



ROOM 223 – 1101 BEACH STREET

FLINT, MICHIGAN 48502-1470

TELEPHONE (810) 257-3010 FAX (810) 257-3185

A meeting of the Transportation System Management (TSM) Sub-Committee is scheduled for **Wednesday, November 14, 2012 at 1:30 p.m.** This meeting will be held in the Conference Room of the Genesee County Metropolitan Planning Commission (GCMPC), 1101 Beach Street, Room 223, Flint, Michigan.

AGENDA

- I. Welcome
- II. Cost Per Lane Foot Analysis and Recommendation (attached)
- III. ADT Analysis and Recommendation (attached)
- IV. ***Draft FY 2014-2017 Transportation Improvement Program(TIP) Policies and Procedures (attached)
- V. ***Draft FY 2014-2017 Transportation Improvement Program (TIP) Applications (attached)
- VI. Other
- VII. Adjournment

***** Action Item**

AN EQUAL OPPORTUNITY ORGANIZATION



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TELEPHONE (810) 257-3010 FAX (810) 257-3185

DEREK BRADSHAW
DIRECTOR-COORDINATOR

CHRISTINE A. DURGAN
ASSISTANT DIRECTOR

MEMORANDUM

TO: Members of the Transportation System Management (TSM) Sub-Committee

FROM: Terry Thomas, Associate Planner
Genesee County Metropolitan Planning Commission

DATE: November 14, 2014

SUBJECT: **Cost Per Lane Foot Analysis and Recommendation**

At our last TSM Meeting, Committee Members suggested that staff look at using the distribution of lane miles rated in the categories of 1 to 3 and 4 to 5 as a guide to the distribution of funding at \$75 and \$40 per lane foot respectively. Staff also looked at the distribution of lane miles with a PASER rating of 4 as compared to the distribution of lane miles in the rating category of 1 to 3. The attached chart provides a summary of this comparison.

Based upon the analysis staff is recommending the use of \$75 for 27% and \$40 for 73% of the preservation /reconstruction application funding.

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PASER Rating	Lane Miles	% of Lane Miles in Grouping	\$ Based on %	Cost per LF	Cost fo 1 Mile of 2 Lane Rd	Miles of 2 Lane Rd
1 to 3	380.068	27%	\$ 1,557,662.46	\$ 75	\$ 792,000	1.966746
4 to 5	1010.726	73%	\$ 4,142,337.54	\$ 40	\$ 422,400	9.80667
	1390.794	100%	\$ 5,700,000			11.77342

PASER Rating	Lane Miles	% of Lane Miles in Grouping	Funding based on %	Cost per LF	Cost fo 1 Mile of 2 Lane Rd	Miles of 2 Lane Rd
1 to 3	380.068	41%	\$ 2,321,282.11	\$ 75	\$ 792,000	2.930912
4	553.204	59%	\$ 3,378,717.89	\$ 40	\$ 422,400	7.998859
	933.272	100%	\$ 5,700,000			10.92977



MEMORANDUM

TO: Members of the Transportation System Management (TSM) Sub-Committee

FROM: Terry Thomas, Associate Planner
Genesee County Metropolitan Planning Commission

DATE: November 14, 2014

SUBJECT: **ADT Analysis and Recommendation**

At our last TSM Meeting, Committee Members suggested that staff use volume to capacity ratios to determine thru lane ADT ranges for scoring the Preservation/Reconstruction applications. Staff utilized the transportation model to summarize volume to capacity ratios by level of service for 2, 3, 4 and 5 lane roads. The attached chart provides a summary of this comparison.

Based upon the analysis staff is recommending the use of the following scoring criteria for ADT.

Per Thru Lane ADT	Points	ADT 2 Thru Lanes	ADT 4 Thru Lanes
7000 and Above	15	14,000 and Above	28,000 and Above
6,999 to 6,000	13	12,000 to 13,999	24,000 to 27,999
5,999 to 5000	10	10,000 to 11,999	20,000 to 23,999
4,900 to 2,000	5	4,000 to 9,999	8,000 to 19,999
1,999 or less	3	3,999 or less	7,999 or less

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Lanes	LOS	Average ADT	Per Thru Lane ADT
2 Lanes	LOS A	3,905	1,953
2 Lanes	LOS B	6,076	3,038
2 Lanes	LOS C	8,278	4,139
2 Lanes	LOS D	10,000	5,000
2 Lanes	LOS E	11,000	5,500
2 Lanes	LOS F	12,000	6,000
3 Lanes	LOS A	2,108	1,054
3 Lanes	LOS B	10,566	5,283
3 Lanes	LOS C	10,792	5,396
3 Lanes	LOS D	11,414	5,707
3 Lanes	LOS E	14,924	7,462
3 Lanes	LOS F	15,000	7,500
4 Lanes	LOS A	8,862	2,216
4 Lanes	LOS B	13,506	3,377
4 Lanes	LOS C	16,000	4,000
4 Lanes	LOS D	16,310	4,078
4 Lanes	LOS E	16,500	4,125
4 Lanes	LOS F	16,752	4,188
5 Lanes	LOS A	10,797	2,699
5 Lanes	LOS B	17,322	4,331
5 Lanes	LOS C	22,503	5,626
5 Lanes	LOS D	24,538	6,135
5 Lanes	LOS E	27,304	6,826
5 Lanes	LOS F	35,916	8,979

	Lowest	Highest
LOS A	1,054	2,699
LOS B	3,038	5,283
LOS C	4,000	5,626
LOS D	4,078	6,135
LOS E	4,125	7,462
LOS F	4,188	8,979

Per Thru Lane ADT	Points	ADT 2 Thru Lanes	ADT 4 Thru Lanes
7000 and Above	15	14,000 and Above	28,000 and Above
6,999 to 6,000	13	12,000 to 13,999	24,000 to 27,999
5,999 to 5000	10	10,000 to 11,999	20,000 to 23,999
4,900 to 2,000	5	4,000 to 9,999	8,000 to 19,999
1,999 or less	3	3,999 or less	7,999 or less

Section 7:
TIP Assurances, Procedures, and Policies

Project Selection and Prioritization Policy

The following policy has been drafted to establish an objective method of selecting Federal Transportation projects on the basis of local priorities.

