475	Clio Road to I-75	2.00	Cape seal	\$961,464	\$1,167,892	(\$206,428)	\$1,297,658
MDOT	East Potter Road	Various locations in MDOT Davison and Huron Service Areas	51.03	Hot mix asphalt crack treatment	\$365,517	\$365,926	(\$409)	\$447,069
City of Flint	West Kearsley Street	Chevrolet Avenue to Beach Street	0.95	Resurface	\$939,787	\$1,028,293	(\$88,506)	\$2,383,920
City of Mt. Morris	Roosevelt Avenue	Benson Street (City Limits) to Saginaw Street	0.50	Resurface	\$459,630	\$459,238	\$392	\$1,273,650
GCRC	Flushing Road	Luce Road to City of Flint Township/City of Mt. Morris Township Line	0.30	Road restoration and rehabilitation	\$361,329	\$269,375	\$91,954	\$336,719
GCRC	Flushing Road	Elms Road to Luce Road	0.87	Road restoration and rehabilitation	\$352,537	\$229,187	\$123,350	\$286,483
GCRC	Flushing Road	Elms Road to Luce Road	0.87	Road restoration and rehabilitation	\$435,080	\$282,849	\$152,231	\$353,561
GCRC	Flushing Road	City of Mt. Morris Township/City of Flint Township Line to Warner Road	0.54	Road restoration and rehabilitation	\$646,788	\$389,142	\$257,646	\$486,427
City of Linden	Bridge Street	South edge of bridge over the Shiawassee River to Shiawassee County Line	0.58	Road restoration and rehabilitation	\$790,387	\$883,455	(\$93,068)	\$1,398,036
City of Burton	Center Road	Lippincott Boulevard to Lapeer Road	0.41	Road resurfacing	\$89,904	\$77,850	\$12,054	\$97,312
City of Burton	Center Road	Lippincott Boulevard to Lapeer Road	0.41	Road resurfacing	\$844,659	\$731,410	\$113,249	\$914,263
GCRC	Seymour Road	Baldwin Road to Cook Road	1.00	Road restoration and rehabilitation	\$574,905	\$583,271	(\$8,366)	\$729,088



Safety	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MDOT	I-475	City of Flint	16.87	Freeway signing upgrade	\$6,152,500	\$6,088,043	\$64,457	\$6,089,193
GCRC	Hill Road	Torrey Road to Van Slyke Road	1.02	Signal upgrades and adaptive timing	\$641,556	\$595,286	\$46,270	\$744,108
GCRC	E Hill Road	At Belsay Road	0.88	Reconstruct intersection as a roundabout	\$641,556	\$637,115	\$4,441	\$796,394
GCRC	Genesee Road	Genesee Road at M-57	n/a	Sign mounted flashing beacons	\$25,200	\$24,514	\$686	\$27,237
MDOT	M-54	Bay Region	n/a	New signals and phasing	\$1,150,000	\$1,150,500	(\$500)	\$1,150,500
MDOT	M-15	Lapeer Road and M-15 intersection	n/a	Signal and intersection modernization	\$478,310	\$508,805	(\$30,495)	\$508,805
MDOT	Potter Road	At Huron and Eastern Railway in Flushing Township, Genesee County	n/a	Install flashing-light signals and half-roadway gates	\$180,000	\$193,187	(\$13,187)	\$214,652
GCRC	Potter Road	At Huron and Eastern Railway in Flushing Township, Genesee County	0.15	Raise and pave approaches	\$168,750	\$168,750	\$0	\$187,500
MDOT	Emily Street	At Huron and Eastern Railway in the City of Flushing, Genesee County	n/a	Install flashing-light signals and half-roadway gates	\$225,000	\$258,245	(\$33,245)	\$286,939

