

# GENESEE COUNTY

# SYSTEM PERFORMANCE REPORT

June 2024



GENESEE COUNTY  
METROPOLITAN PLANNING  
COMMISSION



GENESEE COUNTY  
MICHIGAN



GENESEE COUNTY  
METROPOLITAN ALLIANCE

## System Performance Report – Genesee County, MI

### Infrastructure Investment & Jobs Act (IIJA) Performance Measures

A key feature of the Infrastructure Investment and Jobs Act (IIJA) is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, these include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Transit, Environmental Sustainability, and Reduced Project Delivery Delay.

States are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets.

MAP-21 also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Targets are required to establish for rolling stock, equipment, facilities, and infrastructure, which are detailed in this section under Transit Performance.

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

#### Pavement Condition Performance Measures

States must set performance targets for pavement condition. The targets are: Percent of Interstate Pavement in Good Condition, Percent of Interstate Pavement in Poor Condition, Percent of Non-Interstate NHS Pavement in Good Condition, and Percent of Non-Interstate National Highway System (NHS) Pavement in Poor Condition. Metropolitan Planning Organizations were required to establish targets either by supporting the statewide targets or creating unique local targets. In May 2023, the Genesee County Metropolitan Alliance (GCMA) elected to support the statewide pavement targets as shown in the table below.

The 2-Year target for the percentage of non-interstate NHS in good condition projects a decrease from 41.6% to 33.1%. The 2-Year target for the percentage of non-interstate NHS in poor condition projects an increase from 8.9% to 10.0%. The 4-Year targets show the same trend—the percentage

of NHS in good condition is projected to decrease, while the percentage of NHS in poor condition is projected to increase. Additional funding is needed to reverse the trend and improve pavement conditions.

GCMA will continue to prioritize pavement projects submitted by local road agencies for the Genesee County Transportation Improvement Program (TIP). GCMA staff continues to make a concerted effort to educate local road agencies on the latest statistics and data for the communities they represent. GCMA staff will continue to work with local, county, and state road transportation agencies to develop criteria for project prioritization working toward the pavement performance measures’ goals and targets. Staff will also continue to provide technical assistance to members, perform annual crash data analysis, collect & analyze pavement conditions, and track our region’s data for the pavement performance measures. GCMA has approved and adopted the following Pavement Condition targets set by the State of Michigan.

Pavement Condition Performance Measure	% of Interstate Pavement in Good Condition	% of Interstate Pavement in Poor Condition	% of Non-Interstate NHS in Good Condition	% of Non-Interstate NHS in Poor Condition
Baseline Condition (2022-25)	70.4%	1.8%	41.6%	8.9%
2-Year Target	59.2%	5.0%	33.1%	10.0%
4-Year Target	56.7%	5.0%	33.1%	10.0%

### Bridge Performance Measures

States are required to set targets for two bridge condition performance measures: the percentage of NHS bridge deck area in good condition, and the percentage of NHS bridge deck area in poor condition. In May 2023, the GCMA elected to support the statewide bridge targets established as shown in the table to the right.

The statewide target for percentage of NHS Deck Area in Good Condition is projected to be

Bridge Performance Measure	Baseline Condition (FY 2022-25)	2-Year Target	4-Year Target
Percent National Highway System (NHS) Deck Area in Good Condition	22.1%	15.2%	12.8%
Percent NHS Deck Area in Poor Condition	7.0%	6.8%	5.8%



lower than the 2022-25 baseline condition. This is a realistic target given the current funding levels and the number of bridges expected to deteriorate during this time. Even as bridges are reconstructed and their condition improves, older bridges will continue to deteriorate and fall out of the “good” category. Going forward, additional sources of bridge funding will be necessary to reverse the current deterioration trend. As an MPO, we will continue to monitor bridge conditions, prioritize projects, and apply for bridge funding to help meet Performance Measure targets statewide.

