

**Genesee County Metropolitan Planning Commission
Technical Advisory Committee (TAC)**

**Genesee County Administration Building
Harris Auditorium
1101 Beach Street, 3rd Floor
Flint, Michigan 48502**

**Thursday, February 1, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the December 7, 2023 Regular Meeting (attached)
- IV. Old Business
- V. New Business
 - ***A. 2024 Safety Performance Measure Targets (attached)
 - ***B. Transit Asset Management Performance Measures Adoption (attached)
 - ***C. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #14 (attached)
 - D. FY 2023 Annual Status Report of TIP Projects (attached)
 - E. FY 2024 MPO TIP Amendment Schedule (attached)
 - F. Safe Routes to School (SRTS) Mini Grant RFP (attached)
 - G. Genesee County Road Commission (GCRC) 2023 Road Pavement Conditions (presentation)
- VI. Other Business
- VII. Announcements

VIII. Adjournment

*****Action Item** NEXT MEETING – March 7, 2024 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, December 7, 2023 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, December 7, 2023 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Lynn Markland called the meeting to order at approximately 1:30 p.m.

II. ROLL CALL

Chairperson Markland announced that a sign-in sheet would be used for today's official roll call. No verbal roll call was done.

Present: Alex Patsy, Amber Abbey, Andrea Schroeder, Derek Bradshaw, Ed Benning, Ellen Glass, Lynn Markland, Max Gierman, Michelle King, and Shawnice Dorsey

Absent/Excused: Adam Zettel, Brian Saad, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaidis, Clyde Edwards, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, David Dorr, Eric Johnston, Eric Weiderhold, Frederick Thorsby, James Slezak, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mary Ann Price, Melinda Johnson, Michael Pifer, Neil Rankin, Paul Fortino, Rachel Stanke, Reggie Smith, Richard Bayus, Robert Bincsik, Rod McGaha, Scott Bennett, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, Vince Lorraine, and Wendy Jean-Buhrer.

Others Present: Jacob Maurer, McKenna Dutkiewicz, Kris Garris, Melinda Johnson, Corey Jarbeau, Paige DeHate and Renate Soto.

III. MINUTES

*****A. Minutes of the November 2, 2023 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Amber Abbey, to approve the minutes of the November 2, 2023 regular meeting as presented.

Motion carried unanimously.

IV. OLD BUSINESS

A. Updated FY 2024-2026 Transportation Improvement Program (TIP) Allocation Adjustments

Ms. McKenna Dutkiewicz stated the final FY 2024 allocation estimates for Genesee County were released by MDOT in late November. Genesee County will see an additional increase in Category C funding and Rural funding and an additional decrease in Urban and Carbon Reduction funding. Projects that have already been obligated in FY 2024 cannot be adjusted. Staff is working with local transit and road agencies that

have unobligated FY 2024 projects to adjust project budgets to maintain fiscal constraint. Over the next couple months, staff will begin reviewing FY 2025 and FY 2026 projects as well to adjust budgets to the available allocation estimates. Discussion ensued.

V. NEW BUSINESS

*****A. Adjusted Census Urban Boundary Agreement – GCMA, SEMCOG, and MDOT**

Mr. Garris stated as part of Title 23, the Adjusted Census Boundary (ACUB) must be fixed by responsible state and local officials in cooperation. This entails a memorandum of agreement between GCMA, SEMCOG and MDOT. This is an update to the existing agreement already in place and will include the Urban Area changes that were previously determined: the additions of the Fenton Urbanized area and the Goodrich Urbanized area. At this time, staff is requesting that the Technical Advisory Committee endorse the Memorandum of Agreement to the Genesee County Metropolitan Alliance and to sign the Memorandum of Agreement for the Adjusted Census Boundary Planning Activities for the Flint and Fenton Urbanized Areas.

Motion: Action: Approve. **Moved by** Ed Benning, **Supported by** Ellen Glass, to endorse the Memorandum of Agreement to the Genesee County Metropolitan Alliance and to sign the Memorandum of Agreement for the Adjusted Census Urban Boundary Planning Activities for the Flint and Fenton Urbanized Areas.

Motion carried unanimously.

Discussion ensued.

*****B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #13**

Ms. McKenna Dutkiewicz reviewed all the changes included in the TIP Amendment #13, including 2 project changes, 1 project abandonment, 1 project added, and 1 GPA project change to the FY 2023-2026 TIP. At this time, staff is recommending the approval of Amendment #13 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Andrea Schroeder, **Supported by** Amber Abbey, to approve Amendment #13 to the FY 2023-2026 TIP as presented.

Motion carried unanimously.

Discussion ensued.

C. MDOT Small Urban Program Update

Ms. McKenna Dutkiewicz stated that based on 2020 Adjusted Census Urban Boundaries, the Fenton Urbanized Area has now been included into MDOT's Small Urban Program. The Fenton Urbanized Area is estimated to receive \$380,000 in federal funding every two years. Staff will be contacting the appropriate local road and transit agencies to set up a meeting to discuss the Small Urban Program and schedule a call for projects. The Goodrich/Ortonville Urbanized Area will be removed from the Small Urban Program. MDOT indicated that projects selected by the Goodrich/Ortonville areas will still receive funding as originally promised. Discussion ensued.

VI. OTHER BUSINESS

None

VII. ANNOUNCEMENTS

A. Genesee County Metropolitan Alliance – Citizen Award

Mr. Maurer announced that Genesee County Metropolitan Alliance received the Citizen Award from the City of Montrose. Last month, staff was honored to attend a City Council meeting to receive the award and a handwritten note, in thanks for receiving approximately \$500,000 in federal funds to repair a main community road in the City of Montrose that was in a poor state of repair.

Chairperson Markland announced that Mr. Mark Adas, is retiring from the City of Flint and wished him congratulations. A reception will be held in his honor; details will be emailed out to Committee members.