Transit - Equipment & Services	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MTA	Enhanced Mobility of Seniors and Disabled Persons	Genesee County	n/a	Operating expenses	\$180,534	\$180,534	\$0	\$361,068
MTA	Computer Hardware	Genesee County	n/a	Communication equipment	\$168,000	\$65,140	\$102,860	\$210,000
MTA	Computer Software	Genesee County	n/a	Computer software, upgrades and licensing	\$758,500	\$471,269	\$287,231	\$948,125
MTA	Capital Maintenance Parts	Genesee County	n/a	Capital maintenance parts - buses	\$920,000	\$643,785	\$276,215	\$1,150,000
MTA	Shop Equipment	Genesee County	n/a	Purchase shop equipment	\$144,000	\$0	\$144,000	\$180,000
MTA	Job Access Reverse Commute	Genesee County	n/a	Job Access Reverse Commute (JARC)	\$300,000	\$0	\$600,000	\$600,000
MTA	Preventive Maintenance	Genesee County	n/a	Preventive maintenance	\$2,812,000	\$0	\$2,812,000	\$3,515,000
MTA	Purchase Transit Vehicles	Genesee County	n/a	Sedans and/or SUVs	\$73,550	\$0	\$73,550	\$91,937
MTA	Purchase Farebox Equipment	Genesee County	n/a	Farebox equipment	\$720,000	\$458,890	\$261,110	\$900,000
MTA	Purchase Service Vehicles	Genesee County	n/a	Purchase truck/plow salter	\$64,000	\$59,758	\$4,242	\$80,000
MTA	Purchase/Repair Bus Shelters	Genesee County	n/a	Bus shelters	\$270,000	\$44,494	\$225,506	\$337,500
MTA	Purchase Propane Cutaways	Genesee County	n/a	Purchase propane cutaways	\$208,506	\$0	\$208,506	\$260,633
MTA	Transit Vehicles	Genesee County	n/a	Purchase sedans/vans	\$358,400	\$100,726	\$257,674	\$448,000
MTA	Mobility Managers	Genesee County	n/a	Mobility manager	\$101,376	\$45,287	\$56,089	\$126,720
MTA	Travel Trainer	Genesee County	n/a	Travel trainer	\$17,280	\$12,092	\$5,188	\$21,600
MTA	Materials	Genesee County	n/a	Outreach materials	\$0	\$0	\$0	\$0

Transit - Facility Improvements	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MTA	Transit Facilities	Genesee County	n/a	Paving at alternative fuel site	\$621,542	\$302,074	\$319,468	\$776,928
MTA	Transit Facilities	Genesee County	n/a	Security and signage	\$230,000	\$48,326	\$181,674	\$287,500
MTA	Transit Facilities	Genesee County	n/a	Upgrades to facilities	\$252,000	\$5,976	\$246,024	\$315,000