The selection process shall be a natural progression of projects from the current Flint-Genesee County Long Range Transportation Plan (LRTP), the Transportation Improvement Plan (TIP), the Congestion Management Plan, the Transit Long Range Transportation Plan and the MDOT 5 Year Plan. The oversight of this process shall be through a Transportation System Management (TSM) task force. The designated task force shall be a subcommittee of the Technical Advisory Committee organized under Section 143 of Title 23.

Local project selection shall be done on a point rating system as identified in the TIP application. In order to objectively evaluate the project proposals, they must contain the following information:

1. The scope of the project, including termini, where applicable
2. A description of work
3. A realistic estimate of costs
4. Match

The project prioritization process shall be done by fiscal year and by funding category. These funding categories include the following:

- STU (Surface Transportation Urban (ST-Urban) eligible activities include; preserve, expand, improve, transit, safety, bridge, enhancement, and studies.
- STUL (Surface Transportation Urban-Local) eligible activities include; preserve, expand, improve, transit, safety, bridge, enhancement, and studies in areas outside of the urban boundary.
- Category C – State – expand projects
- Section 5307 – urbanized transit program
- Section 5309 - discretionary capital assistance for transit programs
- Flex Funds – SAFETEA-LU allows for the “flexing of funds” between highway and transit projects. If the MPO decides that it is in its best interest to shift dollars to either transit or highway interests an application to “flex” funds will be submitted to FTA and FHWA for their approval prior to obligating these funds.
- CM/CMG – Congestion Mitigation/Air Quality (CMAQ)

Financial Constraint

Projects to be included in the TIP shall be consistent with the Federal, State, and Local allocations or fund balance. The first two years of the TIP must be financially constrained. The third and fourth years are flexible in terms of a budget, however, funds and funding sources must be reasonably available. Although projects may be moved between years within the TIP, the funding must remain in the year it was programmed.

Implementation of projects from the TIP will be on a first-come, first-serve basis within each funding source until obligational authority is expended.

Plan Preparation Guidelines

It will be the policy of the Technical Advisory Committee (TAC) to direct all agencies submitting projects for consideration to include the items listed below as part of the Preserve, Safety and Expand applications, and that the associated costs be submitted in the application and considered in the evaluation.

- Drainage structures (curb and gutter or shoulders and ditches),
- Signs and markings,
- Traffic signals,
- Base improvements,
- Guardrail,
- Provision of adequate lateral clearance,
- Safety Improvements
- Handicap Accessibility
- Access Management
- Any other items that are needed to complete a properly designed highway project

Preliminary and Construction Engineering Guidelines

Construction engineering costs up to 15% (of the construction cost) and preliminary engineering cost up to 10% (of the construction cost) will be allowed as part of the application for TIP projects, and are therefore eligible for federal funds. If preliminary and/or construction engineering is applied for, construction must be scheduled within the next three (3) years of the TIP.

The request for either of these funds must be identified in the application, and can't have already taken place. The agency will not be reimbursed for work that has already taken place prior to the approval of the current TIP. All work must follow the GENESEE COUNTY/MDOT Engineering Procurement Procedures as established and approved by the TAC. Please note that these costs are capped at the level of engineering costs as identified in the TIP project application.

Project Construction Guidelines

The project construction costs are pro-rata (not capped) at the funding levels as identified in the approved TIP for any projects using local federal funds (**STU, STUL, and EDC-State**).

Administrative Modification

An administrative modification to the TIP will be defined as:

1. Change in the project year
2. Change in funding type
3. Change in the terminus less than ¼ mile (1320 feet)
3. Cost of the project increases or decreases less than 25%

An administrative modification does not require formal approval by TAC or GCMA.

Amendment Policy

An amendment to the TIP will be defined as:

1. Project added or deleted
2. Change in the scope
3. Change in the terminus more than ¼ mile (1320 feet)
4. Cost of the project increases or decreases by 25% or more

An amendment to the TIP will be brought to the Technical Advisory Committee (TAC) and the Metropolitan Alliance. An amendment will require action by both TAC and GCMA following the requirements established in the Public Participation Plan (PPP).

The MPO must approve the TIP and TIP amendments as being in compliance with the State Implementation Plan (SIP) and the Clean Air Act Amendments (CAAA) as stated in 40 CFR part 51 of the Transportation Conformity Air Quality Rule.

Reprogramming Policy

The following policy shall apply to reprogramming existing funds within the current TIP.

- A. If the project has not held a grade inspection by March 1 of the assigned fiscal year, the funds will be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- B. If the project has not been obligated by MDOT by May 15 of the assigned fiscal year, the funds will be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- C. If the federal funds being obligated are below the original estimate, the additional funds will be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- D. In the event additional funds become available, projects in the succeeding year will be eligible based on available funding and their ability to meet deadlines for obligation.
- E. Withdrawn or rescheduled TIP projects will be eligible for reinstatement after 2 years.
- F. All reprogramming recommendations shall be completed under the established process for amending the TIP.

