



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

**Genesee County Administration Building
Room 301
1101 Beach Street, 3rd Floor
Flint, Michigan 48502**

**Thursday, December 12, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the November 7, 2024 Regular Meeting (attached)
- IV. Old Business
 - ***A. 2025 State Safety Performance Measure Targets (attached)
- V. New Business
 - ***A. Adjusted 4-year NHS Pavement Performance Measure Condition Targets (attached)
 - ***B. Adjusted 4-year NHS Bridge Performance Measure Condition Targets (attached)
 - ***C. FY 2026 - 2029 Transportation Improvement Program (TIP) Prioritized List of Projects (attached)
 - D. FY 2025 Transportation Improvement Program (TIP) Allocation Update (attached)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – January 9, 2025, at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, November 7, 2024 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, November 7, 2024, in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Alex Patsy called the meeting to order at approximately 1:30 p.m.

II. ROLL CALL

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

Present: Abdul Khandker, Alex Patsy, Amber Abbey, Andrea Schroeder, Dennis McDonagh, Ellen Glass, Lynn Markland, Max Gierman, Michael Pifer, Michelle King, Olayinka Ajimoko, Paige DeHate, Robert Johnson, Rod McGaha, and Shawnice Dorsey.

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

Others Present: Jacob Maurer, Kris Garris, McKenna Dutkiewicz, and Dru Hajec.

III. MINUTES

*****A. Minutes of the October 3, 2024 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Lynn Markland, to approve the minutes of the October 3, 2024 regular meeting as presented. **Motion carried unanimously.**

IV. OLD BUSINESS

A. US-23 Corridor Study Update

Cheryl Gregory, Project Manager, from Rowe Professional Services introduced herself, John Ward from Rowe, and Jill Bower from Fishbeck - key members of the consultant team.

Ms. Gregory gave a quick overview on the study, which contains about 13 miles of the US 23 corridor from the south county line north to Bristol Rd. including seven of the

interchanges along the corridor. Additionally, they are analyzing road segments one mile east and one mile west of each of these interchanges.

Ms. Gregory reported that the traffic study is approximately 80% complete, having commenced in late 2023. The draft report is nearing finalization. Data collection for traffic patterns, analysis of current and future no-build conditions, public survey results, and the Practical Alternative Analysis have all been completed. The study is hosted on a dedicated webpage within the Planning Commission's website, with the report formatted for seamless integration.

The study examines both motorized and non-motorized traffic, assessing existing facilities, intersections, and corridors. It includes data on current levels of service and a three-year crash history. Proposed short-term improvements include measures such as access management, signage, and lane striping. Long-term solutions under consideration include bridge widening, dual roundabouts at ramps, single-point urban interchanges, and diverging diamond interchanges. These alternatives are evaluated based on cost, right-of-way impacts, utility considerations, and environmental implications to determine the most effective options.

Mr. Jacob Maurer asked if any intersections studied currently use ITS (Intelligent Transportation Systems) technology. Ms. Gregory responded that she believes none are equipped with ITS.

Ms. Gregory highlighted specific issues along the US-23 corridor, particularly around interchanges, where weaving movements and crash-prone areas were analyzed. Suggested improvements include enhanced signage, striping, lighting, and crash investigation pull-offs, which MDOT has incorporated into newer roadway designs. Operational enhancements for both short- and long-term improvements between interchanges are also being explored.

The study also examines regional travel patterns, including origins and destinations on local streets and their connections to US-23. The team is exploring whether improvements to local corridors could reduce freeway congestion and improve accessibility.

In terms of north-south traffic flows, the study analyzes how many travelers use US-23 for regional versus local trips. This planning perspective aims to identify corridors with potential for improvement, relieving local traffic from the freeway by better utilizing the local road network.

The draft report is expected to be completed by November 21 for review by the steering committee. Following feedback and input, the team will refine preferred alternatives and cost estimates. Fishbeck will create 3D traffic simulations, and public information sessions will be scheduled. The final report is targeted for release in January.

Regarding funding, Ms. Gregory noted plans to identify potential grant opportunities. She also acknowledged that changing grant priorities, influenced by recent elections,

could shift from social justice-oriented projects to those addressing capacity and safety needs.

