

**Appendix K: Air Quality Conformity Analysis
for Flint MI Conformity Area
(Genesee and Lapeer Counties)**

Air Quality Conformity Analysis
For
Flint MI Conformity Area
(Genesee Co. and Lapeer Co.)

June 2, 2019

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require Metropolitan Planning Organizations (MPOs) to make a determination that the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP) and regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS. A demonstration is conducted by comparing emissions estimates generated from implementation of LRTPs and TIPs for analysis years to the motor vehicle emissions budgets (MVEBs) contained in the maintenance SIP.

The purpose of this report is to document the process and findings of the transportation conformity analysis for the conformity area.

1.2 Conformity Area and Conformity

The Flint Conformity Area includes all of Genesee and Lapeer counties. The Genesee County portion of the Flint Conformity Area is represented by The Genesee County Metropolitan Alliance (GCMA) the MPO for Genesee County. The Genesee County Metropolitan Planning Commission (GCMPC) provides staff services for GCMA. The rural portion of the conformity area is in Lapeer County and is contained in the Michigan Department of Transportation (MDOT) State Transportation Improvement Program (STIP).

Findings of the transportation conformity analysis are for projects within Genesee County contained in:

- Genesee County 2040 LRTP,
- Genesee County FY 2020-2023 TIP,

Findings of the transportation conformity analysis are also for projects within Lapeer County contained in:

- FY 2020-2023 STIP.

1.3 Conformity Finding

The GCMA finds that the 2040 LRTP and FY 2020-2023 TIP conform to the SIP for the 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document was subject to a public comment period from June 2, 2019 through July 2, 2019. No comments were received.

The MPO policy committee made a formal conformity determination, through a resolution, at the:

- July 17, 2019 GCMA Meeting

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 1997 ozone standard, as shown in Table 1, the emission results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions are lower than the SIP budgets; thus, conformity for the 1997 ozone standard is demonstrated.

Table 1: Results of the 1997 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NO _x
SIP Budget	25.68	37.99
2018	7.55	11.37
2025	5.00	5.65
2035	2.94	2.72
2040	2.65	2.35

2.0 Background and Attainment Status

2.1 Background

The Federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's SIP which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan LRTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.

Transportation activities that are subject to conformity are LRTPs, TIPs, and all non-exempt federal projects that receive Federal Highway Administration or Federal Transit Administration funding or approval. The conformity process ensures emissions from LRTP, TIP, or projects, are within acceptable levels specified within the SIP, and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation-related pollutants: ozone, particulate matter (particulate sizes 2.5 and 10), nitrogen dioxide, and carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted but created when NO_x and VOC react with sunlight.

When the EPA revises a NAAQS, all areas of the country are evaluated to determine if monitored levels of the pollutant are at or below the standard; these areas are classified as attainment. If the pollutant level is above the standard, these areas are classified as nonattainment. MPOs in areas classified as nonattainment and maintenance must conduct conformity analysis on their transportation programs.

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Genesee and Lapeer counties were designated nonattainment.

On May 16, 2007, the EPA re-designated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NO_x for the year 2018. Placing the area into maintenance, this requires conformity emission to be compared to the motor vehicle emission budgets contained in the SIP, referred to as SIP budgets.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, revoking the requirement to do transportation conformity for areas that were in maintenance. On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA* (US Environmental Protection Agency) started requiring areas in the country that were former maintenance for the 1997 ozone standard to conduct conformity for new or amendments to TIPs and LRTPs if they contain non-exempt projects. Later, this was amended to give MPOs until February 16, 2019 to make conformity determinations.

On Aug. 3, 2018, the EPA designated Genesee and Lapeer counties as in attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

2.3 SIP Budgets

The Flint Conformity Area has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test against for the 1997 ozone standard. Emissions generated must be equal to or less than the SIP budgets, also referred to as the Motor Vehicle Emissions Budget (MVEB). MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions below the MVEB, the LRTPs and TIPs are conforming to the SIP.

3.0 Interagency Consultation

Consultation with federal, state, and local transportation authorities is conducted through the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Types of issues discussed can include

evaluating and choosing emission models and methods, determining regionally significant projects, procedures for MITC-IAWG meetings, and rules for reviewing projects.

A MITC-IAWG was held on May 9, 2019, to review projects; individuals attended in person or by conference call. A summary of the MITC-IAWG meeting and relevant interagency consultation correspondence related to this conformity are in Appendix A. Copies of this conformity analysis were sent to each MITC-IAWG member for review and comment.

4.0 Public Participation

The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPO makes a determination.

A formal public comment period for this draft Air Quality Conformity Analysis was held from June 2, 2019 through July 2, 2019. No comments were received as stated in Appendix B.

5.0 Modeled Project in Conformity Analysis

All projects in the MPO's FY 2020-2023 TIPs and STIP projects were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C is a listing of non-exempt projects analyzed in this analysis. Projects in the 2040 LRTPs have not changed since the previous analysis and are included in the modeling but not in the project lists. All projects in Lapeer County were exempt and the analysis has not changed from the previous analysis.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Air Quality Conformity areas are established independent of MPO boundaries. The Flint Conformity Area is covered by two travel demand forecasting models: the Genesee County model and the Statewide model covering Lapeer County. Each of these models were developed in TransCAD modeling software. The Genesee County model developed for the 2040 LRTP is used for air quality analysis. This model represents the latest demographic and employment data approved by GCMA for the purpose of project analysis and is used to generate estimates of travel; vehicle miles of travel (VMT), and speeds. The statewide model used the latest socioeconomic data available at the time. Detailed documentation on each of these models is contained in separate documents available upon request.

6.1.1 Genesee County Model

The Genesee County model is a countywide model originally developed by a consultant for the 2035 LRTP and has been updated by GCMPC staff for 2040 LRTP analysis. The 2040 LRTP model updates include the incorporation of 2040 demographic and employment projections and road network updates. The Genesee County model is a traditional four-step model with travel time feedback loop. The four steps are trip generation,

trip distribution, mode choice and trip assignment. The model base year is 2005 with a horizon year of 2040. Census data was used to develop base year and 2010 population and household data. Historic trends, local building permit data, persons per household data, local demolition data, vacancy data, and a REMI dataset were used to develop future year population and housing projections. Employment data was developed using a REMI dataset. Businesses with over 100 employees were verified via a telephone survey. The REMI dataset was also used to develop future year employment projections. The Genesee County model was validated against traffic counts using MDOT standards and those suggested by FHWA.