Expand Projects
U.C. ACT 231 OF 1987

As part of the ongoing transportation planning process in Genesee County, GCMPC staff has developed a Congestion Management Process (CMP) in conjunction with MDOT, local jurisdictions and road agencies along with Mass Transportation Authority. The CMP identifies congested road segments and intersections in Genesee County. Road agencies seeking funding for road expansion must consult the CMP, which is integrated in the 2035 Long Range Transportation Plan, as all expand projects must be part of the CMP to be eligible for funding.

In order to submit an expand application, a project for through capacity must qualify for **urban congestion** funding and meet the following criteria:

- a) If the segment of the roadway is two-lane, it must have an average daily traffic (ADT) count of at least 10,000 vehicles; or an ADT of 25,000 vehicles for a four lane segment of roadway as of **July 1, 1993**.
- b) The segment of roadway must have the functional classification above local road and/or rural minor collector.
- c) The road must be Federal Aid Eligible
- d) Improvements must be of a lasting nature (not maintenance improvements)
- e) Local road agencies that are seeking to make capacity improvements must provide documentation that Strategies #1 through #4 from the CMP toolbox have been used, and what the results were. If the LRA has exhausted all appropriate strategies for their corridor, then adding capacity may be considered as a final step.

Expand Projects submitted for right-turn lanes, left-turn lanes, and intersection improvements do not have to qualify under the Urban Congestion criteria.

All reconstruction and expansion projects require non-motorized improvements where feasible.

Congestion Management Process (CMP) – IMPLEMENTATION PLAN

The staff of the Genesee County Metropolitan Alliance (GCMA) CMP completed a literature review to begin formulating an implementation plan for the Congestion Management Process in Genesee County examining the GCMA CMP along with three additional SAFETEA-LU compliant CMP's. This was performed to help evaluate and improve our existing CMP. In compiling the literature review (which is found at the end of this plan), staff discovered an extensive amount of valuable information of which helped to formulate potential updates to the GCMA CMP. Please refer to the Congestion Management Plan Technical Report of the 2035 LRTP Plan for further details.

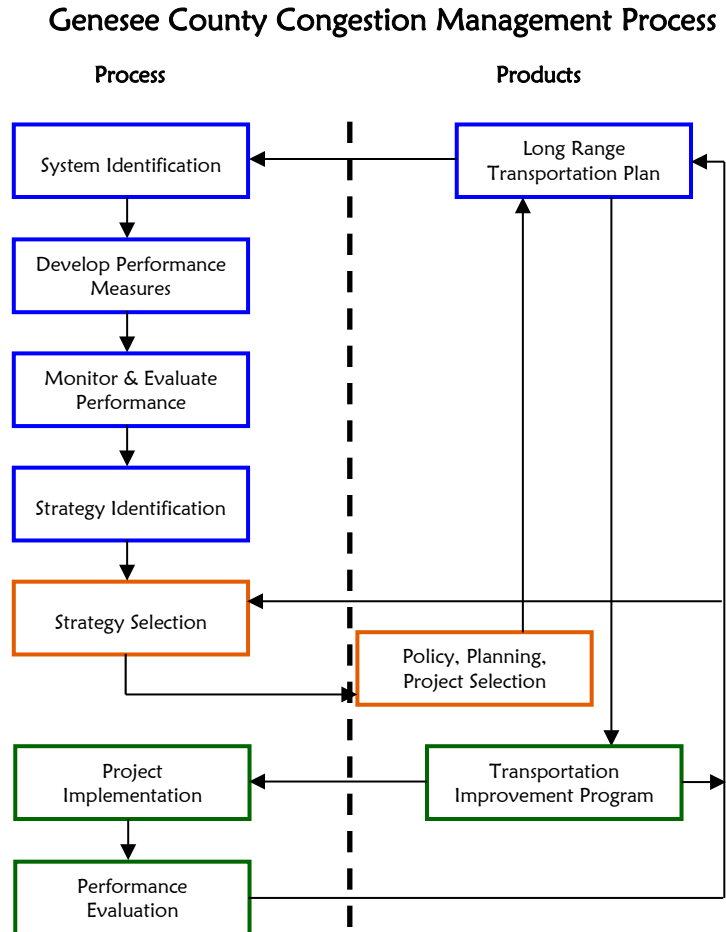
System Identification

Through the CMP literature review, it was found that most other MPO's use the federal-aid road network to define the CMP network. The CMP network was expanded from the select group of corridors use in the previous CMP to include the entire federal-aid road network. This network was used to evaluate





congestion on a system-wide basis for the base year and horizon year of the Long Range Transportation Plan. In the future staff may identify specific corridors within the network for further analysis.

Develop Performance Measures

GCMA uses "level of service" (LOS) as the sole performance measure for congestion in the CMP. The LOS is derived from volume to capacity ratios as illustrated in the table below. A grade of "A" through "F" is assigned to all roadways in the CMP network. Roadways assigned a LOS "A" demonstrate free-flow traffic while LOS "F", being the worst rating, signifies a system failure where the roadway is completely shut down with congestion. The LOS on any given roadway in the CMP network was calculated through the use of the Genesee County Urban Travel Demand Model. Staff will continue the use of this performance measure to evaluate congestion on Genesee County roadways in future analysis.