Discussion ensued.

B. List of Approved FY 2026 Safety Projects

Mr. Kris Garris reported that MDOT approved \$975,000 in federal funding for two Genesee County safety projects for FY 2026. These include constructing a roundabout at the Fenton and Baldwin Roads intersection and installing a traffic signal at Irish and Potter Roads.

Mr. Patsy noted increased traffic and crashes at the Fenton and Baldwin Roads intersection and suggested the roundabout be expandable from a single lane to a multi-lane design. At Irish and Potter Roads, where traffic has increased due to M-15 detours, the widened intersection requires a signal for improved safety.

V. NEW BUSINESS

*****A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #20**

Ms. McKenna Dutkiewicz stated that TIP Amendment #20 is proposing to abandon one project, change four projects, add one new safety project and add one new safety GPA to the 2023-2026 Transportation Improvement Program (TIP). These projects were brought to committee in October 2024, however were not brought through our public involvement process so they are still highlighted on this amendment.

The amendment includes reallocating funds from the abandoned 2026 Saginaw Street project to the 2025 Grand Blanc project, additional state funding for the 2025 Silver Lake Road trail project, and updated budgets for GCRC projects on N. Belsay Road and Genesee Road.

Additionally, federal funding of \$750,000 for the Fenton and Baldwin roundabout and \$225,000 for Irish and Potter signal improvements has been added to the local Traffic Operations and Safety GPA for increased flexibility.

Motion: Action: Approve, **Moved by** Michael Pifer, **Supported by** Lynn Markland, to approve the FY 2023-2026 Transportation Improvement Program (TIP) Amendment #20.
Motion carried unanimously.

B. 2025 State Safety Performance Measures (attached)

Mr. Garris stated that on September 18th, MDOT provided Metropolitan Planning Organizations (MPOs) with the statewide safety targets for the calendar year 2025 as required by the FAST Act. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2024 Statewide Safety Targets last year. GCMA has until February 27, 2025, to either adopt the statewide targets or adopt our own local targets. The five performance measures and 2025 targets can be found in the memo. The baseline condition used to calculate those targets was the 2019-2023 data.

Staff is currently reviewing the Genesee County crash data and will see how they relate to the statewide trends. Staff's recommendation on the 2025 Safety Performance Targets will be brought through this committee for approval in December. Included in the memo are the State safety target documentation and letters that were sent to the MPO's.

Mr. Maurer pointed out that these are trends. Federally they have to be called targets. We will be looking at whether the trends in Genesee County are comparable to the state. The county tends to follow the state's trends.

*****C. 2025 Meeting Dates (attached)**

Mr. Garris stated the meeting dates for 2025 can be found in the memo. They are typically the first Thursday of the month at 1:30 pm except if affected by a holiday. There are two on the list (January and July). In addition, Mr. Garris noted that Genesee County facilities will be moving to the new building in the early half of next year. We will provide the updated meeting information for the meeting locations when we know them.

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Amber Abbey, to approve the 2025 Meeting Dates. **Motion carried unanimously.**

VI. OTHER BUSINESS

Mr. Maurer stated that he will be touching base with some of the road agencies regarding fiscal year 2025 estimate updates. There was a small percent decrease for fiscal year 2025. There will not be amendments but will be working with road agencies to adjust projects down \$5,000 to \$10,000 per project.

Mr. Maurer stated that a TSM place holder for next Thursday will be going out and will be discussing next cycle's projects.

VII. ANNOUNCEMENTS

Mr. Patsy announced the completion of Cook Road and several other construction projects. He also noted the retirement of Richard Hill, GCRC Design Manager, after 24 years.

Mr. Maurer encouraged participation in the Genesee County Master Planning Process survey, open until year-end.

Ms. Shawnice Dorsey of MTA introduced Dennis McDonagh and announced his participation in future meetings.

VIII. ADJOURNMENT

Chairperson Patsy adjourned the meeting at approximately 2:19 pm.