### System Reliability Performance Measures

States are required to set targets for three system reliability performance measures. In May 2023, the MPO agreed to support the three statewide targets as shown in the table below. GCMA uses freight, connectivity, level of service, and reliability as criteria to select projects through the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP). Staff will encourage partner agencies to look at potential freight components when completing any transportation projects, particularly on National Highway System routes. We will continue to monitor the National Performance Management Research Data Set (NPMRDS) to ensure we are supporting the statewide goals for system reliability. System Reliability performance measures are incorporated into the Intermodal Freight and Congestion Management Process sections of the Genesee: Our County, Our Future plan.

System Reliability Performance Measure	Baseline Condition (FY 2022-25)	2-Year Target	4-Year Target
Level of Travel Time Reliability of the Interstate	97.1%	80.0%	80.0%
Level of Travel Time Reliability of the Non-Interstate NHS	94.4%	75.0%	75.0%
Freight Reliability Measure on the Interstate	1.31	1.6	1.6

### Congestion Management and Air Quality Improvement Performance Measures

The two performance measures for congestion management and air quality are: annual hours of peak hour excessive delay per capita, and percent of non-single occupancy vehicle travel. In May 2023, the GCMA elected to support the statewide congestion mitigation and air quality targets established as shown in the table below.

The 2-Year target for the number of annual hours of peak hour excessive delay per capita projects an increase from 5.7 hours to 10 hours. The 2-Year target for the percentage of non-single occupancy vehicle travel projects a decrease from 18.5% to 15.5%. The 4-Year targets show the same trend—the number of annual hours of peak hour excessive delay per capita is projected to increase, while the percentage of non-single occupancy vehicle travel is projected to decrease.

Congestion Mitigation and Air Quality Targets	Baseline Condition (FY 2022-25)	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita	5.7 hours	10.0 hours	10.0 hours
Percent of Non-Single Occupancy Vehicle Travel	18.5%	15.5%	15.5%

### Safety Performance Measures

States are required to set targets for Safety Performance measures. In February 2024, the GCMA elected to support the statewide Safety PM targets as shown in the table on the following page. To contribute towards reaching statewide targets GCMA will continue ongoing coordination with the State and other safety stakeholders to address areas of concern and will plan and program projects that contribute toward meeting the State safety targets. GCMA will continue to prioritize safety projects submitted by road agencies for the local safety program. GCMA provides support for projects through a list of projects sorted by time-of-return provided to MDOT during the annual call for local safety projects.

GCMA will also continue to work towards the local safety policies and strategies identified in the GLS Region V Traffic Safety Plan. Continued focus will be on the priority emphasis areas identified in the safety plan, such as intersection, lane departure, and pedestrian and bicycle safety. We will also continue to provide technical assistance to members, perform annual crash data analysis, and track our region’s data for the safety performance measures.

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

Non-Motorized Fatalities & Serious Injuries	734.0	743.4	710.8
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## Transit Performance Measures

### Transit Asset Performance Measures

MAP-21 mandated the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle.

Transit Asset Class	Current Condition	2023 Target	2024 Target
Revenue vehicles: small bus and van; Demand Response	12% of our fleet past Useful Life Benchmark (ULB)	8% of our fleet to be past Useful Life Benchmark (ULB)	15% of our fleet to be past Useful Life Benchmark (ULB)
Revenue vehicles: Large bus class; motorbus	5% of our fleet past Useful Life Benchmark (ULB)	7% of our fleet to be past Useful Life Benchmark (ULB)	7% of our fleet to be past Useful Life Benchmark (ULB)
Service vehicles	51% of our fleet past Useful Life Benchmark (ULB)	35% of our fleet to be past Useful Life Benchmark (ULB)	50% of our fleet to be past Useful Life Benchmark (ULB)
Facilities—all classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

In February of 2024, GCMA elected to support the transit asset management performance targets that the Mass Transportation Authority (MTA) had established as required by the Federal Transit Administration (FTA).