6.1.2 Statewide Model

The statewide model developed by MDOT covers all counties in the state and was used for Lapeer County. The model is a standard three-step, trip generation, trip distribution, and assignment model, with a base year 2010 and a 2045 future year. Trip assignment uses an equilibrium method and was validated against traffic counts using MDOT standards and those suggested by FHWA.

6.1.3 Coding Travel Demand Model Links for NFC by Urban and Rural

For emission modeling, the National Functional Classification (NFC) system is used to determine the function of roads; however, NFCs after 2010 do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), require roads to be classified as urban or rural. MOVES require roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a roads urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. The Michigan Geographic Framework (GIS digital base map) was used to combine NFC with adjusted census urban boundary to generate MOVES road types for the network.

6.1.4 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county then normalized to the base year/validation years of the travel demand forecasting models. Normalization factors were applied to all analysis years.

6.1.5 Analysis Years

Analysis years were determined by the MITC-IA WG. Projects requiring modeling are grouped into an analysis year based on the projects open to traffic date. Emissions are generated for each analysis year.

Analysis Year	Reason
2018	1997 ozone standard maintenance SIP budget year
2025	Interim year (so analysis years not more than ten years apart)
2035	Interim year (so analysis years not more than ten years apart)
2040	Last year of the Genesee County long range transportation plan

7.0 Latest Planning Assumptions

7.1 Demographic Data

The most current and future assumptions developed or approved by the MPO were used in the development of the travel demand models. Table 2 shows base and future year population and employment by county from the travel demand models.

Table 2: Base and Future Year Population and Employment by County

County	Population		Employment	
	2005	2040	2005	2040
Genesee County	449,150	423,030	211,662	212,576
	2010	2040	2010	2040
Lapeer County	88,319	94,799	31,195	33,734

7.2 Vehicle Miles of Travel

Vehicle miles of travel (VMT) is one measure of the travel. Current and future levels of travel and growth rates are provided in Table 3.

Table 3: Vehicle Miles of Travel and Growth Rate by County

Genesee County	Analysis year				
	Base Year 2005	2018	2025	2035	2040
VMT	13,200,291	12,742,07	13,062,007	13,524,032	13,869,652
Growth Rate	1.000	0.979	0.992	1.020	1.043
Lapeer County	Analysis year				
	Base Year 2010	2018	2025	2035	2040
VMT	2,302,531	2,375,162	2,461,835	2,563,086	2,592,610
Growth Rate	1.000	1.032	1.069	1.113	1.126

7.3 Vehicle Hours of Travel

Vehicle hours of travel (VHT) is an indicator of congestion. Current and future levels are provided in Table 4.

Table 4: Vehicle Hours of Travel by County

	Analysis year				
Genesee County	Base Year 2005	2018	2025	2035	2040
VHT	301,104	281,609	287,261	295,601	301,011
	Analysis year				
Lapeer County	Base Year 2010	2018	2025	2035	2040
VHT	43,678	44,951	46,619	48,588	49,148

7.4 Transportation Control Measures

There are no transportation control measures (TCMs) identified in the applicable state implementation plan. Thus, no measures are included at this time.

8.0 Emission Modeling

8.1 MOVES Specifications

The EPA’s MOVES version MOVES2014b was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

8.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. Genesee County and Lapeer County HPMS passenger data is used for motorcycle and passenger vehicles, and commercial HPMS is used for trucks and buses. HPMS VMT is aggregated to MOVES road types then converted to a fraction, generating a road-type distribution.

8.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed

bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

8.4 Ramp Fraction

The default vehicle hours traveled ramp fraction of 8 percent was used.

8.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADV Converter-Tool MOVES 2014 was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database on 2012. The database was supplemented with school bus data from the Michigan Department of Education and MDOT Public Transit bus data. The EPA's default distributions were used to determine intercity bus, refuse trucks, single-unit trucks categories, and combination trucks categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code are used to obtain MOVES vehicle types.

Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code

MOVES Source Type	SOS Body Style, Plate Type, and Company code
11 – Motorcycles	Motorcycles
21 – Passenger Cars	Two-Door Four-Door Convertible Roadster Low-Speed
31 – Passenger Trucks	Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal
32 – Light Commercial Trucks	Pickup Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van Commercial or Company Utility Truck Wrecker
40 – Buses (MOVES: 41*, 42, 43)	Bus; Supplemented with Other Data Sources
50 – Single-Unit Trucks* (MOVES: 51, 52, 53)	Dump Truck Mixer Truck Stake Truck
54 – Motorhomes	Motorhome
60 – Combination Trucks* (MOVES: 61, 62)	Tractor Trailer Tanker

* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

Future year vehicle population is based on growth in VMT from the base year of the travel demand model, for Genesee County (2005) and for Lapeer County (2010) to analysis year. Growth rate is applied to all MOVES vehicle types. Table 3 shows the VMT for each analysis year and growth rate.

8.7 Vehicle Age Distribution

MOVES require vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database, as of 2012, was the source of vehicle ages. Vehicle are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2012 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is

sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited numbers. Base year age distribution fractions were used for all future years.

8.8 Other Local Data

The MOVES model provides input for other types of local data, if available. This conformity demonstration used default meteorology data since the budgets were developed using default data; thus, analysis should also. Lacking local data, defaults were used for hoteling (truck parking) and starts. The default fuel data is correct for Michigan.

9.0 Conclusion

Conformity has a two-step approval process. The MPOs must make a formal conformity determination through a resolution that the findings of this conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of the GCMPC, concludes that the Genesee County 2040 LRTP and the FY 2020-2023 TIP, and the Lapeer projects, meet all applicable requirements for conformity for the 1997 ozone standards; thus, it is recommended for approval by FHWA.