Respectfully submitted,

Theresa LeFavour
Genesee County Metropolitan Planning Commission

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: December 12, 2024

SUBJECT: 2025 Safety Performance Measure Targets

On September 18th, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2025 as required to meet performance measure requirements of the Infrastructure Investment and Jobs Act (IIJA) annually. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2024 Statewide Safety Targets last year. GCMA has until February 27, 2025 to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline through calendar year 2023 (5 year rolling average), 2024 target (5 year rolling average), followed by the 2025 target (5 year rolling average).

Safety Performance Measure	Baseline Through 2023 (2019-2023)	2024 State Safety Target (2019-2023)	Calendar Year 2025 State Safety Target (2020-2024)
Fatalities	1,085.2	1,109.2	1,098.0
Fatality Rate (per 100 million VMT)	1.137	1.152	1.113
Serious Injuries	5,727.8	5,785.0	5,770.1
Serious Injury Rate (per 100 million VMT)	5.988	5.999	5.850
Non-Motorized Fatalities & Serious Injuries	743.0	710.8	728.3

Crash trends locally in Genesee County are very similar to statewide trends in crash rates. In the performance measure categories of Fatality Rate, Serious Injury Rate, and Non-Motorized Fatalities & Serious Injuries, Genesee County trends mirror those of the state as a whole. Fatality and Serious Injury numbers within the County mirror the state for 4 out of the 5 analysis years, deviating in the most recent year of data (2023). This deviation is not enough to warrant adopting local targets rather than statewide targets but is something that should be monitored to ensure accuracy. Genesee County will need to continue to monitor crash data trends, particularly in regards to Fatalities and Serious Injuries, in future years to determine continued conformance with statewide trends.

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Genesee County Metropolitan Alliance to adopt the statewide safety targets for 2025.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

September 18, 2024

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2025. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process for the safety performance measure.

State Safety Targets for Calendar Year 2025:

Safety Performance Measure (5-year rolling average)	Baseline Condition	2025 State Safety Target
Fatalities	1,085.2	1,098.0
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.137	1.113
Serious Injuries	5,727.8	5,770.1
Serious Injury Rate per 100 million VMT	5.988	5.850
Nonmotorized Fatalities and Serious Injuries	743.0	728.3

In accordance with 23 CFR §490.105(f)(1), MPOs shall establish safety targets no later than 180 days after MDOT establishes the state targets in the Michigan Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan's HSIP annual report on August 31, 2024, and MPOs are required to report the metropolitan planning area calendar year 2025 safety targets to MDOT by February 27, 2025. Enclosed is a report documenting the background and analysis for the development of the safety targets.

For each performance measure, MPOs shall establish targets for the metropolitan planning area by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State target for that performance measure, or (2) committing to a quantifiable target for that performance measure for the metropolitan planning area [23 CFR §490.105(f)(3)]. For example, an MPO can elect to plan and program projects toward accomplishing state targets for two measures and develop quantifiable metropolitan planning area targets for the remaining three measures.

Metropolitan Planning Organization Director
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If an MPO elects to develop a quantifiable metropolitan planning area target for one or more safety measures, the MPO is required to coordinate the target development process with MDOT.

Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee, Departmental Specialist, Bureau of Performance Management, at (517) 898-4875 or TravelbeeK@michigan.gov. For questions regarding statewide planning processes, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or LanumJ@michigan.gov.

Thank you for your commitment to improve traffic safety in Michigan.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style and is positioned above the printed name.

Don Mayle, Manager
Statewide Planning Section

Enclosure

cc: J. Lanum, MDOT
D. Parker, MDOT
T. White, MDOT
J. Gutting, MDOT
E. Kind, MDOT
C. Newell, MDOT
G. Dawe, MDOT
K. Travelbee, MDOT
M. Toth, MDOT
A. Pickard, FHWA

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and out-come based program to achieve seven new [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOS), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs and serves as a companion to the HSIP infrastructure investments.

In 2016, the FHWA identified five safety measures, as follows, and the FHWA and NHTSA selected three

measures in common (number 1-3) requiring identical targets be reported in the HSIP and the HSP.

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

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement, but has not published a final rule as of September 2024.