Volume to Capacity Severity Ranges

Volume to Capacity Severity Ranges	Volume to Capacity Ratio	Operating Conditions Severity	Level of Service (LOS)	STABLE FLOW
	0 to 0.84	Traffic at free to stable flow	A-C	
	0.85 to 0.99	High density of traffic, but stable flow (Approaching Congestion)	D	
	1.00 to 1.24	Unstable flow – lower speed some stops	E	CONGESTED
	1.25 and greater	Forced or breakdown traffic flow – many stops	F	

Monitor and Evaluate Performance

An inventory identifying the current performance of the roadway was built to begin to properly monitor the roadway performance within the CMP network. The LOS on any given roadway in the CMP network is calculated through the use of the Genesee County Urban Travel Demand Model. LOS grades of “A”, “B”, and “C” are considered congestion-free. An LOS grade of “D” is considered to be approaching congestion along a roadway. A roadway receiving an LOS grade of “E” or “F” is considered congested. Most of the efforts of the GCMA CMP are aimed at relieving congested segments (LOS “E” or “F”), while some proactive efforts will be investigated to mitigate future congestion along those roadways approaching congestion (LOS “D”).

A Speed Study Performance Program was implemented in 2008 and concentrated on select roadways and corridors that are slated for improvement projects in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to help evaluate roadway performance. To build an adequate inventory of data, staff included a survey of select high volume, congested corridors in Genesee County. To monitor the future performance on a system-wide basis, LOS grades will be re-determined during every Long Range Transportation Plan update. As a system-wide benchmark for the CMP, the GCMA will manage the network to operate at a LOS “D” or better.

Strategy Identification

The GCMA CMP includes 5 different strategy categories that could be used to manage congestion in Genesee County. The structure of the CMP “toolbox” has the strategies assembled for use in a top down approach. This approach ensures that solutions that reduce or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. Congestion Management solutions will include the implementation of Transportation System Management (TSM), Travel Demand Management (TDM), and Intelligent Transportation System (ITS) improvements. Staff used the toolbox to determine if the strategies presented in the proposed projects were indeed suitable to help manage congestion in Genesee County.

NOTE: Any application being submitted as a roadway expand project must be identified in the Congestion Management Plan and all expand applications must include which toolbox options have been tried and documented and then must explain why expansion is the best option.

MAP-21 allows for the flexibility of funds to be shifted between highway and transit projects. If the MPO decides that it is in its best interest to shift dollars to either transit or highway interests, applications to transfer funds must be submitted to FTA for their approval prior to obligating these funds. The FTA must determine that all Americans with Disability Act (ADA) requirements are met by the local transit authority before transit funds can be flexed.

Citizen input shall be obtained during the call for project period and through a public hearing process that shall be held prior to the Metropolitan Planning Organization (MPO) finalizing the TIP.

Initiation of projects shall be the responsibility of the appropriate implementing agency having jurisdiction of the facility.

All projects to be funded with Federal Transportation funds must be in conformance with Section 8 of the Federal Transit Act and Section 134 and Section 135 of Title 23 United States Code.

Implementation of projects from the TIP will be on a first-come, first-serve basis within each funding source until the funds are exhausted.

Projects to be included in the TIP shall be consistent with the Federal, State, and Local allocations or fund balance. The first two years of the TIP must be financially constrained. The third year of the TIP is more flexible in terms of a budget, however, funds and funding sources must be reasonably available although projects may be moved between years within the TIP, the funding must remain in the year it was programmed.

The MPO must approve the TIP and TIP amendments as being in compliance with the State Implementation Plan (SIP) and the CAAA less than 40 CFR parts 51 of the Transportation Conformity Air Quality Rule.

STP projects that are withdrawn or rescheduled from the TIP by the local jurisdiction must receive MPO approval to avoid a two-year reinstatement restriction.

In the event that project costs exceed those stated in the TIP, the following procedures will be taken by the MPO:

1. Money shall be taken from another uncommitted project of the local unit whose project is affected by the cost overrun. The project losing funding will then be withdrawn by the local unit and will be eligible for reinstatement in the TIP after a two-year period.
2. If the local jurisdiction has no other project from which to draw funds, money can be taken from the lowest rated project not committed to contract. The project losing funding will be moved to the succeeding year's TIP.
3. If cost overruns occur on the final eligible project, the project will be moved to the succeeding year TIP and the highest medium level project meeting the funding levels will receive funding.

In the event additional funds become available, the succeeding year's projects will be eligible based on available funding.



Congestion Mitigation and Air Quality (CMAQ) Program Local Funding Priorities

The Federal CMAQ Program was created to provide a link between TEA-21, now MAP-21, and the Clean Air Act Amendments of 1990 (CAAA). The primary purpose of the CMAQ program is to fund projects and programs in non-attainment areas that reduce transportation related emissions and contribute to attainment of the National Ambient Air Quality Standards (NAAQS). Individual projects must show emission reductions in order to be eligible for CMAQ Program funds. CMAQ Program funds may not be used as replacement funding for transportation activities that would normally be undertaken.

The Genesee County Metropolitan Alliance (GCMA) is given the authority by the Michigan Department of Transportation (MDOT) to allocate the local portion of Congestion Mitigation and Air Quality (CMAQ) program approximately \$1.6 million dollars in funding for projects that reduce congestion and provide benefits to air quality. In Genesee County, we would like to utilize our position as the MPO and decision making entity for CMAQ projects. We are recommending the following scoring system for awarding CMAQ funds to local projects in Genesee County.