Appendix A: Meeting Summary of the Interagency Workgroup

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Flint Conformity Area

9:15 AM – 9:55 AM (EDT), Wednesday, May 9, 2019

BTP 3rd floor, Van Wagoner Building, Lansing, MI

Conference number and web link information provided in email

In Attendance

<u>Name</u>	<u>Agency</u>
Susan Weber	Federal Transit Administration (FTA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	US Environmental Protection Agency (EPA)
Jason Nordberg	Flint MPO
Sharon Gregory	Flint MPO
Donna Wittl	Michigan Department of Transportation (MDOT)
Jay Reithel	MDOT
Don Mayle	MDOT
Ryan Gladding	MDOT
Trevor Block	MDOT
Jon Roberts	MDOT

Attendance at the meeting was in person or teleconferencing with web linking.

Materials distributed before the meeting:

1. Agenda
2. Listing of Genesee County MPO 2020-2023 TIP and Lapeer County 2020-2023 STIP Projects (an updated listing was provided at the meeting with more detailed project notes)

Agenda:

1. Review analysis years and modeling criteria

The group confirmed that the modeling years for this analysis are 2018, 2025, 2035, and 2040. The base year of the travel demand model is 2005. Projects will be added to the model starting in the 2025 bin as the FY2020-2023 projects will be built by that year.

2. Review existing and establish new policies for reviewing projects

The IAWG did not propose any changes.

3. Review projects in Genesee County for MPO FY2020-23 TIP

The group reviewed the listing of projects as presented by GCMPC. Please refer to the attached listing of projects (Genesee and Lapeer projects are in the same listing) and note that projects may be listed multiple times to reflect different phases of the project and different funding sources. Yellow highlighted projects were initially identified as requiring air quality conformity modeling analysis (non-exempt), orange highlighted projects were initially identified as needing further discussion, and no highlighting initially indicated exempt projects. Projects with job numbers 207353, 207354, and 201272 were initially identified as requiring air quality conformity modeling analysis, however, after further details were provided the group agreed that these projects are exempt. Job number 127231 was also discussed and ruled exempt. The group confirmed that the remaining projects not highlighted are exempt along with the PE phase of any project.

4. Review projects in Lapeer County for FY2020-23 STIP

The group reviewed the listing of projects as presented by GCMPC and MDOT. Please refer to the attached listing of projects (Genesee and Lapeer projects are in the same listing). Yellow highlighted projects were initially identified as requiring air quality conformity modeling analysis (non-exempt), orange highlighted projects were initially identified as needing further discussion, and no highlighting initially indicated exempt projects. The group reviewed the projects. Job number 130855 was discussed and ruled exempt. The group noted that Job number 31330 was not exempt, however, the project is being suspended and is not currently in the travel demand model, so it was agreed that there is no need model it at this time.

Next steps were discussed. MDOT will finalize the Excel listing of projects and email the file to GCMPC. GCMPC will complete a summary of the meeting and email it to the IAWG. GCMPC will incorporate the identified projects into the Genesee County Travel Demand Model and will provide an export file of the analysis to MDOT for air quality analysis. MDOT will run air quality analysis for Genesee and Lapeer counties and provide modeling results to GCMPC to include in Air Quality Conformity Analysis Documentation. GCMPC will complete Air Quality Conformity Analysis Documentation and email it to the MITC-IAWG for review. GCMPC will include a summary of the analysis in the FY 2020-2023 TIP document and a full version in the TIP document appendix, and both will go through a 30-day public comment period. Comments will be incorporated into both documents with MPO approval in July. The policy committee will make a formal resolution supporting the conformity analysis findings. GCMPC will submit the TIP to MDOT for review and for distribution to the Federal Highway Administration (FHWA) and FTA for approval.