As a result of the remaining conflict in regulation, the FHWA and NHTSA waived the identical HSIP and HSP target setting requirements for 2024 and 2025.



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor’s Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state’s safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

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

The current annual timeline for establishing and reporting safety targets is as follows, and subject to change once FHWA issues an anticipated update to 23 CFR Part 490:

August 31: MDOT reports statewide safety targets (i.e., all Michigan public roads) for the next calendar year to FHWA through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must

provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

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

MPO TARGET SETTING

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

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

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

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (i.e., in 2027 FHWA will provide MDOT a significant progress determination letter for 2025 safety targets). A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use

obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

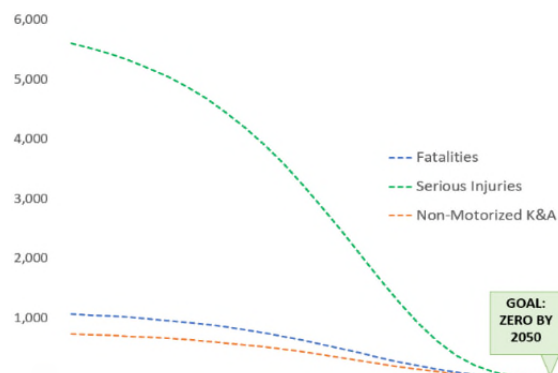
Data

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

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2025 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.



Calculation Steps

MDOT calculated the baseline and established the 2025 targets using the below steps. Fatalities are used for demonstration noting the same steps are utilized for all five measures. Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

Year	BASELINE	
	Annual Fatalities	5-Year Rolling Average
2015	967	967.0
2016	1,065	1,016.0
2017	1,031	1,021.0
2018	977	1,010.0
2019	986	1,005.2
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023 ⁽¹⁾	1,095	1,085.2
2024 ⁽²⁾	1,074	1,102.9
2025 ⁽³⁾	1,062	1,098.0

1. Calculate the baseline. In 2025, the baseline is the outcome for a measure (e.g., annual fatalities) for the year prior to the establishment of the State’s target. In this case, it is the 5-year average of annual fatalities (2019-2023)

$$\frac{986_{(2019)} + 1,086_{(2020)} + 1,136_{(2021)} + 1,123_{(2022)} + 1,095_{(2023)}}{5} = 1,085.2$$

2. Calculate the declining projection for 2024 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2023 actual performance) by 0.990 = 1,074
 - b. Calculate 5-year rolling average for 2020 through 2024 using 1,074 declining projection for 2024 = 1,102.9
3. Calculate the declining projection for 2025 fatalities and 5-year rolling average.
 - a. Multiply 2024 projection by 0.989 = 1,062
 - b. Calculate 5-year rolling average for 2021 through 2025 using 1,062 declining projection for 2025 = 1,098.0

Repeat steps for remaining four measures.

2025 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,098.0
Rate of Fatalities per 100M VMT	1.113
Number of Serious Injuries	5,770.1
Rate of Serious Injuries per 100M VMT	5.850
Number of Non-Motorized Fatalities and Serious Injuries	728.3

References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/ Dashboard](#)