### Transit Safety Performance Measures

As part of federal performance-based planning requirements, the Flint MTA is required to develop and submit a public transportation agency safety plan (PTASP) and provide it also to the MPO for their acknowledgement. The MPO communicates the safety performance targets, as listed in the table below, to the Technical and Policy Committees. Each year, the Technical and Policy Committees are asked to acknowledge and support these safety targets. Throughout the TIP development process, projects were programmed to help meet these targets. The Technical and Policy Committees expressed their support for the 2024 transit agency safety targets at their June 2024 meetings.

GCMA has continued to work with the Flint MTA to report Safety Targets to the Federal Transit Administration.

## Mass Transportation Authority Safety Performance Targets

SPT Category	2019	2020	2021	2022	2023	2024
Total number of fatalities	0	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0	0
Total Number of Injuries	7	12	6	3	7	7
Injury Rate per 10,000,000 VRM	7.58	15.58	8.55	3.91	8.72	9
Total Number of Safety Events	31	18	28	11	15	21
Safety Event Rate per 10,000,000 VRM	33.55	23.37	39.89	14.34	18.68	26
Total Number of Road Calls (4M VRM)	MB 577	638	801	724	752	698
Total Number of Road Calls (6M VRM)	DO 220	329	388	226	311	295
Mean Distance Between Major Mechanical Failures	MB 6,932	6,270	4,994	4,751	5,319	5,653
Mean Distance Between Major Mechanical Failures	DO 27,273	18,237	15,464	18,711	19,293	19,796
Annual VRM	9,239,928	7,703,487	7,019,180	7,668,427	8,030,271	7,932,259

\*VRM = Vehicle Revenue Miles

GCMA will continue ongoing coordination with the State, MTA, and other transit stakeholders to address areas of concern, and will plan and program projects that contribute toward meeting the transit performance targets. The Metropolitan Alliance will continue to work with the MTA to prioritize transit projects. The table above identifies each indicator, its current condition, and their performance targets.

## Moving Forward with Performance Measures

GCMA will continue to analyze progress toward the performance goals using the Annual Listing of obligated projects to illustrate spending in each category (including bridges, safety, road restoration, non-motorized facilities, transit, etc.). The Annual Listing from FY 2023 is included at the end of this report. Obligated/completed projects will be evaluated to determine whether they contribute towards each performance goal. GCMA will implement these performance goals during the development of the FY 2023-2026 TIP and the 2050 LRTP. GCMA will continuously update this System Performance Report with new data with both local data and guidance from MDOT.

Furthermore, staff will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data. The table below identifies the status of performance measures as of the date this report was drafted.

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of nonmotorized fatalities and nonmotorized serious injuries	Approved adoption of statewide targets (February 2024)
Bridge and Pavement Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets (May 2023)
System Performance and Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Approved adoption of statewide targets (May 2023)
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Approved adoption of statewide targets (May 2023)
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2024; Approved adoption of TAM Plan (October 2023); Safety Plans: Approved adoption of PTASP (June 2024) Approved adoption of Safety Targets (June 2024)



## FY 2023-2026 TIP Performance Measure Related Projects

Below is a listing of the total amount of money programmed in FY 2023-2026 TIP, that will make progress towards the Performance Measure (PM) categories listed below.

Project Category	Amount Programmed	Impact on Condition
Safety / Non-Motorized	\$26,713,640	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$469,633,124 (390,109,003 of this is on the National Highway System)	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit	\$64,094,629	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$88,041,307 (16,309,364 of this is on the National Highway System)	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion	\$10,651,856	Improve freight movement, reduce traffic congestion and associated user delay costs

**GENESEE COUNTY METROPOLITAN ALLIANCE  
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**FISCAL YEAR (FY) 2023 GENESEE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Federal requirements direct the Metropolitan Planning Organization (MPO) for Genesee County to publish the annual status of TIP projects. The Genesee County Metropolitan Planning Commission (GCMPC) provides staff to the Genesee County Metropolitan Alliance (the MPO for transportation planning in Genesee County). The following information is provided for Genesee County transportation projects that were obligated, let for bid, under construction, and/or completed during FY 2023 (October 1, 2022 through September 30, 2023). The projects are grouped under the type of transportation improvement performed by individual agencies and represent an estimated \$164,478,214 investment into the Genesee County transportation network.