5. Meeting Adjourned

2023	Local	207677	GCMP	Genesee	Genesee County Road Commission	S Irish Rd	Irish Rd from Lippincott Rd to Bridge over Kearsley Creek	0.480	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$0	\$598,000	\$149,500	\$747,500	EDC	Exempt	
2023	Local	207695	GCMP	Genesee	Davison	W Flint St	W. Flint St. from West City Limits to M-15 (State Rd.)	0.504	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$423,336	\$0	\$105,834	\$529,170	STU	Exempt	
2023	Local	207654	GCMP	Genesee	Burton	E Bristol Rd	Bristol Rd from Fenton Rd to Saginaw St	1.019	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$873,000	\$0	\$218,250	\$1,091,250	NH	Exempt	
2023	Local	207654	GCMP	Genesee	Burton	E Bristol Rd	Bristol Rd from Fenton Rd to Saginaw St	1.019	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$399,426	\$0	\$99,857	\$499,283	STU	Exempt	
2023	Local	207708	GCMP	Genesee	Fenton	W Silver Lake Rd	Silver Lake Rd Connector Trail from Jennings Rd to East Broad St	0.001	New Facilities	Construct Silver Lake Rd Connector Trail Multiuse Path	Exempt		CON	\$441,509	\$0	\$1,832,161	\$2,273,670	TAU	Exempt	
2023	Local	207652	GCMP	Genesee	Burton	N Genesee Rd	Genesee Rd from Court St to Davison Rd	0.989	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$761,051	\$0	\$190,264	\$951,315	STU	Exempt	
2023	Local	207617	GCMP	Genesee	Genesee County Road Commission	Lennon Rd	Lennon Rd from Linden Rd to Ducher Rd	0.402	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$183,096	\$0	\$45,775	\$228,871	STU	Exempt	
2023	Local	207619	GCMP	Genesee	Genesee County Road Commission	W Mount Morris Rd	W. Mt. Morris Rd from Sheridan Rd to Gillette Rd	3.331	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$630,423	\$0	\$157,607	\$788,030	STU	Exempt	
2023	Local	207628	GCMP	Genesee	Flint	S Saginaw St	Saginaw St from Atherton Rd to Oakley St	0.571	Road Capital Preventive Maintenance	Road Capital Preventive Maintenance	Exempt		CON	\$380,813	\$0	\$95,204	\$476,017	STU	Exempt	
2023	Local	207629	GCMP	Genesee	Fenton	Main St	Main St from Leroy St to East City Limits	0.919	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$566,223	\$0	\$302,463	\$868,686	STU	Exempt	
2023	Local	204366	GCMP	Genesee	Genesee County Road Commission	E Bristol Rd	Bristol Rd from Irish Rd to Lang Rd	0.475	Reconstruction	Reconstruction	Exempt		CON	\$678,000	\$0	\$169,500	\$847,500	STL	Exempt	
2023	Local	207877	GCMP	Genesee	Genesee County Metropolitan Alliance	Beach St	Areawide	0.000	Operation Improvements	FY 2023 Rideshare	Exempt		NI	\$100,000	\$0	\$0	\$100,000	CMG	Exempt	
2023	Local	207878	GCMP	Genesee	Flushing	Flushing Rd	E. Pierson Rd., Flushing Rd., and Flushing Rd./Main St.	0.412	Traffic Safety	FY 2023 Roundabout Construction	Exempt		CON	\$682,748	\$0	\$0	\$682,748	CMG	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	FY 2020 Section 5307	Exempt		NI	\$60,000	\$15,000	\$0	\$75,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1113-bus rehab	FY 2020 Section 5307	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1302-bus shelter improvements	FY 2020 Section 5307	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2020 Section 5307	Exempt		NI	\$168,000	\$42,000	\$0	\$210,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2020 Section 5307	Exempt		NI	\$370,400	\$92,600	\$0	\$463,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2020 Section 5307	Exempt		NI	\$824,000	\$206,000	\$0	\$1,030,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 2020 Section 5307	Exempt		NI	\$693,008	\$173,252	\$0	\$866,260	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	FY 2020 Section 5307	Exempt		NI	\$2,484,000	\$621,000	\$0	\$3,105,000	5307	Exempt	
2020	Multi-Modal	207741	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2020 Section 5307	Exempt		NI	\$1,715,890	\$428,972	\$0	\$2,144,862	5307	Exempt	
2020	Multi-Modal	203644	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP10-State Match urban Agency	Transit Operating	Exempt		NI	\$3,227,000	\$1,032,000	\$0	\$4,259,000	5307	Exempt	
2020	Multi-Modal	203776	GCMP	Genesee	Flint Mass Transportation Authority	Transit operating	Areawide	0.000	3000-Operating Assistance	Transit Operating	Exempt		NI	\$626,000	\$626,000	\$0	\$1,252,000	5311	Exempt	
2020	Multi-Modal	207885	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1501-JARC operating	FY 2020 JARC Operating	Exempt		NI	\$300,000	\$300,000	\$0	\$600,000	5307	Exempt	
2020	Multi-Modal	207896	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1601-New Freedom operating	FY 2020 5310 Operating	Exempt		NI	\$162,034	\$0	\$162,034	\$324,068	5310	Exempt	
2020	Multi-Modal	130821	GCMP	Genesee	Flint Mass Transportation Authority	Transit	MTA service area	0.000	1110-Bus Rolling Stock	Purchase of 15 new propane powered cutaway buses	Exempt		NI	\$813,656	\$203,414	\$0	\$1,017,070	CM	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$60,000	\$15,000	\$0	\$75,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1113-bus rehab	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1302-bus shelter improvements	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$168,000	\$42,000	\$0	\$210,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$370,400	\$92,600	\$0	\$463,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$824,000	\$206,000	\$0	\$1,030,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$693,008	\$173,252	\$0	\$866,260	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$2,484,000	\$621,000	\$0	\$3,105,000	5307	Exempt	
2020	Multi-Modal	203784	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2020 Section 5307 Transit Capital Improvements	Exempt		NI	\$1,715,890	\$428,972	\$0	\$2,144,862	5307	Exempt	
2020	Multi-Modal	203777	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2020 Transit Capital Section 5310	Exempt		NI	\$198,042	\$49,511	\$0	\$247,553	5310	Exempt	
2020	Multi-Modal	207839	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1108-35-39 foot expansion bus with or without lift	FY 2020 Transit Capital Improvements 5339	Exempt		NI	\$766,103	\$191,526	\$0	\$957,629	5339	Exempt	
2021	Multi-Modal	207854	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2021 Transit Operating 5311	Exempt		NI	\$1,459,303	\$2,675,034	\$3,012,401	\$7,146,738	5311	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1113-bus rehab	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	5307	Exempt	