Fiscal Year (FY) 2014-2017 CMAQ Funding Priorities

- Projects from eligible local road agencies, transit agencies, and planning agencies for FY 2014-2017 CMAQ Program
- Projects must meet all existing criteria for eligibility determination
- Projects will be scored against one another in each specific funding category
- Small variations on the targets (+/- 5%) may be needed to balance out the total CMAQ funds for the entire non-attainment area
- Lapeer County and MDOT funds are chosen separately from this process. This process applies to Genesee County local projects only

Signal Interconnection, Modernization, and Optimization Projects

- Corridor improvements can be funded at up to 100% federal funds; 0% local match. Single intersection projects will be funded at 80% federal funds, 20% local match.
- Can account for up to 40% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual years worth of projects
- Estimated funding for FY 2014 is \$628,003 or \$2,512,013 for FY 2014-2017

- If the corridor involves signal timing of MDOT intersections, it is recommended to request a partnership project with MDOT participation from the MDOT available CMAQ funds
- Priority will also be given to corridors that have not received CMAQ funding in the past or need additional funding in order to complete a previously awarded CMAQ project

Transit Projects

- Funded at 80% federal funds; 20% local match
- Can account for up to 40% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual years worth of projects
- Estimated funding for FY 2014 is \$628,003 or \$2,512,013 for FY 2014-2017
- Projects for low emission vehicles and diesel retrofits will be given priority

Non-motorized Transportation Projects

- Funded at 80% federal funds; 20% local match
- Can account for up to 15% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual years worth of projects
- Estimated funding for FY 2014 is \$235,501 or \$942,005 for FY 2014-2017
- Projects that do not require right-of-way acquisition will be given priority, as will projects being constructed in conjunction with a road project, and projects connecting to an existing non-motorized facility
- Project can include bike lanes and 10-foot non-motorized paths
- Project must provide a transportation benefit, not for recreational purposes only
- Scoring Criteria (100 points total)
 - A. 80 points - VOC ranking – best air quality benefit project receives most points
(Top VOC ranking receives 80 points, second project receives 75 points, third VOC ranking project, receives 70 points, and so on in 5 point intervals)
 - B. 10 points - constructed in conjunction with a road project
 - C. 10 points - projects connecting to an existing non-motorized facility
 - D. Projects that require right-of-way acquisition will automatically move to the bottom of the prioritized list

Ridesharing, Vanpooling and Carpooling Programs

- Funded at 100% federal funds; 0% local match
- Can account for up to 5% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual years worth of projects
- Estimated funding for FY 2014 is \$78,500 or \$314,002 for FY 2014-2017
- Must be an area wide program

Preservation/Reconstruction Application



Genesee County Metropolitan Alliance

Transportation Improvement Program
FY 2014-2017



Preservation/Reconstruction Project Application
Please Complete and Attach as a Front Cover to your Application

TO: Terry Thomas, Associate Planner
Genesee County Metropolitan Planning Commission

Application Agency: _____

Contact Person: _____

Phone/E-Mail: _____

Proposed Project Information

(Please attach commitment from local funding agency in the form of a Resolution of Support. This is required for eligibility)

Road Name _____

Point of Beginning _____

Point of End _____

Project length in Miles _____

Current Number of Lanes _____

Number of Lane Feet in Project _____

Current Pavement Width _____

Current ADT _____

MDOT Project Description: (Please refer to list provided)

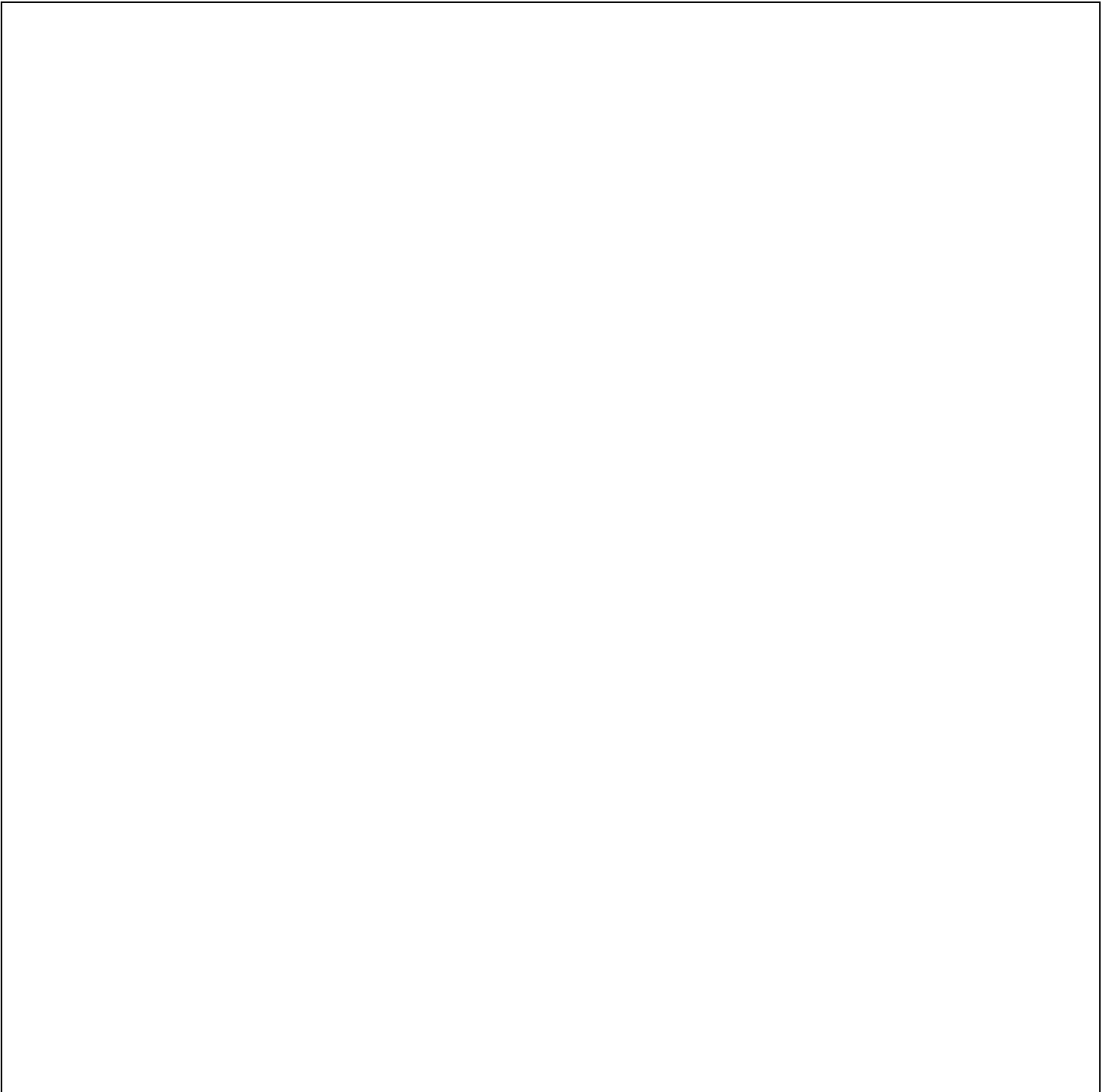
NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.

Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings.

Alt #1 _____

Alt #2 _____

Diagrams of the existing segment, intersection, or area drawn at an appropriate scale and in sufficient detail to describe the existing situation and proposed improvement.



Estimated Project Cost

Please indicate if you are applying for a \$40 or \$75 per lane foot project _____.

Item	Total Cost	Federal Funds Requested	Local Match	Other Source of Funds	Funds Type & Amount
R.O.W	\$		(100%)	(Y/N)	
Preliminary Engineering	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Construction Engineering	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Construction	\$	(80%) Max \$	(20%) Min \$	(Y/N)	
Total Project cost	\$	\$	\$	(Y/N)	

NOTE: The PE and CE must be identified above to be eligible for funding.

Proposed Implementation Schedule
(Indicate beginning month / year and ending month/year for each activity)

Circle as many as needed Preferred Fiscal Year = 1 Second Preferred year = 2	2014	2015	2016	2017
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Item	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
R.O.W Acquisition												
Preliminary Engineering												
Construction Engineering												
Grade Inspection												
Bid Letting												
Construction												

PAVEMENT CONDITION (65 Points Available)

2012 PASER Rating: _____
(From GCMPC 2012 PASER Map)

PASER RATING	POINTS
1	65
2	65
3	55
4	45
5	25
6	10
7-10	0

AVERAGE DAILY TRAFFIC (15 Points Available)

What is the ADT for this road segment? _____

Per Thru Lane ADT	Points
7000 and Above	15
6,999 to 6,000	13
5,999 to 5000	10
4,900 to 2,000	5
1,999 or less	3

SUSTAINABILITY PRINCIPLES (20 Points Available)

1. COMPLETE STREETS (5 Points Available)

Which of the complete streets design elements are planned as part of this project? (ie: bike lanes, sidewalks, ADA accessible crosswalks, ped crossings, etc.) If none, please explain.

2. SAFETY - (5 Points Available)

Points will be given to projects that implement safety improvements in conjunction with normal roadway improvements. Safety improvements such as 4 to 3 lane conversions, signage and/or signal upgrades, lane re-striping, turn lane additions, etc. all qualify. Please describe below the safety improvements proposed for this project.

3. ACCESS MANAGEMENT – (5 Points Available)

Points will be given to projects that employ access management techniques.

Does this project address access management? If yes how? If not, why not?

Please be specific in identifying access management strategies used such that help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, and prevent crashes.

4. AREAWIDE IMPACT - (5 Points Available)

Agency judgment shall be considered for but is not limited to certain important and significant criteria which do not fit any of the above categories but which, nevertheless, should be included in establishing priorities. This criteria includes the following:

1. Is this project located in an Environmental Justice (EJ) Zone identified in the Flint-Genesee County 2035 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects?

2. Are other transportation related improvements taking place in the area? Y / N, If yes, what/where?

Roadway Expand Application



Genesee County Metropolitan Alliance

Transportation Improvement Program
FY 2014-2017



Roadway Expand Application

Please Complete and attach as a front cover to your Application

Note: Roadway Expand projects must be identified in the LRTP as having capacity deficiencies in the year the project is proposed.

TO: Terry Thomas, Associate Planner
Genesee County Metropolitan Planning Commission

Road Agency: _____

Contact Person: _____

Phone/E-mail: _____

Proposed Project Information

(Please attach commitment from local funding agency in the form of a Resolution of Support. This is required for eligibility)

Road Name _____

Point of Beginning _____

Point of End _____

Project Length in Feet _____

If the geometrics of the intersection are being reconfigured this also needs to be indicated in the narrative and on the project diagram.

MDOT Project Description: (Please refer to list provided)

NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.

Existing Number of Lanes _____

Existing Pavement Width _____

Proposed Number of Lanes _____

Proposed Pavement Width _____

Proposed Length of Right Turn Bay _____

Proposed Length of Left Turn Bay _____

Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings. (Please refer to the Congestion Management Document and indicate which strategies from the tool box have been tried.)