<b>Bridges</b>								
Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Flint	Fenton Rd	0	Fenton Road over Thread Creek, Str# 2840, City of Flint	Replacement of SN 2840 with SN 14671	\$2,749,524	\$1,521,600	\$2,315,389	(\$793,789)
Genesee County Road Commission	Hogan Rd	0	Hogan Road, Str #2780 over the Shiawassee River, Genesee County	Bridge Replacement	\$1,297,210	\$1,193,200	\$1,232,349	(\$39,149)
	Torrey Rd	0	Torrey Road, Str #2743 over Swartz Creek, Genesee County	Bridge Replacement	\$1,934,147	\$1,152,000	\$1,628,755	(\$476,755)
MDOT	I-475 N	0	I-475 over CSX RR and Pierson Road	Railroad oversight	\$19,000	\$0	\$0	\$0

<b>Commuter Services</b>								
Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Metropolitan Planning Commission	Areawide	n/a	Genesee and Lapeer Counties	Public outreach and education activities for FY 2024 (10/1/23 – 9/20/24)	\$62,500	\$50,000	\$50,000	\$0
	Rideshare Program	n/a	Genesee County	FY 2024 Rideshare Program	\$50,000	\$50,000	\$50,000	\$0
MDOT	MichiVan Program	n/a	Areawide	FY 2024 MichiVan Program – Genesee County	\$46,424	\$46,424	\$46,424	\$0

<b>Non-Motorized</b>								
Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Swartz Creek	Citywide	1.96	Various Locations—City of Swartz Creek	Sidewalk, shared use path, PR Flashing Beacon, crosswalks, and ramps	\$635,790	\$635,790	\$635,790	\$0

## Road Restoration

Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Road Commission	S Irish Rd	0.52	S. Irish Rd. from Lapeer Rd. to Court St.	Concrete Reconstruction	\$2,163,380	\$1,677,814	\$1,770,727	(\$92,913)
	S Elms Rd	0.483	Elms Rd from Flushing Rd to Pierson Rd	Milling and One Course Asphalt Overlay	\$294,832	\$244,869	\$241,320	\$3,549
	Detroit St	0.555	S. Cornell St. to Natchez/Peach Tree Dr.	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,362,253	\$1,053,265	\$1,115,004	(\$61,739)
	Detroit St	0.52	Carpenter Rd to S. Cornell Ave	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,351,374	\$1,053,265	\$1,106,100	(\$52,835)
	E Bristol Rd	0.476	Bristol Rd from Irish to Lang Rd	Reconstruction	\$1,321,471	\$722,000	\$1,507,177	(\$335,177)
	E Grand Blanc Rd	0.891	Grand Blanc Rd from 520 ft west of Porter Rd to Dort Hwy	Major Widening	\$1,582,652	\$0	\$0	\$0
City of Flint	W 12 <sup>th</sup> St	0.518	W 12th St from Fenton Rd to Grand Traverse St	Road Capital Preventive Maintenance with Restriping 4 to 3 lane Reduction	\$440,638	\$367,746	\$360,662	\$7,084
City of Burton	N Genesee Rd	0.989	Genesee Rd from Court St to Davison Rd	Road Rehabilitation	\$1,906,009	\$901,393	\$1,506,068	(\$658,675)
	E Bristol Rd	1.02	Bristol Rd from Fenton Rd to Saginaw St	Road Rehabilitation	\$1,557,074	\$1,272,426	\$1,274,465	(\$2,039)
	S Belsay Rd	0.584	S. Belsay Rd. (Lapeer Rd. to I-69)	Mill and resurface	\$1,009,721	\$684,000	\$826,456	(\$142,456)
MDOT	Areawide	71.461	Various Routes - Davison TSC and Huron TSC	Asphalt Crack Treatment	\$42,566	\$34,854	\$34,840	\$14
	I-475	2.897	Flint River to Carpenter Road	Road Reconstruction and Bridge Replacement	\$129,397,211	\$45,443,795	\$38,341,881	\$7,101,914