2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1409-administrative vehicle	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$64,000	\$16,000	\$0	\$80,000	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1302-bus shelter improvements	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1407-security equipment - vehicles	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$250,400	\$62,600	\$0	\$313,000	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$304,000	\$76,000	\$0	\$380,000	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$672,000	\$168,000	\$0	\$840,000	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1404-computers (hardware and software)	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$735,600	\$183,900	\$0	\$919,500	5307	Exempt	
2021	Multi-Modal	207832	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1106-<30 foot expansion bus with or without lift	FY 2021 CMAQ Purchase of buses	Exempt		NI	\$285,079	\$71,270	\$0	\$356,349	CM	Exempt	
2021	Multi-Modal	207886	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1501-JARC operating	FY 2021 JARC funding	Exempt		NI	\$300,000	\$300,000	\$0	\$600,000	5307	Exempt	
2021	Multi-Modal	207897	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1601-New Freedom operating	FY 2021 5310 Operating	Exempt		NI	\$162,034	\$0	\$162,034	\$324,068	5310	Exempt	
2021	Multi-Modal	207842	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1112-sedan/car (revenue) expansion	FY 2021 Transit Capital Improvements 5339	Exempt		NI	\$766,103	\$191,526	\$0	\$957,629	5339	Exempt	
2021	Multi-Modal	207846	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2021 Transit Capital Improvements 5310	Exempt		NI	\$198,042	\$49,511	\$0	\$247,553	5310	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$1,473,300	\$368,325	\$0	\$1,841,625	5307	Exempt	
2021	Multi-Modal	207835	GCMP	Genesee	Flint Mass Transportation Authority	I-69	areawide	0.000	SP1801-preventative maintenance	FY 2021 Transit Capital Improvements 5307	Exempt		NI	\$2,596,000	\$649,000	\$0	\$3,245,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$60,000	\$15,000	\$0	\$75,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1113-bus rehab	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$240,000	\$60,000	\$0	\$300,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1302-bus shelter improvements	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1407-security equipment - vehicles	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$66,000	\$16,500	\$0	\$82,500	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$116,000	\$29,000	\$0	\$145,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$744,000	\$186,000	\$0	\$930,000	5307	Exempt	
2022	Multi-Modal	207887	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1501-JARC operating	FY 2022 JARC	Exempt		NI	\$300,000	\$300,000	\$0	\$600,000	5307	Exempt	
2022	Multi-Modal	207898	GCMP	Genesee	Flint Mass Transportation Authority	Transit Operating	Areawide	0.000	SP1601-New Freedom operating	FY 2022 5310 Operating	Exempt		NI	\$162,034	\$0	\$162,034	\$324,068	5310	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$717,950	\$226,050	\$0	\$944,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$2,564,000	\$641,000	\$0	\$3,205,000	5307	Exempt	
2022	Multi-Modal	207836	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2022 Transit Capital Improvements 5307	Exempt		NI	\$1,873,347	\$468,337	\$0	\$2,341,684	5307	Exempt	
2022	Multi-Modal	207867	GCMP	Genesee	Flint Mass Transportation Authority	transit operating	Areawide	0.000	3000-Operating Assistance	FY 2022 Transit Operating 5311	Exempt		NI	\$1,459,303	\$2,675,034	\$3,012,401	\$7,146,738	5311	Exempt	
2022	Multi-Modal	207879	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1106-<30 foot expansion bus with or without lift	FY 2022 CMAQ Project--Vehicle Purchase	Exempt		NI	\$341,374	\$85,344	\$0	\$426,718	CM	Exempt	
2022	Multi-Modal	207881	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1106-<30 foot expansion bus with or without lift	FY 2022 CMAQ Project--vehicle purchase	Exempt		NI	\$341,374	\$85,344	\$0	\$426,718	CM	Exempt	
2022	Multi-Modal	207843	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2022 Transit Capital Improvements 5339	Exempt		NI	\$766,103	\$191,526	\$0	\$957,629	5339	Exempt	
2022	Multi-Modal	207847	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2022 Transit Capital Improvements 5310	Exempt		NI	\$198,042	\$49,511	\$0	\$247,553	5310	Exempt	
2023	Multi-Modal	207837	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	FY 2023 Transit Capital Improvements 5307	Exempt		NI	\$60,000	\$15,000	\$0	\$75,000	5307	Exempt	
2023	Multi-Modal	207837	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1113-bus rehab	FY 2023 Transit Capital Improvements 5307	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	5307	Exempt	
2023	Multi-Modal	207837	GCMP	Genesee	Flint Mass Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2023 Transit Capital Improvements 5307	Exempt		NI	\$280,000	\$70,000	\$0	\$350,000	5307	Exempt	