VIII. ADJOURNMENT

Chairperson Markland adjourned the meeting at approximately 1:48 pm.

Respectfully submitted,
Renate Soto, Secretary
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1, 2024

SUBJECT: 2024 Safety Performance Measure Targets

On October 17th, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2024 as required to meet performance measure requirements of the Infrastructure Investment and Jobs Act (IIJA) annually. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2023 Statewide Safety Targets last year. GCMA has until February 27, 2024 to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline through calendar year 2022 (5 year rolling average), 2023 target (5 year rolling average), followed by the 2024 target (5 year rolling average).

Safety Performance Measure	Baseline Through 2022 (2018-2022)	2023 State Safety Target (2018-2022)	Calendar Year 2024 State Safety Target (2020-2024)
Fatalities	1,061.6	1,105.6	1,109.2
Fatality Rate (per 100 million VMT)	1.099	1.136	1.152
Serious Injuries	5,681.8	5,909.2	5,785.0
Serious Injury Rate (per 100 million VMT)	5.863	6.058	5.999
Non-Motorized Fatalities & Serious Injuries	734.0	743.4	710.8

AN EQUAL OPPORTUNITY ORGANIZATION

Based on discussions with other MPOs, MDOT and the Federal Highway Administration, staff is again recommending adoption of statewide targets, rather than creating our own. Crash trends locally in Genesee County are very similar to statewide trends in crash rates.

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Genesee County Metropolitan Alliance to adopt the statewide safety targets for 2024.

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

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

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

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

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

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

TARGET SETTING COORDINATION

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

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

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

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

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

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

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

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

MPO TARGET SETTING

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

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

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

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

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

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

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

2024 MICHIGAN SAFETY TARGETS

Existing Trend

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

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

Exogenous Factors

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

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

2023-2024 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. The UMTRI change model predicts 1,109 fatalities in 2023 and 1,092 fatalities in 2024.

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

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

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 5,882 serious injuries in 2023 and 5,849 in 2024.

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

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

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

2024 Predictions (Targets)

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

Strategic Highway Safety Plan (SHSP)

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

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

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

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

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

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

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

Regarding the numbers, annual fatalities had

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

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

Targets Reported to FHWA

Year	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious	
Year	Reported	Reported	Reported	Reported	
Year	Target	Target	Target	Target	
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8

Targets as reported to FHWA for the respective year

Annual Crash Data

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.141	5,782	5.876	720

Reference:

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

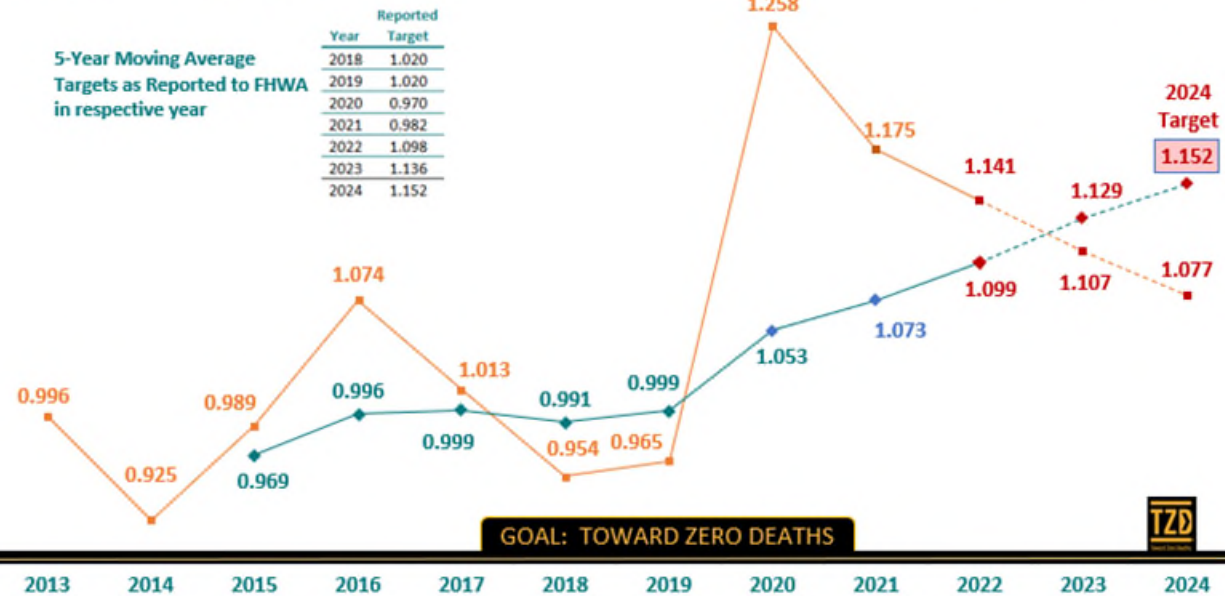
Highway Safety Improvement Program
Number of Fatalities
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