Miscellaneous	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MDOT	East Potter Road	Eisenhower, Brownell, Holmes, Eagles Nest Schools in the City of Flint	n/a	Preliminary engineering - improve roadside facilities	\$64,743	\$79,099	(\$14,356)	\$79,099
City of Burton	Saginaw Street	Bristol Road to Hemphill Road	0.51	Preliminary engineering - road rehabilitation	\$72,352	\$72,352	\$0	\$90,440
City of Flint	Court Street	Crapo Street to Center Road.	2.13	Preliminary engineering - road rehabilitation	\$207,949	\$207,949	\$0	\$259,936
MDOT	I-69	Fenton Road to M-54	5.26	Preliminary engineering - reconstruction	\$3,106,247	\$3,106,247	(\$0)	\$3,451,386
City of Flint	West Atherton Road	Atherton Road and Dupont Street, City of Flint	4.79	Preliminary engineering - reconstruction	\$674,598	\$523,731	\$150,867	\$620,000
MDOT	M-54	M-54 Signals from Court Street to Leith Street	n/a	Preliminary engineering - traffic safety	\$93,737	\$93,737	\$0	\$93,737
City of Swartz Creek	Fairchild Street	Cappy Lane to Miller Road	0.27	Preliminary engineering - road rehabilitation	\$19,244	\$19,244	\$0	\$24,055
MDOT	I-69 East/State Ramp	M-15 at East Bound I-69 Exit Ramp	0.42	Preliminary engineering - traffic safety	\$73,447	\$73,447	\$0	\$73,447
MDOT	M-54	M-54 at Saginaw Street	n/a	Preliminary engineering - traffic safety	\$21,080	\$21,080	\$0	\$21,080
MDOT	M-57	M-57 Genesee County	20.75	Preliminary engineering - traffic safety	\$50,000	\$50,000	\$0	\$50,000
MDOT	M-54	Various Locations in Genesee County	n/a	Preliminary engineering - traffic safety	\$333,214	\$333,214	\$0	\$333,214
MDOT	M-54	M-54 (at Maple, Bristol and Atherton) Signals	n/a	Preliminary engineering - traffic safety	\$60,817	\$60,817	\$0	\$60,817
MDOT	US-23 South	US-23 Freeway Signing Upgrade from Livingston County Line to I-75	12.56	Preliminary engineering - traffic safety	\$300,000	\$300,000	\$0	\$300,000
MDOT	I-69 West	I-69, US-23/I-75	145.66	Preliminary engineering - traffic safety	\$9,451	\$22,951	(\$13,500)	\$25,501
MDOT	US-23 North Bound	Baldwin Road to Hill Road	4.55	Preliminary engineering - traffic safety	\$245,068	\$245,068	(\$0)	\$272,298
MDOT	M-54	Bay Region	n/a	Preliminary engineering - traffic safety	\$300,000	\$300,000	\$0	\$300,000
MDOT	M-54	M-54 (Atherton to Lapeer) Signals	n/a	Preliminary engineering - traffic safety	\$78,003	\$78,003	\$0	\$78,003
MDOT	M-54	M-54 (Atherton to Lapeer) Signals	n/a	Right of way - traffic safety	\$15,000	\$15,000	\$0	\$15,000
MDOT	M-54	M-54 Signals from Court Street to Leith Street	n/a	Right of way - traffic safety	\$25,000	\$25,000	\$0	\$25,000
City of Burton	Center Rd	Davison Road to North City Limits	0.98	Preliminary engineering - road rehabilitation	\$0	\$0	\$0	\$39,108
MDOT	I-475	SB I-475 Coldwater Road to Terry Avenue	0.25	Soundwall rehabilitation	\$538,056	\$470,734	\$67,322	\$575,118
MDOT	I-475	South of Carpenter Road to East of Clio Road	3.21	Upgrade shoulder lighting	\$1,620,417	\$1,470,973	\$149,444	\$1,797,157
City of Mt. Morris	Roosevelt Avenue	Roosevelt Street crossing of Lake State Railway in Mt. Morris, Genesee County	0.11	Install new ties and flangeway materials	\$2,560	\$2,560	\$0	\$3,200

\* "Federal Funds Programmed" refers to the amount of Federal Funds identified in the Genesee County TIP.

\*\* "Federal Funds Obligated" refers to the amount of actual Federal Funds contracted for a project.

\*\*\* Dollar figures in ( ) indicate a negative value.

\*\*\*\* "Total Project Cost" includes all Federal, State, and Local dollars allocated to a project.

## **Draft FY 2020-2023 TIP Performance Measure Related Projects**

Below is a listing of the total amount of money programmed in the original approved FY 2020-2023 TIP that will make progress towards the performance measure categories listed below.

<b>Project Category</b>	<b>Amount Programmed</b>	<b>Impact on Condition</b>
Safety / Non-Motorized	\$24,275,316	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$114,312,344	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit	\$67,793,767	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$54,339,135	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion	\$13,311,673	Improve freight movement, reduce traffic congestion and associated user delay costs

The following table shows the average amount spent in a typical year for each performance measure category according to historical spending data outlined in the 2040 Long Range Transportation Plan. It should be noted that the funding in these categories can rise and fall in any given year due to large capital projects being implemented at the state or local level and varying levels of grants and discretionary funds awarded. For example, local agencies apply for funds for bridge, transit, safety, system performance and non-motorized programs which are competitive on a statewide level. These annual grant awards will be added to the funding amounts in the categories above.

<b>Category</b>	<b>Average Annual Spending</b>
Safety / Non-Motorized	\$3,119,695
Pavement Preservation	\$17,741,484
Transit	\$15,974,448
Bridges	\$15,561,451
System Performance / Congestion	\$2,061,038