2020	Local	202393	Rural	Lapeer	Lapeer	Fox St	Fox Street over Farmers Crk. # 5485, DeMille Rd over CN & GTRR, # 12962	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	Exempt		CON	\$44,000	\$8,250	\$2,750	\$55,000	BO	Exempt	
2020	Local	202395	Rural	Lapeer	Lapeer County Road Commission	W Burnside Rd	Burnside Road over N. Br. Flint River Overflow, Str# 5411	0.000	Bridge Replacement	Bridge Replacement	Exempt		CON	\$646,400	\$121,200	\$40,400	\$808,000	BO	Exempt	
2020	Local	202582	Rural	Lapeer	Lapeer County Road Commission	S Elba Rd	Elba Rd.: Davison Rd. to I-69	1.717	Reconstruction	reconstruct	Exempt		CON	\$0	\$106,010	\$0	\$106,010	EDD	Exempt	
2020	Local	202582	Rural	Lapeer	Lapeer County Road Commission	S Elba Rd	Elba Rd.: Davison Rd. to I-69	1.717	Reconstruction	reconstruct	Exempt		CON	\$929,000	\$0	\$185,800	\$1,114,800	STL	Exempt	
2021	Local	206077	Rural	Lapeer	Lapeer County Road Commission	Burnside Rd	Burnside Rd over Cedar Creek & Silverwood Rd / NB Flint River, Lapeer Cnty	0.000	Bridge CPM	Bridge Miscellaneous Capital Preventative Maintenance	Exempt		CON	\$108,800	\$0	\$27,200	\$136,000	BHT	Exempt	
2021	Local	206077	Rural	Lapeer	Lapeer County Road Commission	Burnside Rd	Burnside Rd over Cedar Creek & Silverwood Rd / NB Flint River, Lapeer Cnty	0.000	Bridge CPM	Bridge Miscellaneous Capital Preventative Maintenance	Exempt		CON	\$137,600	\$0	\$34,400	\$172,000	BHT	Exempt	
2021	Local	206891	Rural	Lapeer	Lapeer County Road Commission	Davison Rd	Davison Rd. from Washburn to Lake Nepessing	4.987	Road Rehabilitation	two course asphalt resurfacing	Exempt		CON	\$0	\$106,010	\$0	\$106,010	EDD	Exempt	
2021	Local	206891	Rural	Lapeer	Lapeer County Road Commission	Davison Rd	Davison Rd. from Washburn to Lake Nepessing	4.987	Road Rehabilitation	two course asphalt resurfacing	Exempt		CON	\$852,300	\$0	\$170,460	\$1,022,760	STL	Exempt	
2021	Local	206082	Rural	Lapeer	Lapeer County Road Commission	Saginaw Rd	Saginaw Rd over SB of Flint River, Str# 5389, Lapeer County	0.000	Bridge Rehabilitation	Miscellaneous Rehabilitation	Exempt		CON	\$464,800	\$87,150	\$29,050	\$581,000	BHT	Exempt	
2021	Local	206091	Rural	Lapeer	Columbiaville	2nd St	Second Street over Flint River, Str# 5479, Village of Columbiaville	0.000	Bridge Replacement	Bridge Replacement	Exempt		CON	\$2,507,200	\$470,100	\$156,700	\$3,134,000	BRT	Exempt	
2022	Local	206892	Rural	Lapeer	Lapeer County Road Commission	Columbiaville Rd	Columbiaville Rd. from Village of Columbiaville to LeValley Rd.	2.246	Road Rehabilitation	resurfacing	Exempt		CON	\$0	\$46,644	\$0	\$46,644	EDD	Exempt	
2022	Local	206892	Rural	Lapeer	Lapeer County Road Commission	Columbiaville Rd	Columbiaville Rd. from Village of Columbiaville to LeValley Rd.	2.246	Road Rehabilitation	resurfacing	Exempt		CON	\$425,040	\$0	\$85,008	\$510,048	STL	Exempt	
2022	Local	206918	Rural	Lapeer	Lapeer County Road Commission	Dryden Rd	Dryden Rd. from Village of Dryden to M-53	2.468	Road Rehabilitation	Resurface	Exempt		CON	\$0	\$59,366	\$0	\$59,366	EDD	Exempt	
2022	Local	206918	Rural	Lapeer	Lapeer County Road Commission	Dryden Rd	Dryden Rd. from Village of Dryden to M-53	2.468	Road Rehabilitation	Resurface	Exempt		CON	\$540,960	\$0	\$108,192	\$649,152	STL	Exempt	
2022	Local	207641	Rural	Lapeer	Lapeer	W Genesee St	W. Genesee St. Trail	0.603	New Facilities	Installation of a 10'-wide walk/bike trail between trail heads	Exempt		CON	\$169,417	\$0	\$95,100	\$264,517	CM	Exempt	
2023	Local	206901	Rural	Lapeer	Lapeer County Road Commission	Otter Lake Rd	Otter Lake Rd. North Lake Rd. to Fostoria Rd.	4.337	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing	Exempt		CON	\$0	\$106,010	\$0	\$106,010	EDD	Exempt	
2023	Local	206901	Rural	Lapeer	Lapeer County Road Commission	Otter Lake Rd	Otter Lake Rd. North Lake Rd. to Fostoria Rd.	4.337	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing	Exempt		CON	\$986,000	\$0	\$197,000	\$1,183,000	STL	Exempt	
2021	Multi-Modal	207804	Rural	Lapeer	Greater Lapeer Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY 2021 RTF Bus Purchase	Exempt		NI	\$81,400	\$20,350	\$0	\$101,750	STL	Exempt	
2021	Multi-Modal	207811	Rural	Lapeer	Greater Lapeer Transportation Authority	Transit Capital	Areawide	0.000	1140-Bus Support Equip / Facilities	Transit Capital FY 2021 STL	Exempt		NI	\$13,300	\$3,325	\$0	\$16,625	STL	Exempt	
2021	Multi-Modal	207642	Rural	Lapeer	Greater Lapeer Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY 2021 Section 5311 Capital	Exempt		NI	\$169,416	\$42,354	\$0	\$211,770	CM	Exempt	
2023	Multi-Modal	207643	Rural	Lapeer	Greater Lapeer Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY 2023 Section 5311 Capital	Exempt		NI	\$169,416	\$42,354	\$0	\$211,770	CM	Exempt	
2020	Trunkline	204418	Rural	Lapeer	MDOT	I-69	M-24 to Lake George Road	6.786	Reconstruction	Concrete Reconstruction	Exempt		PE	\$1,686,303	\$187,367	\$0	\$1,873,670	IM	Exempt	
2020	Trunkline	204879	Rural	Lapeer	MDOT	I-69	Five Lakes Rest Area	0.957	Roadside Facilities - Improve	Rest Area Rebuild	Exempt		CON	\$3,481,081	\$771,920	\$0	\$4,253,000	NH	Exempt	
2021	Trunkline	129186	Rural	Lapeer	MDOT	M-53	M-53 at Dryden Road	0.200	Traffic Safety	Signal Modernization and Dilemma Zone Technology	Exempt		CON	\$233,680	\$25,964	\$0	\$259,644	HSIP	Exempt	
2021	Trunkline	130021	Rural	Lapeer	MDOT	M-53	Deanville Road to Mariette SCL	9.226	Road Rehabilitation	Mill and Two Course HMA Overlay	Exempt		CON	\$6,002,333	\$1,331,000	\$0	\$7,333,333	NH	Exempt	
2022	Trunkline	132624	Rural	Lapeer	MDOT	M-24	700' north of Barnes Lake Road, Columbiaville Facility Lot No. 644002.	0.001	Roadside Facilities - Preserve	Resurface existing carpool lot.	Exempt		CON	\$32,740	\$7,260	\$0	\$40,000	ST	Exempt	
2023	Trunkline	201308	Rural	Lapeer	MDOT	M-53	Bowers Road to Deanville Road	8.184	Road Rehabilitation	Mill and Two Course HMA Overlay	Exempt		CON	\$4,877,122	\$1,081,488	\$0	\$5,958,610	NH	Exempt	
2023	Trunkline	202143	Rural	Lapeer	MDOT	M-53	M-53 over Elk Lake Creek	0.000	Bridge Replacement	Bridge Replacement	Exempt		CON	\$1,553,352	\$344,452	\$0	\$1,897,804	NH	Exempt	

Appendix B: Public Comments and Responses

Public Notice: A public notice was published in the Flint Journal newspaper on June 2, 2019, announcing a thirty-day public comment period. Notifications also appeared on GCMPC's website (www.gcmpe.org) and Facebook and Twitter accounts.

Comments Received:

No public comments were received.