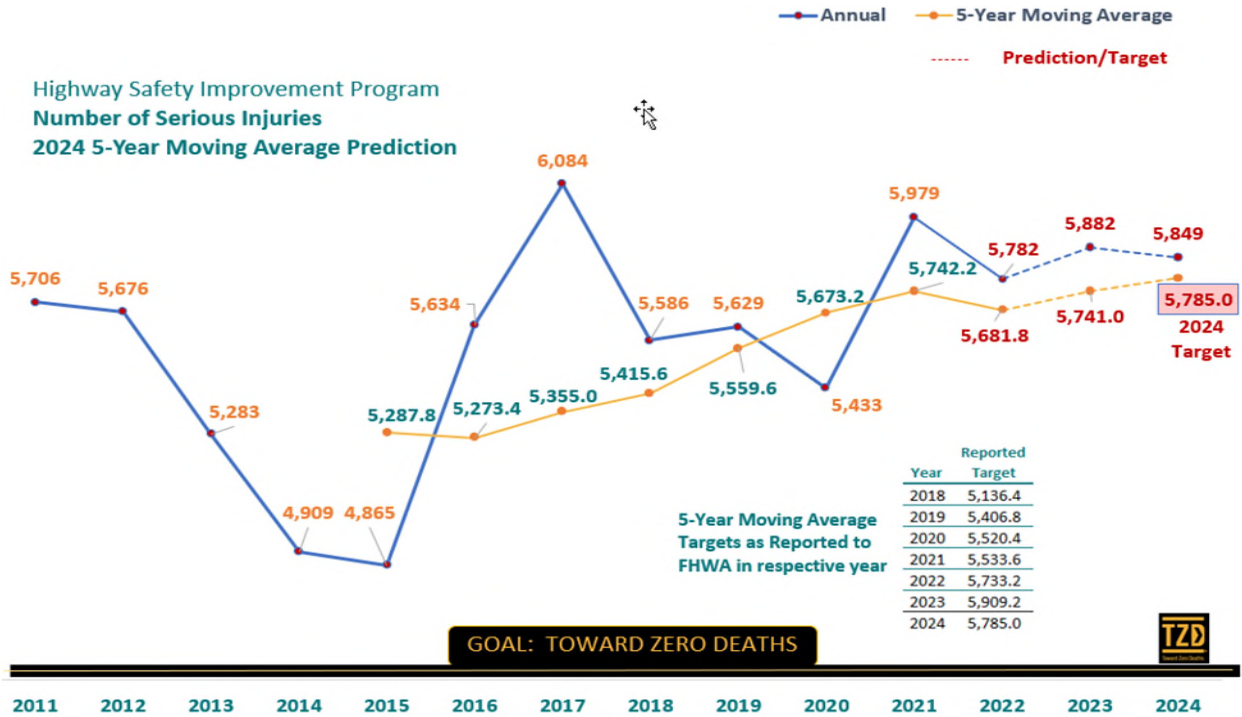
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