Alt #1 _____

Alt #2 _____

Diagrams of the existing segment, intersection, or area drawn at an appropriate scale and in sufficient detail to describe the existing situation and proposed improvement.

Diagram 1



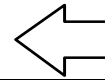
Diagram 2

Identify in Diagram:

1. Volumes
2. Lanes, lane widths
3. Movement by lane
4. Parking locations
5. Bay lengths



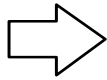
North / South Street name



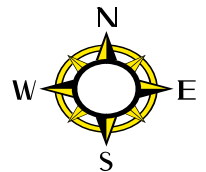
Approach 3

East / West Street Name

Approach 1



Approach 4



Estimated Project Cost

Item	Total Cost	Federal Funds Requested	Local Match	Other Source of Funds	Funds Type & Amount
R.O.W	\$		(100%)	(Y/N)	
Preliminary Engineering	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Construction Engineering	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Construction	\$	(80%) Max \$	(20%) Min \$	(Y/N)	
Total Project cost	\$	\$	\$	(Y/N)	

***NOTE: The PE and CE costs must be identified above to be eligible for funding.**

Proposed Implementation Schedule (Indicate beginning month/year and ending month/year for each activity)

Circle as many as needed Preferred Fiscal Year =1 Second Preferred year = 2	2014	2015	2016	2017
---	------	------	------	------

Item	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
R.O.W Acquisition												
Preliminary Engineering												
Construction Engineering												
Grade Inspection												
Bid Letting												
Construction												

A total of 65 points is available for **either segment or intersection** capacity.

II. Capacity

Capacity will be rated in terms of the ability of the segment under consideration to carry existing traffic volumes without undue delay and interruption of smooth flow.

Please provide the 1993 traffic count for the project. _____

Please provide the current traffic count for the project. _____

Project Year: _____

Level of service information will be filled out by GCMPC staff after the project has been submitted using data from the transportation model.

Segment Capacity Information: LOS _____

Intersection Capacity Information for the:

North and South Legs: LOS _____

East and West Legs: LOS _____

Segment Points

Level of Service "A" = 0 points
Level of Service "B" = 0 points
Level of Service "C" = 0 points
Level of Service "D" = 40 points
Level of Service "E" = 50 points
Level of Service "F" = 65 points

Intersection Points Per Leg

Level of Service "A" = 0 points
Level of Service "B" = 0 points
Level of Service "C" = 0 points
Level of Service "D" = 20 points
Level of Service "E" = 25 points
Level of Service "F" = 32.5 points

III. PAVEMENT CONDITION (15 Points Available)

2012 PASER Rating: _____ (From Attached GCMPC 2012 PASER Map)

PASER Rating	Points
1-4	15
5-6	8
7-10	0

SUSTAINABILITY PRINCIPLES (20 Points Available)

1. SAFETY - (5 Points Available)

Points will be given to projects that implement safety improvements in conjunction with normal roadway improvements. Safety improvements such as signage and/or signal upgrades, lane re-striping, turn lane additions, etc. all qualify. Please describe below the safety improvements proposed for this project.

2. ACCESS MANAGEMENT – (5 Points Available)

Points will be given to projects that employ access management techniques as the use of these techniques can help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, prevent crashes and preserve existing road capacity.

Does this project address access management? If yes how? If not, why not?
Please be specific in identifying access management strategies used such as identifying the proposed number and location of driveway closures, as well as, the average driveway spacing.

3. AREAWIDE IMPACT - (5 Points Available)

Agency judgment shall be considered for but is not limited to certain important and significant criteria which do not fit any of the above categories but which, nevertheless, should be included in establishing priorities. This criteria includes the following:

1. Is this project located in an Environmental Justice (EJ) Zone identified in the Flint-Genesee County 2035 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects? (2 Points)

2. Please identify and explain any additional transportation related improvements taking place in the area? Y / N, If yes, what/where? (1 Point)

3. Please identify any capacity related bridge improvements that will need to be made in conjunction with this project. Please include information on current bridge condition and capacity. (2 Points)

4. COMPLETE STREETS (5 Points)

Which of the complete streets design elements are planned as part of this project? (ie: bike lanes, sidewalks, ADA accessible crosswalks, ped crossings, etc) If none, please explain.

Transit Application



Genesee County Metropolitan Alliance

Transportation Improvement Program
FY 2014-2017



TRANSIT APPLICATION

Please Complete and Attach as a Front Cover to Your Transit Application

To: Terry Thomas, Associate Planner
Genesee County Metropolitan Planning Commission

Agency: _____

Contact Person: _____

Phone/E-Mail: _____

Proposed Project Information

(Please attach commitment from local funding agency in the form minutes and a Resolution of Support. This is required for eligibility)

Location of project _____

Street Address _____

Project Total Cost _____

MDOT Project Description: (Please refer to list provided)

NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.

Estimated Project Cost

Item	Total Cost	Federal Funds Requested	Local Match	Other Source of Funds	Funds Type & Amount
Transit Capital	\$		(100%)	(Y/N)	
Transit Operations	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Transportation Enhancement	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Transportation Demand Management	\$	(80%) Max \$	(20%) Min \$	(Y/N)	
Total Project cost	\$	\$	\$	(Y/N)	

Proposed Implementation Schedule (Indicate beginning month/year and ending month/year for each activity)

Circle as many as needed Preferred Fiscal Year =1 Second Preferred year = 2	2014	2015	2016	2017
---	------	------	------	------

Item	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
R.O.W Acquisition												
Preliminary Engineering												
Construction Engineering												
Grade Inspection												
Bid Letting												
Construction												

II. MAINTAIN/SUSTAIN A METROPOLITAN TRANSPORTATION SYSTEM (MTS) (0-25 Points Available)

Please describe the proposed projects' effect on the existing transit system. (Points are awarded if existing service will be negatively affected without the project)

Meets minimum age criteria for replacement items. (5 points)

Exceeds minimum age criteria for replacement by 1 or 2 years. (10 points)

Exceeds minimum age criteria for replacement by 3 + years. (15 points)

Project is essential to daily provisions of public transportation services.
(10 points)

III. IMPROVE EFFICIENCY OR EFFECTIVENESS OF THE MTS – (0-10 Points Available)

Points will be given if improvement will increase ridership during peak hours - 1 point for every 2% that peak use meets or exceeds 80% capacity.