TARGETS REPORTED TO FHWA 5-Year Rolling Average

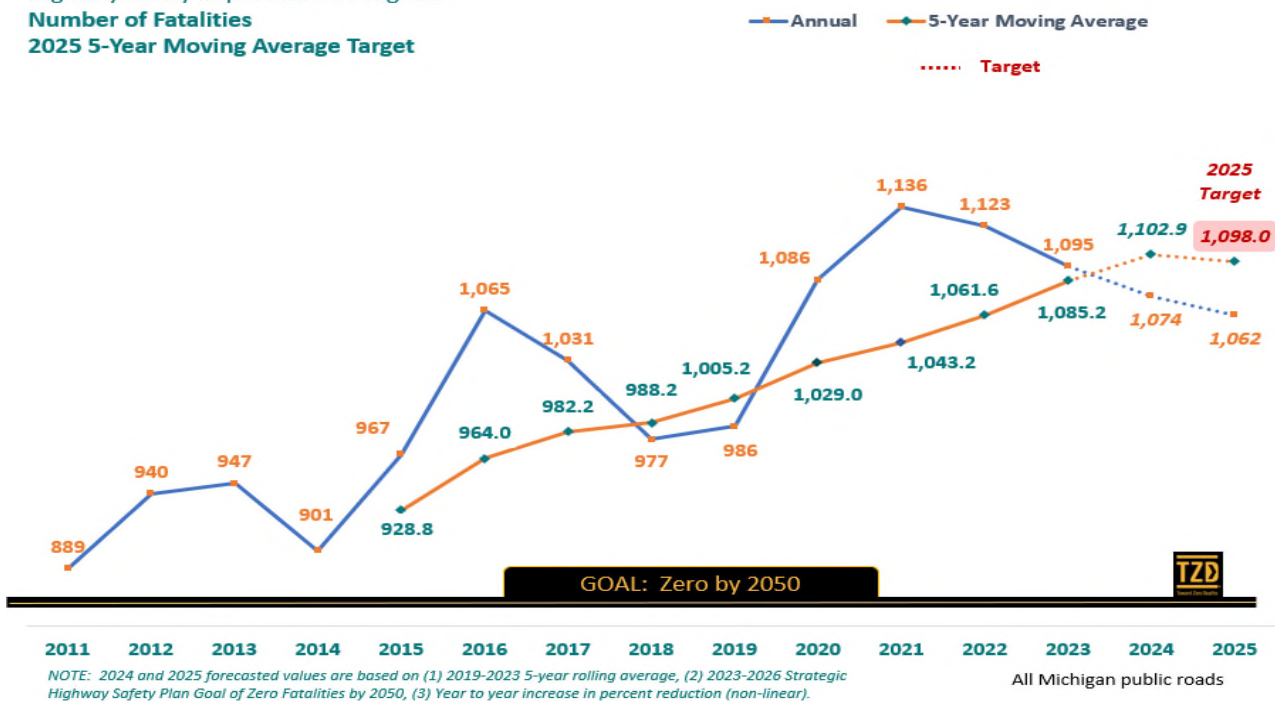
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	0.982	5533.6	5.609	771.2
2022	1065.2	1.098	5733.2	5.892	791.6
2023	1105.6	1.136	5909.2	6.058	743.4
2024	1109.2	1.152	5785.0	5.999	710.8
2025	1098.0	1.113	5770.1	5.850	728.3

ANNUAL CRASH DATA

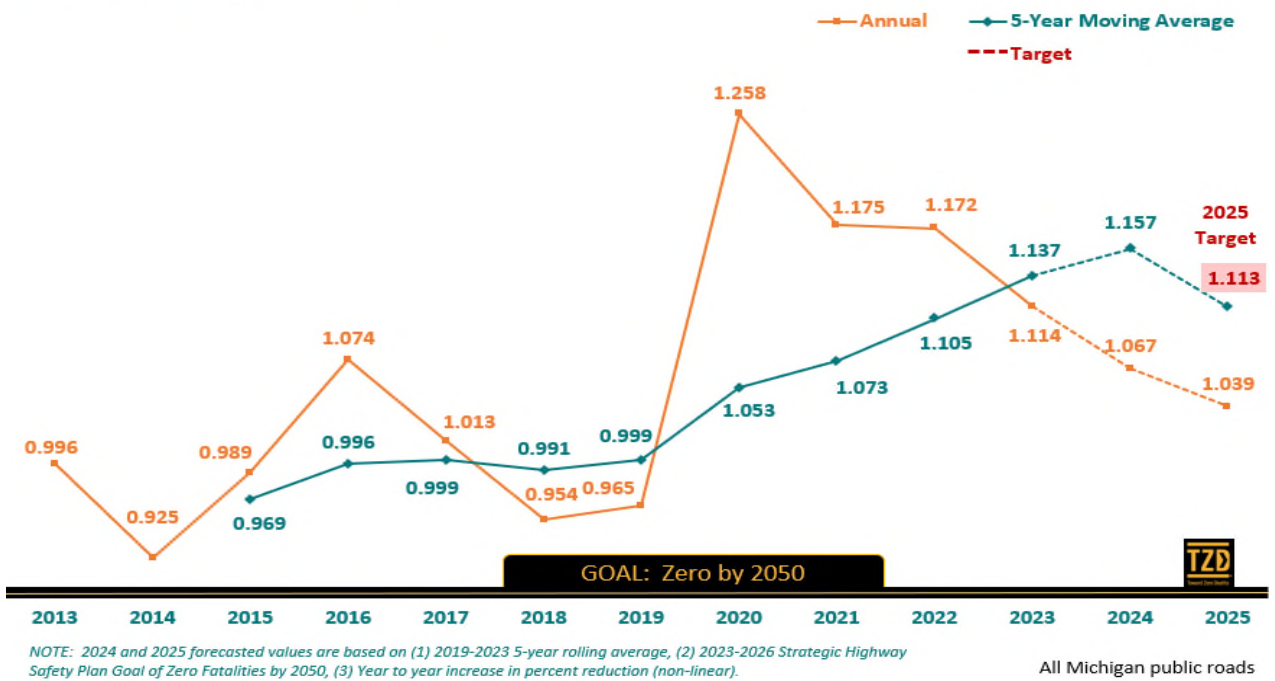
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024*	1,074	1.067	5,671	5.631	736
2025*	1,062	1.039	5,603	5.482	727