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



GOAL: TOWARD ZERO DEATHS

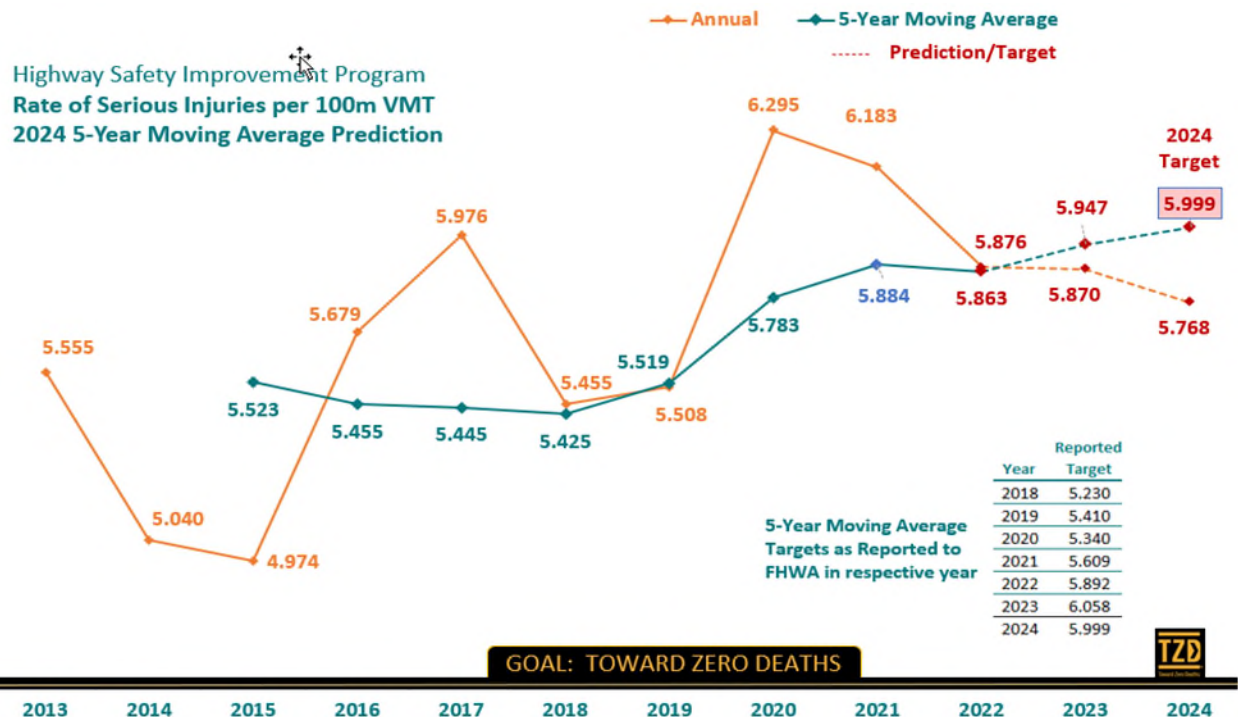


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

All Michigan public roads

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



GOAL: TOWARD ZERO DEATHS



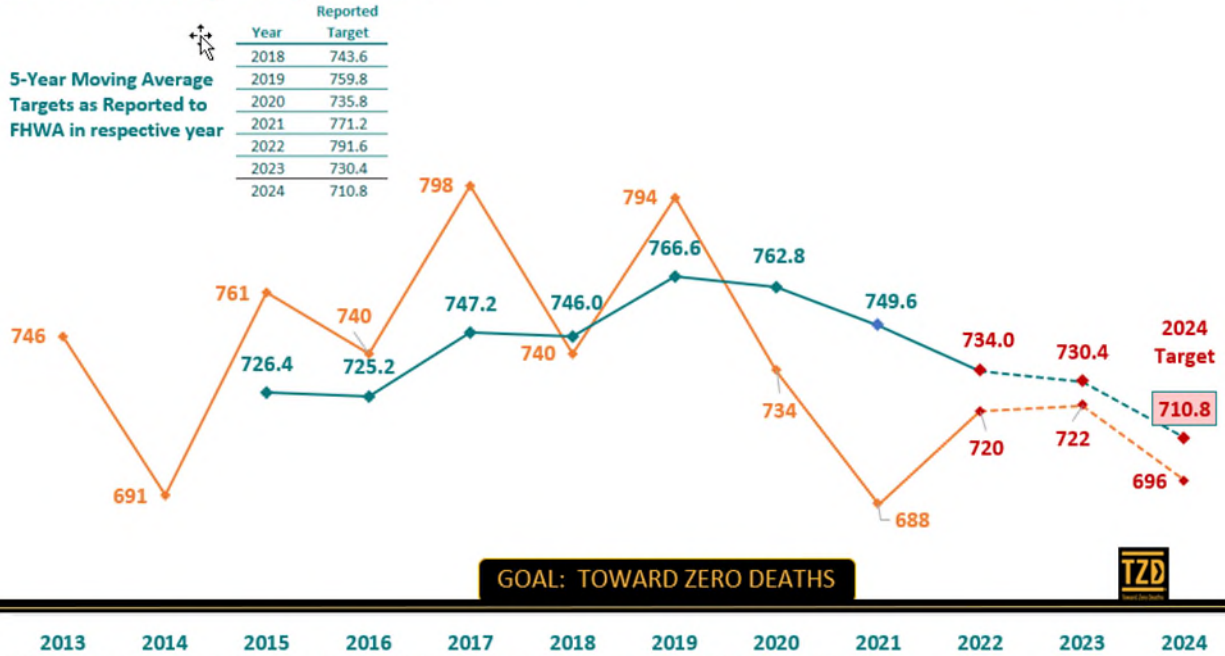
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

All Michigan public roads

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

— Annual — 5-Year Moving Average
 Prediction/Target



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

All Michigan public roads

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Dru Hajec, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1, 2024

SUBJECT: Transit Asset Management Performance Measures Adoption

The Mass Transportation Authority (MTA) has provided estimated transit Asset Management (TAM) performance measure targets for 2024. Transit targets are required by the Federal Transit Administration (FTA) and are based on the transit performance measures established under the National Public Transportation Safety Plan. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and support the MTA's estimated targets or set their own targets. The performance measure targets are attached.

Asset Class	Current Condition	2023 Target	2024 Target
Revenue Vehicles: Small Bus and Van, Demand Response	12% of our fleet past Useful Life Benchmark (ULB)	8% of our fleet to be past Useful Life Benchmark (ULB)	15% of our fleet to be past Useful Life Benchmark (ULB)
Revenue Vehicles: Large Bus Class, Motorbus	5% of our fleet past Useful Life Benchmark (ULB)	7% of our fleet to be past Useful Life Benchmark (ULB)	7% of our fleet to be past Useful Life Benchmark (ULB)
Service Vehicles	51% of our fleet past Useful Life Benchmark (ULB)	35% of our fleet to be past Useful Life Benchmark (ULB)	50% 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)

Staff has reviewed the estimated targets provided by the MTA. At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt the Mass Transportation Authority's (MTA) estimated 2024 Transit Asset Management Performance Targets.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1st, 2024

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 14**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 14. This amendment changes two (2) GPAs and adds one (1) GPA to the FY 2023 – 2026 Transportation Improvement Program.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts on any of the identified Environmental Justice (EJ) populations in Genesee County. The projects being amended are eligible for the funding programmed and meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

The assumptions asserted in the conformity document for the FY 2023-2026 TIP, for which this amendment is being made, are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS).

At this time, staff is recommending the approval of the attached Amendment #14 to the FY 2023-2026 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2023-2026 Transportation Improvement Program
Proposed Amendment # 14**

GPA's Being Changed With a TIP Amendment

Year	GPA Type	Agency	Project	Length	Limits	Description	Phase	Federal	State	Local	Total Cost	Comments
2024	Transit Operating	MTA		0	Areawide	2024 Transit Operating GPA	n/a	\$1,483,302 \$1,783,302	\$1,379,764 \$1,679,764	\$103,538	\$2,966,604 \$3,566,604	FY 2024 Transit Operating Projects
2024	Transit Capital	MTA		0	Areawide	2024 Transit Capital GPA	n/a	\$4,337,818 \$10,704,293	\$1,084,454 \$2,782,401		\$5,422,272 \$13,486,694	FY 2024 Transit Capital Projects

GPA's Being Added With a TIP Amendment

2026	Local Bridge	Genesee County		0	Genesee County	2026 Local Bridge GPA	n/a	\$1,124,000	\$175,750	\$105,250	\$1,405,000	FY 2026 Local Bridge projects
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**FY 2023-2026 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