## Safety

Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	S Belsay Rd	0.707	S Belsay Rd at Bristol Rd and at Lippincott Rd	Intersection signing	\$15,025	\$20,646	\$13,523	\$7,123
Genesee County Road Commission	Hill Rd	2.107	Fenton Rd to Saginaw Rd	Traffic signal upgrades at 5 intersections	\$718,275	\$682,748	\$682,748	\$0
	Morrish Rd	1.275	Morrish Rd at Lennon Rd	Construct a roundabout	\$666,667	\$600,000	\$600,000	\$0
	Lapeer Rd	0.372	Lapeer Rd at Oak Rd	Roundabout	\$666,667	\$600,000	\$600,000	\$0
	S Saginaw Rd	0.521	S Saginaw Rd from McCandlish Rd to Charring Cross Drive	Center left turn lane, access management	\$666,667	\$600,000	\$600,000	\$0
	River Rd	0.24	River Rd curve between Beecher Rd and Timber Lane Dr	High friction surface temperature, pavement widening and rehabilitation sign	\$220,000	\$180,000	\$198,000	(\$18,000)
MDOT	I-69 E/State Ramp	0.424	M-15 at EBI-69 Exit Ramp	Signal Modernization, Timing and Turn Lane Addition	\$545,355	\$553,302	\$545,355	\$7,947
	Regionwide	3.187	All trunkline routes in Bay Region	Pavement marking retroreflecting readings on trucklines in Bay Region	\$11,125	\$10,013	\$10,012	\$1
	Regionwide	3.494	All trunkline routes in Bay Region	Longitudinal pavement marking application on trucklines in Bay Region	\$1,688,949	\$1,145,263	\$1,520,055	(\$374,792)

## Transit

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

## Miscellaneous

Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	E Court St N	1.079	Court St from Genesee Rd and Belsay Rd	Preliminary Engineering - Cold Milling with HMA Resurfacing	\$50,938	\$40,750	\$40,750	\$0
	E Bristol Rd	1	Bristol Rd from Saginaw St to Dort Hwy	Preliminary Engineering - Existing HMA over Concrete - Base Repair with HMA overlay	\$189,548	\$151,638	\$151,638	\$0
City of Clio	S Mill St	0.515	Vienna St to Southern City Limits of Clio	Preliminary Engineering - Milling and One Course Asphalt Overlay	\$54,901	\$43,920	\$43,921	(\$1)
	N Mill St	0.499	Vienna St to Field Rd	Preliminary Engineering - Mill with Asphalt Resurfacing	\$47,813	\$38,250	\$38,250	\$0
City of Flushing	W Main St	0.298	W Main St from Seymour Rd to Flint River Bridge	Preliminary Engineering - Partial Road Reconstruction between the Existing Curb and Gutter	\$39,175	\$31,340	\$31,340	\$0
MDOT	NB US-23	5.39	Livingston County Line to Thompson Rd	Preliminary Engineering - Concrete Pavement Repairs	\$150,935	\$123,540	\$123,540	\$0
	M-21	0.887	Swartz Creek to I-475	Preliminary Engineering - Reconstruction	\$2,160,000	\$1,767,960	\$1,767,960	\$0
	M-15	0.129	South St to Rising St	Preliminary Engineering - Culvert Replacement	\$450,000	\$368,325	\$368,325	\$0
	Regionwide	3.554	All trunkline routes in Bay Region	Special pavement marking application on trucklines in Bay Region	\$3,420	\$3,078	\$3,078	\$0

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

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

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

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



Below is a listing of the total amount of money programmed in FY 2023 from the FY 2023-2026 TIP, that will make progress towards the Performance Measure (PM) categories listed below.

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