Project meets standard service or performance criteria:

10 points if standards are exceeded;

8 points if standards are met;

5 points if project addresses but does not completely meet need.

Please describe how the efficiency or effectiveness of the MTS will be improved by this project:

IV. SAFETY (10 POINTS)

Does project correct documented major safety problems (# of accidents; injuries/fatalities). Y / N

If yes, how _____

V. IMPROVE SERVICE UTILIZATION (10 POINTS)

Please explain how project will improve service utilization using the criteria listed below:

1. Increase in alternative commuting options (i.e. HOV lanes, transit friendly carpool lots, ITS improvements) - **3** points
2. Increase in passengers per vehicle hour - **3** points per 1% increase.
3. Quality improvements, e.g., passenger amenities such as passenger shelters, signage, etc. **2** points
1. Projects are identified in Congestion Management Areas. (see Congestion Management Document) – **2** points

VI. EXPAND TO MEET DEMAND ON THE MTS - (15 Points)

Please describe how this project will expand the services of the MTS:

VII. SHIFTING OF SOCIAL-ECONOMIC BASES (10 POINTS)

If project is needed to address social or economic development issues, projects, or changes in ridership composition. Please explain:

VIII. AREA WIDE JUDGMENT AND IMPACT - (0 - 20 Points Available)

Area wide judgment shall be considered for certain important and significant criteria which do not fit any of the above categories but which, nevertheless, should be included in establishing priorities. This criteria includes the following:

1. Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings. (Please refer to the Congestion Management Document and indicate which strategies from the tool box have been tried.) (5 Points)

Alt #1 _____

Alt #2 _____

2. Is this project located in an Environmental Justice (EJ) Zone identified in the Flint-Genesee County 2035 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects? (5 Points)

3. Who benefits from this project? (5 Point) _____

4. Does the project address access management? Y / N, If yes how? Please be specific in identifying access management strategies used such as identifying the proposed number and location of driveway closures. (3 Points)

5. Are other transportation related improvements taking place in the area? Y / N, If yes, what/where? (2 Point)

**DEPRECIATION SCHEDULE FOR TRANSIT
AGENCIES' CAPITAL ITEMS**

Depreciable Life

Buildings - new	20 years
Office furniture, fixtures, and equipment (<u>not</u> structural components of the buildings) such as desks, files, safes, communication equipment (radios and telephones)	10 years
Information systems - computers and their components. Data handling equipment, typewriters, calculators, copiers	6 years
Cars, taxi	3 years
Buses - small (up to 22 passengers) body on van cutaway (includes Carpenter and Wheel Coach for replacement)	5 years
Buses - medium (from 23 to 30 passengers) body on truck chassis	7 years
Buses - large (over 30 passengers)	12 years
Trucks - light duty (under 13,000 lb. g.v.w.)	4 years
Trucks - heavy duty (over 13,000 lb. g.v.w.)	6 years
Bus radios, base stations, remotes	10 years
Maintenance garage items:	
Roller cabinets, portable tool stands, portable compressors, portable hoists, diagnostic equipment	10 years
Lift trucks, engine and transmission stands, brake lathes	8 years
Power hand tools, portable bus washers, power (hydraulic) jacks, cherry pickers, parts cleaners, grease guns and pumps, power floor cleaners, lawn mowers, snow blowers, and precision hand tools	5 years
Hand tools, oil pumps, fuel pumps, portable lighting equipment, and grinders	3 years
Creepers, wheeled stools	2 years

CAPITAL FUNDING CRITERIA

1. Replacement buses and rehab. of existing buses are the first priorities for state matching funds.
2. Urban Section 9 Program - Provide state match for all items requested unless they did not meet the definition of "essential."
3. Section 3 Program - Provide state match for transit agency priorities #1 and #2, unless an item did not meet the definition of "Essential", in which case, a lower priority "essential" items was moved up.
4. Definition of "essential" - Those capital items directly needed to maintain service.
 - a. Communication Equipment - Replacement only.
 - b. Maintenance Equipment and Parts
 - c. Operational Support Equipment and Services - Equipment and services directly involving the daily provision of service, such as continuation of the capital cost of contracting, tire leases, bus leases, computers and computer leases and operational support vehicles.
 - d. Expansion buses for ADA if included in the transit agency Para transit plan.
5. Definition of "Nonessential" - Items which are not needed to maintain daily service. For example:

* Office furniture and equipment	* Computer tables and chairs
* Training equipment	* Shelters and pads
* Expansion buses	* Signage
* Administrative vehicles	* Facility equipment (flagpole, lawn irrigation system, utility tractor, etc.)
6. New Facilities or Facility Renovations - These items are not eligible for inclusion in the Section 3 application, as FTA is interpreting the reauthorization language which states the grant is for the . . . "purchase of buses and bus related equipment" to mean no facility work is eligible.