2024 Transit Capital GPA--Project Proposed to be Changed

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	216378	MTA		Areawide	n/a	FY 2024 Carbon Reduction Program Improvements	NI	CRU	\$660,000 \$649,938	\$165,000 \$343,812	\$0	\$825,000 \$993,750	Funding was updated to reflect Nov. allocation update. State match was updated to reflect original project total before allocation update.
2024	217946	MTA		Areawide	n/a	FY 2024 5339 Transit Capital Improvements	NI	5339	\$1,989,412	\$497,353	\$0	\$2,486,765	Project obligation date was moved from FY 2023 to FY 2024
2024	217947	MTA		Areawide	n/a	FY 2024 5339 Transit Capital Improvements	NI	5339	\$1,924,349 \$1,924,348	\$481,087 \$481,088	\$0	\$2,405,436	Funding was updated to match the grant authorization form. Obligation date was updated from FY 2023 to FY 2024.
2024	220385	MTA		Areawide	n/a	FY 2024 5307 Transit Capital Improvements	NI	5307	\$26,529 \$132,648	\$6,633 \$33,162	\$0	\$33,162 \$165,810	Funding was moved from JN 204224 and updated to reflect actual awarded amount
2024	216307	MTA		Areawide	n/a	FY 2024 Carbon Reduction Program Improvements	NI	CRU	\$454,360	\$113,590	\$0	\$567,950	Project obligation date was moved from FY 2023 to FY 2024
2024	216045	MTA		Areawide	n/a	FY 2024 5339 Transit Capital Improvements	NI	5339	\$812,317	\$203,079	\$0	\$1,015,396	Project obligation date was moved from FY 2023 to FY 2024
2024	220454	MTA		Areawide	n/a	FY 2024 5307 Transit Capital Improvements	NI	5307	\$5,152 \$25,760	\$1,285 \$6,440	\$0	\$6,440 \$32,200	Funding was moved from JN 203791 and updated to reflect awarded amount.
2024	220824	MTA		Areawide	n/a	FY 2024 5307 Transit Capital Improvements	NI	5307	\$820,016	\$205,004	\$0	\$1,025,020	This is a new project.
2024	220455	MTA		Areawide	n/a	FY 2024 5339 Transit Capital Improvements	NI	5339	\$52,676	\$13,169	\$0	\$65,845	This is a new project. Funding was moved from JN 204868.

2024 Transit Operating GPA--Project Proposed to be Changed													
Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	207888	MTA		Areawide	n/a	FY 2024 JARC Transit Operating	NI	5307	\$300,000	\$300,000	\$0	\$600,000	Project obligation date was moved from FY 2023 to FY 2024
2026 Local Bridge GPA--Projects Proposed to be Added													
2026	220489	GCRC	S Ballenger Hwy	S. Ballenger Highway Str #2744 over the Flint River, Genesee County	0.00	421 - Miscellaneous Bridge CPM	CON	BHT	\$560,000	\$70,000	\$70,000	\$700,000	This is a new project
2026	220493	City of Flint	E Boulevard Dr	E. Boulevard Drive, Str #2858, over Kearsley Creek, City of Flint	0.00	421 - Miscellaneous Bridge CPM	CON	BO	\$135,200	\$25,350	\$8,450	\$169,000	This is a new project
2026	220494	City of Flint	Beach St	Beach St / Garland St, Str #2843, over Flint River, City of Flint	0.00	421 - Miscellaneous Bridge CPM	CON	BHT	\$106,400	\$19,950	\$6,650	\$133,000	This is a new project
2026	220496	City of Linden	Bridge St	Bridge St Str #2866 & Ripley Rd Str #2867, over Shiawassee River, City of Linden	0.00	421 - Miscellaneous Bridge CPM	CON	BHT	\$322,400	\$60,450	\$20,150	\$403,000	This is a new project

5307 -- Urbanized Area Formula Program

5339 - Section 5339 - Bus and Bus Facilities

CRU - Carbon Reduction

BHT Bridge Rehabilitation - Surface Transportation Program (STP)

BO Bridge Not Classified Off System

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1, 2024

SUBJECT: FY 2023 Annual Status Report of TIP Projects

GCMPC is required to publish the status of the Transportation Improvement Program (TIP) projects within 90 days of the end of the fiscal year. A list of TIP projects that were obligated, let for bid, under construction, and/or completed during FY 2023 (October 1, 2022 through September 30, 2023) is attached.

The projects are grouped under the type of transportation improvement performed by individual agencies and represent a \$164 million dollar investment into the Genesee County transportation network. These investments include: \$6 million in Bridge Work, \$146,424 in Commuter Services, \$635,790 in Non- Motorized Facilities, \$142.5 million in Road Restoration/Resurfacing, \$5.2 million in Safety, \$6.9 million in Transit Equipment, Facilities, and Services, and \$3.1 million in other improvements. The complete list of TIP projects is available for review on our website at <https://gcmnpc.org/wp-content/uploads/2023/12/FINAL-Annual-TIP-list-2023-1.pdf>.

Please feel free to contact McKenna Dutkiewicz, planner at mdutkiewicz@genseecountymi.gov or (810) 766-6562 with any questions regarding the Annual Status Report of TIP Projects.

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ANNUAL LISTING OF OBLIGATED TRANSPORTATION PROJECTS DECEMBER 2023



GENESEE COUNTY
METROPOLITAN PLANNING
COMMISSION



GENESEE COUNTY
METROPOLITAN ALLIANCE

INTRODUCTION

WHO WE ARE

The Genesee County Metropolitan Planning Commission (GCMPC) functions as staff to the Genesee County Metropolitan Alliance (GCMA), the Metropolitan Planning Organization (MPO) for the Flint-Genesee County area. The GCMPC provides staff resources, technical support, and services to assist Genesee County Municipalities with the needs and demands of a rapidly urbanizing county. Within the MPO area, there are 33 local units of government. The 2020 U.S. Census indicates that Genesee County, also the MPO boundary, had a population of 406,211 .

TRANSPORTATION IMPROVEMENT PROGRAM

The Genesee County Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have a legal responsibility to build, operate, and maintain the state's highway, road, streets, and public transit systems. Federally funded expenditures are required by federal law to be consistent with the Long-Range Transportation Plan adopted in May 2020 and to be constrained to include only projects that we anticipated having enough revenue to complete.

ANNUAL LISTING OF OBLIGATED PROJECTS

Federal transportation legislation requires that each Metropolitan Planning Organization (MPO) publish an annual listing of federally funded transportation projects that were obligated in the preceding fiscal year. The following information is provided for Genesee County Transportation projects that were obligated, under construction, and/or completed during fiscal year 2023, from October 1, 2022 to September 30, 2023. Information on all transportation projects was compiled through MDOT's JobNet Project Programming and Obligation Software System.

The following pages include the required project listing by funding category, with cost sums for each category. The projects are grouped under the type of transportation improvement performed by individual agencies and represent an estimated **\$164,478,214 investment** into the Genesee County transportation network.