Appendix C: Non-Exempt Projects Included in Conformity Analysis

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comments
2020	Local	130616	GCMPC	Genesee	Genesee County Road	Hill Rd	S. Saginaw Rd to Center Rd	0.906	Major Widening	Roadway Expand	non-exempt	additional lane over .5 miles long	CON	\$0	\$1,678,080	\$419,520	\$2,097,600	EDC		
2020	Local	207459	GCMPC	Genesee	Flushing	Main Street	Main Street from Chamberlain Street to Piers	0.905	Traffic Safety	Re-stripe markings for a 4-3 lane conversion	non-exempt	road diet	CON	\$38,555	\$0	\$9,639	\$48,194	HSIP		
2021	Local	207665	GCMPC	Genesee	Flint	Miller Rd	Miller Rd from Ballenger Hwy to Hammerber	1.403	Road Capital Preventive Ma	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$839,000	\$0	\$209,750	\$1,048,750	NH		
2021	Local	207665	GCMPC	Genesee	Flint	Miller Rd	Miller Rd from Ballenger Hwy to Hammerber	1.403	Road Capital Preventive Ma	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$847,377	\$0	\$212,627	\$1,060,004	STU		
2021	Local	207669	GCMPC	Genesee	Genesee County Road	E Grand Blanc Rd	Grand Blanc Rd from Dort Hwy to Grand Bla	0.458	Major Widening	Major Widening	non-exempt	Major Widening to add continuous center turn lane (.45 mile) and a roundabout at Embury Rd (2 and 4 to 3 and 5 lanes)	CON	\$0	\$1,932,000	\$483,000	\$2,415,000	EDC		
2022	Local	207675	GCMPC	Genesee	Genesee County Road	E Grand Blanc Rd	Grand Blanc Rd from Fenton Rd to Dort Hwy	2.145	Major Widening	Major Widening	non-exempt	Major Widening - Reconstruction and addition of turn lanes (2 to 3 lanes); additional lane over .5 miles long	CON	\$0	\$2,300,000	\$575,000	\$2,875,000	EDC		
2022	Local	207631	GCMPC	Genesee	Genesee County Road	Flushing Rd	Flushing Rd from Eldorado Dr to Ballanger H	0.568	Road Rehabilitation	Road Rehabilitation with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$732,970	\$0	\$183,243	\$916,213	STU		
2023	Local	207613	GCMPC	Genesee	Genesee County Road	Detroit St	Detroit St. - S. Cornell St. to Natchez/Peach	0.555	Reconstruction	Reconstruction with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$1,053,265	\$0	\$263,317	\$1,316,582	EDCF		
2023	Local	207616	GCMPC	Genesee	Genesee County Road	Detroit St	Detroit St from Carpenter Rd to S. Cornell Av	0.520	Reconstruction	Reconstruction with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$233,735	\$0	\$58,434	\$292,169	EDCF		
2023	Local	207616	GCMPC	Genesee	Genesee County Road	Detroit St	Detroit St from Carpenter Rd to S. Cornell Av	0.520	Reconstruction	Reconstruction with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$819,530	\$0	\$204,883	\$1,024,413	STU		
2023	Local	207627	GCMPC	Genesee	Flint	W 12th St	W 12th St from Fenton Rd to Grand Traverse	0.518	Road Capital Preventive Ma	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	non-exempt	road diet	CON	\$367,746	\$0	\$91,937	\$459,683	STU		
2022	Trunkline	132779	GCMPC	Genesee	MDOT	M-15	from Potter Rd to Richfield Rd	0.998	Minor Widening	Center Left Turn Lane	non-exempt	construction of a center left-turn lane--one m	CON	\$1,281,917	\$284,261	\$0	\$1,566,178	CM		
2020	Trunkline	123914	GCMPC	Genesee	MDOT	M-54	Coldwater Road to Mt. Morris Road	2.027	Road Rehabilitation	Two Course Mill & Resurface rd diet 4 to 3	non-exempt	road diet	CON	\$3,691,435	\$818,565	\$0	\$4,510,000	NH,HIPU		

Appendix D: Federal, State and Local Approvals

Resolution to Accept the 1997 Ozone NAAQS Transportation Conformity Analysis for Genesee County and Lapeer County for the 2040 Long Range Transportation Plan and the FY 2020-2023 Transportation Improvement Program for the Genesee County Metropolitan Alliance (GCMA)

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standards (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 NAAQS; and

WHEREAS, the United States Environmental Protection Agency designated Genesee County and Lapeer County, (hereafter referred to as the Flint, MI Conformity Area) as a maintenance area in May 2007; and

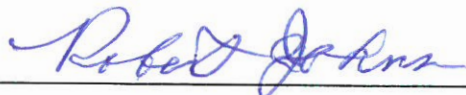
WHEREAS, the Genesee County Metropolitan Alliance (GCMA) is the designated Policy Committee and Metropolitan Planning Organization for the Flint, Michigan urban area; and

WHEREAS, the conformity of the GCMA 2040 Metropolitan Transportation Plan and FY 2020-2023 Transportation Improvement Program (TIP) will be pending approval by the Federal Highway Administration after local action on the conformity analysis document by the GCMA Policy Committee; and

WHEREAS, the GCMA 2040 Metropolitan Transportation Plan and FY 2020-2023 Transportation Improvement Program (TIP) were analyzed in accordance with 40 CFR 51 for air quality conformity and the results of the conformity analysis conducted by the Michigan Department of Transportation demonstrates that the forecasted volatile organic compound (VOC) and nitrogen oxide (NOx) emissions for all analysis years are below the State Implementation Plan (SIP) budgets;

NOW THEREFORE BE IT RESOLVED, that the Genesee County Metropolitan Alliance accepts the results of the 1997 ozone transportation conformity analysis for the Flint, MI Conformity Area for the GCMA 2040 Metropolitan Transportation Plan and FY 2020-2023 Transportation Improvement Program in Genesee County and Lapeer County; and

BE IT FURTHER RESOLVED, that the 1997 Ozone Transportation Conformity Analysis for the Flint, MI Conformity Area demonstrates conformity with the SIP for air quality as required by provisions of Title 40 CFR 51.390 and 93, and Title 23 CFR 450 and the South Coast II decision.