For more information about the Genesee County TIP, please visit our website at: <https://gcmnpc.org/transportation-improvement-program/>

BRIDGE PROJECTS

The purpose of the Bridge program is to help reduce the number of structurally deficient, deteriorated, and functionally obsolete bridges.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Flint	Fenton Rd	0	Replacement of SN 2840 with SN 14671	\$2,749,524	\$1,521,600	\$2,315,389	(\$793,789)
Genesee County Road Commission	Hogan Rd	0	Bridge Replacement	\$1,297,210	\$1,193,200	\$1,232,349	(\$39,149)
	Torrey Rd	0	Bridge Replacement	\$1,934,147	\$1,152,000	\$1,628,755	(\$476,755)
MDOT	I-475 N	0	Railroad oversight	\$19,000	\$0	\$0	\$0
TOTAL				\$5,999,881	\$3,866,800	\$5,176,493	(\$1,309,693)

COMMUTER SERVICES

Genesee County's Rideshare program is a free carpool matching service that assists individuals and groups with their daily work commute in Genesee County. The Air Quality program provides outreach and educational opportunities that bring attention to local air quality conditions and provide residents with information needed to maintain current Air Quality levels.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Metropolitan Planning Commission	Areawide	n/a	Public outreach and education activities for FY 2024 (10/1/23 - 9/30/24)	\$62,500	\$50,000	\$50,000	\$0
	Rideshare Program	n/a	FY 2024 Rideshare Program	\$50,000	\$50,000	\$50,000	\$0
MDOT	MichiVan Program	n/a	FY 2024 MichiVan Program - Genesee County	\$46,424	\$46,424	\$46,424	\$0
TOTAL				\$158,924	\$146,424	\$146,424	\$0

ROAD RESTORATION/REHABILITATION

The purpose of Road Restoration/Rehabilitation program is to provide funding for local agencies to improve surface condition, as well as to eliminate issues with cracking, rutting, and faulting.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Road Commission	S Irish Rd	0.52	Concrete Reconstruction	\$2,163,380	\$1,677,814	\$1,770,727	(\$92,913)
	S Elms Rd	0.483	Milling and One Course Asphalt Overlay	\$294,832	\$244,869	\$241,320	\$3,549
	Detroit St	0.555	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,362,253	\$1,053,265	\$1,115,004	(\$61,739)
	Detroit St	0.52	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,351,374	\$1,053,265	\$1,106,100	(\$52,835)
	E Bristol Rd	0.476	Reconstruction	\$1,321,471	\$722,000	\$1,057,177	(\$335,177)
	E Grand Blanc Rd	0.891	Major Widening	\$1,582,652	\$0	\$0	\$0
City of Flint	W 12th St	0.518	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$440,638	\$367,746	\$360,662	\$7,084

ROAD RESTORATION/REHABILITATION CONT.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	N Genesee Rd	0.989	Road Rehabilitation	\$1,906,009	\$901,393	\$1,560,068	(\$658,675)
	E Bristol Rd	1.02	Road Rehabilitation	\$1,557,074	\$1,272,426	\$1,274,465	(\$2,039)
	S Belsay Rd	0.584	Mill and resurface	\$1,009,721	\$684,000	\$826,456	(\$142,456)
MDOT	Areawide	71.461	Asphalt Crack Treatment	\$42,566	\$34,854	\$34,840	\$14
	I-475	2.897	Road Reconstruction and Bridge Replacement	\$129,397,211	\$45,443,795	\$38,341,881	\$7,101,914

TOTAL \$142,429,181 \$53,455,427 \$47,688,700 \$5,766,727



SAFETY

The purpose of our Safety program is to provide funding to infrastructure that reduces and eliminates potential motor vehicle and non-motorized crashes, injuries, and fatalities.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	S Belsay Rd	0.707	Intersection signing	\$15,025	\$20,646	\$13,523	\$7,123
Genesee County Road Commission	Hill Rd	2.107	Traffic Signal upgrades at 5 intersections	\$718,275	\$682,748	\$682,748	\$0
	Morrish Rd	1.275	Construct a roundabout	\$666,667	\$600,000	\$600,000	\$0
	Lapeer Rd	0.372	Roundabout	\$666,667	\$600,000	\$600,000	\$0
	S Saginaw Rd	0.521	Center left turn lane, access management	\$666,667	\$600,000	\$600,000	\$0
	River Rd	0.24	High Friction Surface Treatment, pavement widening and rehabilitation, sign	\$220,000	\$180,000	\$198,000	(\$18,000)
MDOT	I-69 E/State Ramp	0.424	Signal Modernization, Timing and Turn Lane Addition	\$545,355	\$553,302	\$545,355	\$7,947
	Regionwide	3.187	Pavement marking retroreflectivity readings on trunklines in Bay Region	\$11,125	\$10,013	\$10,012	\$1
	Regionwide	3.494	Longitudinal pavement marking application on trunklines in Bay Region	\$1,688,949	\$1,145,263	\$1,520,055	(\$374,792)
TOTAL				\$5,198,729	\$4,391,972	\$4,769,692	(\$377,720)

TRANSIT

The purpose of the Transit program is to reduce the percentage of vehicles, equipment, and facilities that are past the useful life benchmark.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
MTA	Transit Capital	n/a	FY 2023 Transit Capital Improvements 5310	\$500,617	\$400,494	\$400,494	\$0
	I-69 W/Dort Ramp	n/a	FY 2023 Transit Capital Improvements 5310	\$517,190	\$413,752	\$413,752	\$0
	I-69 W/Dort Ramp	n/a	SP1804 - Facility Improvements	\$255,375	\$204,300	\$204,300	\$0
	Transit Operating	n/a	FY 2023 Section 5311 Non-Urban Operating Assistance	\$5,364,872	\$2,682,436	\$2,682,436	\$0
	Transit Operating	n/a	FY 2023 Section 5339. SP1811 - Transit Operating	\$270,925	\$216,740	\$216,740	\$0
TOTAL				\$6,908,979	\$3,917,722	\$3,917,722	\$0

NON-MOTORIZED

The purpose of the Non-Motorized program is to develop an interconnected network of non-motorized facilities and improve social, health, and economic benefits for all Genesee County Communities.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Swartz Creek	Citywide	1.96	Sidewalk, shared use path, RR Flashing Beacon, crosswalks, and ramps	\$635,790	\$635,790	\$635,790	\$0
TOTAL				\$635,790	\$635,790	\$635,790	\$0

MISCELLANEOUS

Projects listed in the Miscellaneous project section consist of Agencies that funded the Preliminary Engineering phase of their projects.

Responsible Agency	Project Name	Length	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	E Court St N	1.079	Preliminary Engineering - Cold Milling with HMA Resurfacing	\$50,938	\$40,750	\$40,750	\$0
	E Bristol Rd	1	Preliminary Engineering - Existing HMA over Concrete - Base Repair with HMA Overlay	\$189,548	\$151,638	\$151,638	\$0
City of Clio	S Mill St	0.515	Preliminary Engineering - Milling and One Course Asphalt Overlay	\$54,901	\$43,920	\$43,921	(\$1)
	N Mill St	0.499	Preliminary Engineering - Mill with Asphalt Resurfacing	\$47,813	\$38,250	\$38,250	\$0
City of Flushing	W Main St	0.298	Preliminary Engineering - Partial Road Reconstruction between the Existing Curb and Gutter	\$39,175	\$31,340	\$31,340	\$0
MDOT	NB US-23	5.39	Preliminary Engineering - Concrete Pavement Repairs	\$150,935	\$123,540	\$123,540	\$0
	M-21	0.887	Preliminary Engineering - Reconstruction	\$2,160,000	\$1,767,960	\$1,767,960	\$0
	M-15	0.129	Preliminary Engineering - Culvert Replacement	\$450,000	\$368,325	\$368,325	\$0
	Regionwide	3.554	Special pavement marking application on trunklines in Bay Region	\$3,420	\$3,078	\$3,078	\$0
TOTAL				\$3,146,730	\$2,568,801	\$2,568,802	(\$1)
GRAND TOTAL				\$164,478,214	\$68,982,936	\$64,903,625	\$4,079,313

* "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

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

PERFORMANCE MEASURES

GCMA implements statewide performance goals into the Transportation Improvement Program and Long Range Transportation Plan for Genesee County. Obligated/completed projects are evaluated to determine how the project contributes towards the performance goals, as well as to illustrate spending for each performance category.

FY 2023 Performance Measure Category Spending Summary		
Performance Measure Category	Amount Programmed	Impact on Condition
Safety/Non-Motorized	\$3,240,976	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$145,122,491	Improve surface condition and International Roughness Index (IRI), eliminate issues with cracking, rutting and faulting
Transit	\$6,908,979	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$6,449,881	Reduce number of structurally deficient and functionally obsolete bridges
System Performance/ Congestion	\$2,755,887	Improve freight movement, reduce traffic congestion and associated user delay costs
Total	\$164,478,214	





GENESEE COUNTY
**METROPOLITAN PLANNING
COMMISSION**

**1101 Beach St | Room 111
Flint, MI 48502**

Phone : (810) 257-3010

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1st, 2024

SUBJECT: FY 2024 MPO TIP Amendment Schedule

Attached is a copy of the MPO TIP Amendment Schedule for GCMPC. This schedule lists the steps that staff will take to help FY 2024 TIP projects move forward. It also explains the TIP Amendment process so that agencies with TIP projects can see what is involved and the length of time it usually takes to complete the whole amendment process.

If you have any questions on the GCMPC TIP Amendment Schedule, please feel free to contact me at mdutkiewicz@geneeecountymi.gov or at 810-766-6562.

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FY24 MPO/Rural TIP Amendment Meeting Schedule

MPO/Rural Amendments	1. Change Request (Final Date)	2. MDOT/MPO TIP Amendment Review Meeting*	3. Cost ONLY Line Item Amendments/GPA Thresholds Due -(Applicable to SEMCOG only)	4. Technical Advisory Committee (TAC) (Recommend /Forward to PC)	5. Policy Committee (PC) Meeting (Local Approval)	6. Regional Committee Approval (applicable to Jackson MPO only)	7. MPO submits transmittal package (estimated date) (approximately 1 week after Policy meeting)	8. MDOT/Federal approval (estimated date) (approximately 2 weeks after transmittal package is submitted to SPS)	MDOT Technical Committee/Policy Committee contact
GCMPC				1st Thurs @ 1:30 pm	Metro Alliance (MPO) 3rd Wed @ 6 pm	N/A			Maxwell Gierman/Richard Bayus
1	9/25/2023	9/26/2023	N/A	10/5/2023	10/18/2023	N/A	10/25/2023	11/8/2023	
2	10/23/2023	10/24/2023	N/A	11/2/2023	11/15/2023	N/A	11/22/2023	12/6/2023	
3	11/27/2023	11/28/2023	N/A	12/7/2023	12/20/2023	N/A	12/27/2023	1/10/2024	
4	12/25/2023	12/26/2023	N/A	1/4/2024	1/17/2024	N/A	1/24/2024	2/7/2024	
5	1/22/2024	1/23/2024	N/A	2/1/2024	2/21/2024	N/A	2/28/2024	3/13/2024	
6	2/26/2024	2/27/2024	N/A	3/7/2024	3/20/2024	N/A	3/27/2024	4/10/2024	
7	3/25/2024	3/26/2024	N/A	4/4/2024	4/17/2024	N/A	4/24/2024	5/8/2024	
8	4/22/2024	4/23/2024	N/A	5/2/2024	5/15/2024	N/A	5/22/2024	6/5/2024	
9	5/27/2024	5/28/2024	N/A	6/6/2024	6/26/2024	N/A	7/3/2024	7/17/2024	
10	6/24/2024	6/25/2024	N/A	7/11/2024	7/24/2024	N/A	7/31/2024	8/14/2024	
11	7/22/2024	7/23/2024	N/A	8/1/2024	8/21/2024	N/A	8/28/2024	9/11/2024	
12	8/26/2024	8/27/2024	N/A	9/5/2024	9/18/2024	N/A	9/25/2024	10/9/2024	