Robert Johnson, Chairperson
Genesee County Metropolitan Alliance



DATE:

Appendix L: Prioritized Listing of Unfunded Projects

Prioritized Listing of Unfunded Projects

The Genesee County TIP application process is a competitive process. During the FY 2020-2023 TIP Call for Projects, all project applications in the same funding categories were scored using the same methods. Should additional funding become available during the FY 2020-2023 TIP, projects will be selected based on the scoring system for each funding category. Projects that scored highest and whose total costs match that of the available funding will be selected first, using the Prioritized Listing of Unfunded Projects.

Prioritized Listing of Unfunded Projects

ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	TOTAL	FEDERAL	ADT	PASER	SCORE
146	GCRC	Irish Rd	Lapeer Rd - Court St	0.69	4 to 6	Restore and Rehabilitate	\$1,872,500	\$1,498,000	20,825	3	87
124	City of Burton	Belsay Rd	Lapeer Rd - I69	0.47	5	Resurface	\$950,000	\$760,000	14,193	3	87
120	City of Burton	Bristol Rd	Saginaw St - Dort Hwy	0.99	4 to 5	Resurface	\$1,562,500	\$1,250,000	12,029	3	87
145	GCRC	Genesee Rd	Stanley Rd - Mt Morris Rd	1.09	4	Restore and Rehabilitate - Preservation	\$2,353,658	\$1,882,926	9,209	3	87
125	City of Burton	Center Rd	Bristol Rd - Atherton Rd	1	5	Resurface	\$2,058,307	\$1,646,645	15,083	3	86
119	City of Burton	Bristol Rd	Dort Hwy - Center Rd	0.98	5	Resurface	\$1,656,250	\$1,325,000	11,763	3	85
134	GCRC	Davison Rd	Davison City Limits - Oak Rd	0.5	2	Restore and Rehabilitate - Preservation	\$497,540	\$398,032	7,441	3	85
106	Village of Goodrich	West Hegel Road	Seneca Street - Kearsley Creek Bridge	0.18	2	Reconstruction	\$900,000	\$720,000	5,258	3	85
122	City of Burton	Genesee Rd	Lippincott Rd - Court St North	1	2 to 5	Resurface	\$1,038,750	\$831,000	7,781	3	84
153	GCRC	Linden Rd	Flushing Rd - Pasadena Ave	0.45	5	Restore and Rehabilitate - Preservation	\$1,627,812	\$1,302,250	12,745	3	83
133	GCRC	Seymour Rd	Calkins - Beecher	1.02	2	Restore and Rehabilitate - Preservation	\$1,067,887	\$854,293	3,118	2	82
143	GCRC	Seymour Rd	Lennon Rd - Corunna	1	2	Restore and Rehabilitate - Preservation	\$1,055,700	\$844,560	2,918	2	82
141	GCRC	Seymour Rd	M-21 - Calkins Rd	1	2	Restore and Rehabilitate - Preservation	\$995,138	\$796,137	3,297	2	81
182	City of Fenton	Caroline St	Walnut St - East St	0.09	2	Rehabilitation	\$249,550	\$199,640	900	2	81
144	GCRC	Seymour Rd	Hill Rd - GTW RR Tracks	0.11	2	Restore and Rehabilitate	\$124,148	\$99,318	3,504	2	80
105	City of Swartz Creek	Seymour Road	South City Limits - Miller Road	0.98	2	Milling and Asphalt Overlay	\$748,130	\$598,504	2,675	3	80
123	City of Burton	Genesee Rd	Atherton Rd - Lippincott RD	1	2	Resurface	\$667,500	\$534,000	5,028	3	79
181	City of Fenton	Caroline St and River St	100 East of River St - Adelaide St, Silver Lake Rd	0.25	2	Rehabilitation	\$579,398	\$463,518	900	3	79
107	Village of Goodrich	West Hegel Road	West Village Limit - Entrance of Golf Course	0.62	2	Resurface	\$1,207,500	\$966,000	5,258	3	78
102	City of Clio	Smith Street	New Street - S. Mill Street	0.26	2	Milling and Asphalt Overlay	\$371,600	\$297,280	1,470	2	77
139	GCRC	Cook Rd	McWain Rd - Holly Rd	1.35	2	Restore and Rehabilitate - Preservation	\$1,552,500	\$1,242,000	4,852	3	77
103	City of Swartz Creek	Miller Road	North Seymour Road - Morrish Road	1	3	Milling and Asphalt Overlay	\$1,089,940	\$871,952	13,843	4	77
137	GCRC	Morrish Rd	Beecher Rd - Potter Rd	1	2	Restore and Rehabilitate - Preservation	\$1,007,952	\$806,362	2,007	2	76
108	City of Flint	Chevrolet Avenue	University Drive - Flushing Road	0.8	4	Preservation	\$2,846,734	\$2,277,387	4,390	3	76

151	GCRC	Horton & Shelby Rds	Carpenter Rd - Princeton Ave	0.34	4 to 6	Restore and Rehabilitate - Preservation	\$1,398,769	\$1,119,015	2,386	3	76
147	GCRC	Bristol Rd	Miller Road -Linden Rd	0.33	5 to 6	Restore and Rehabilitate - Preservation	\$365,562	\$292,435	8,145	4	76
138	GCRC	Cook Rd	Fenton Rd - McWain Rd	1.75	2	Restore and Rehabilitate - Preservation	\$2,070,000	\$1,656,000	3,035	3	75
136	GCRC	Atherton Rd	Atlas Rd - M-15	1	2	Restore and Rehabilitate - Preservation	\$995,079	\$796,063	2,088	3	75
154	GCRC	Linden Rd	Pasadena Ave - Pierson Rd	1.06	5	Restore and Rehabilitate	\$1,646,097	\$1,316,878	12,534	4	75
135	GCRC	Atherton Rd	Irish Rd - Atlas Rd	1.5	2	Restore and Rehabilitate	\$1,492,619	\$1,194,095	3,651	4	64
152	GCRC	Linden Rd	Beecher Rd - Flushing Rd	0.58	5	Restore and Rehabilitate - Preservation	\$551,507	\$441,205	13,717	5	61
176	City of Fenton	Owen Rd	City Limit - East side of US-23 Ramps	0.51	5 to 7	Rehabilitation	\$833,103	\$666,482	20,668	5	57

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Prepared by the Genesee County
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