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: Kris Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: February 1st, 2024

SUBJECT: Safe Routes to School (SRTS) Mini Grant RFP

MDOT has announced that the Safe Routes to School (SRTS) Program is accepting applications through a Request for Proposals (RFP) for their SRTS Mini Grant. The SRTS Mini Grant supports active transportation programs, encouraging and educating students about how they can travel safely to and from school.

Applicants are eligible to receive up to \$15,000 per school, with a maximum of \$120,000 per applicant for 8 or more schools. Schools with students in grades K-12, or affiliated non-profits, are eligible to apply.

Applications will be accepted until **Friday, March 1, 2024 @ 5:00 PM**. An informational session will be held on **February 8, 2024 @ 3:30 PM**. For more information and to access the application itself, please visit the SRTS Mini Grant website: <https://saferoutesmichigan.org/srts-mini-grant/>. The SRTS Mini Grant RFP is attached.

Should you have any questions about the RFP or wish to discuss your proposal, please contact Safe Routes to School Program Coordinator Adam Jenks, ajenks@michiganfitness.org, 517-908-3816



Safe Routes to School

MICHIGAN SAFE ROUTES TO SCHOOL MINI GRANT APPLICATION

Please review the [Mini Grant page](#) on the SRTS Michigan website for additional information and resources.

Applications are due by 5:00 pm on March 1, 2024. Please make sure that all documents are submitted to the website.

SECTION A: GENERAL INFORMATION

Name of Applicant Organization	
Applicant Fiduciary (must be a school district, municipality, or non-profit organization)	
Has your organization been funded by MFF in the past? If so, when, amount, and what program?	
Project Lead Contact Name and Title	
Street Address	
City, ZIP Code	
Phone	
E-mail Address	

SECTION B: SCHOOL INFORMATION SHEET

(PLEASE BE SURE TO REGISTER ALL SCHOOLS AT SAFEROUTESMICHIGAN.ORG)

	School One	School Two	School Three	School Four	School Five
School name					
School mailing address					
Principal name					
Grades served					
Phone number					
Number of enrolled students					

For Additional Schools, please provide **Attachment B** in your application package. This document is found on the mini grant web page.

SECTION C: REQUIREMENTS CHECKLIST

Please check each box to verify that you agree with the statements below.

- All schools are registered with the MFF SRTS program at the time this application is submitted (<https://saferoutesmichigan.org/register-your-school/>). If you are a past registrant, please keep your information current, especially the reporting of Title I statistics.
- Program incorporates active transportation on **routes between home and school** for students in grades K-12.
- Program is planned to be implemented throughout the 2024-25 school year.
- Programs must incorporate equity needs of students with disabilities, low-income families, and currently/historically disadvantaged populations. If you are not certain as to how to modify programming, please contact Adam Jenks (ajenks@michiganfitness.org) or review resources at <https://saferoutesmichigan.org/students-with-disabilities/> and <https://www.saferoutespartnership.org/resources/publications/equity>.
- School principals and program fiduciaries agree to all contracting and reporting requirements. **Awards are on a reimbursement basis**; more [information on reporting materials is available](#).
- The proposed budget abides by the funding limits, as listed on the mini grant webpage.

SECTION D: PROGRAM DESCRIPTION

1. Purpose Statement: Describe the purpose for your application and discuss any barriers to safe and active transportation in your school/district/community or issues encountered that your program is designed to address. (250-word limit)

2. Solution: Using the SRTS principles of Education and Encouragement, discuss the activities that you plan to accomplish with the Mini Grant, who will help in the implementation, and how frequently the activity will occur throughout the year. (e.g., walking school bus, mileage clubs, student-led safety initiatives, etc.). (500-word limit)

Education:

Encouragement:

3. Identify specific activities that will highlight the SRTS principle of Equity and the needs of students with disabilities, low-income families, and currently/historically disadvantaged populations. (250-word limit)

Equity:

4. How will your program reflect the SRTS principle of Engagement to involve a diverse group of stakeholders and students to achieve the intended solutions noted above? (250-word limit)

Engagement:

- Outcomes: This grant requires the acting program coordinator to [collect evaluation information](#), such as report basic participation numbers with any activities completed and quarterly progress reports. Please explain if you intend to administer additional evaluation. (250-word limit)

Evaluation:

SECTION E: PROGRAM TEAM MEMBERS AND LOCAL PARTNERS

Members of a local SRTS team should include key stakeholders from the school and community to plan and implement a successful program. Members could include local champions, teachers, principals, district transportation staff, municipal employees, elected officials, public health professionals, parents, students, general community members, law enforcement, or any other relevant partners. Please indicate the names of your team members and how they will participate in the implementation of the program.

Team Member Name:	Please list name and/or title:	How this team member will contribute to implementation of the program
	Program Coordinator (Required)	
	School District Contact (Required)	

SECTION F: ORGANIZATIONAL CAPACITY AND EXPERIENCE

- Describe previous grant-funded projects your organization has completed, your experience in delivering projects within budget and in a timely manner, and how your organization secured outside resources to sustain a program beyond its initial funding. (250-word limit)

- Describe past efforts done with fitness or active transportation programs and how you have addressed potential low-participation levels. (250-word limit)

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SECTION G: BUDGET AND SIGNATURE ATTACHMENTS

- 1. Budget spreadsheet
- 2. Principal/School administrator signatures