* Projected, reflects curved slope goal of ZERO by 2050

Highway Safety Improvement Program
Number of Fatalities
 2025 5-Year Moving Average Target



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2025 5-Year Moving Average Prediction



Highway Safety Improvement Program
Number of Serious Injuries
 2025 5-Year Moving Average Prediction



2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
 2025 5-Year Moving Average Prediction

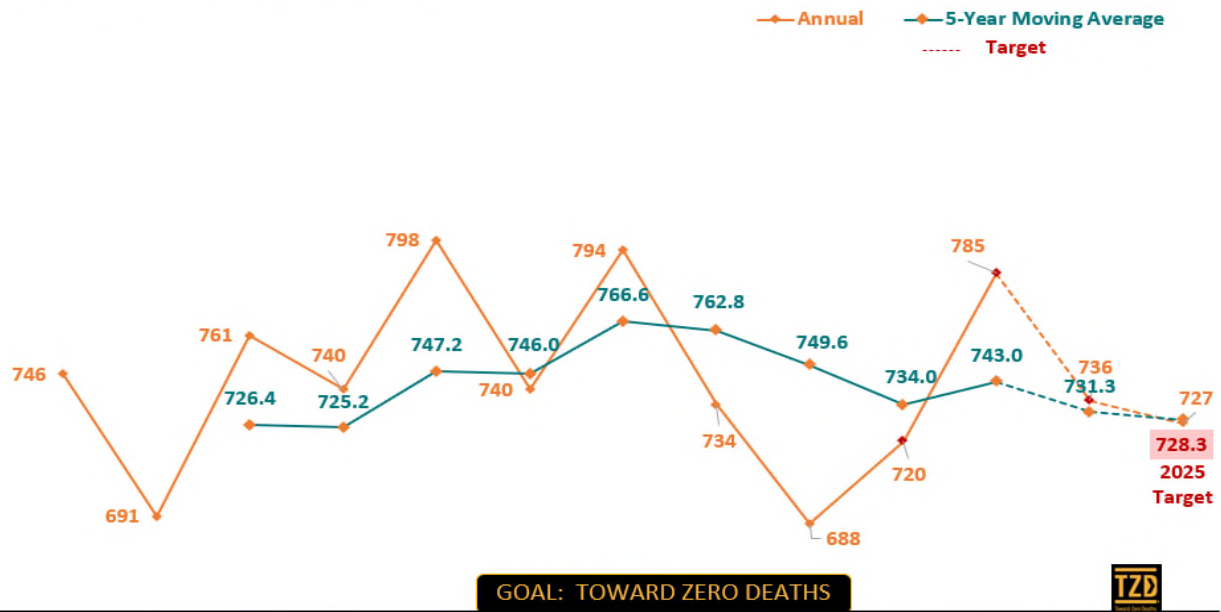


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

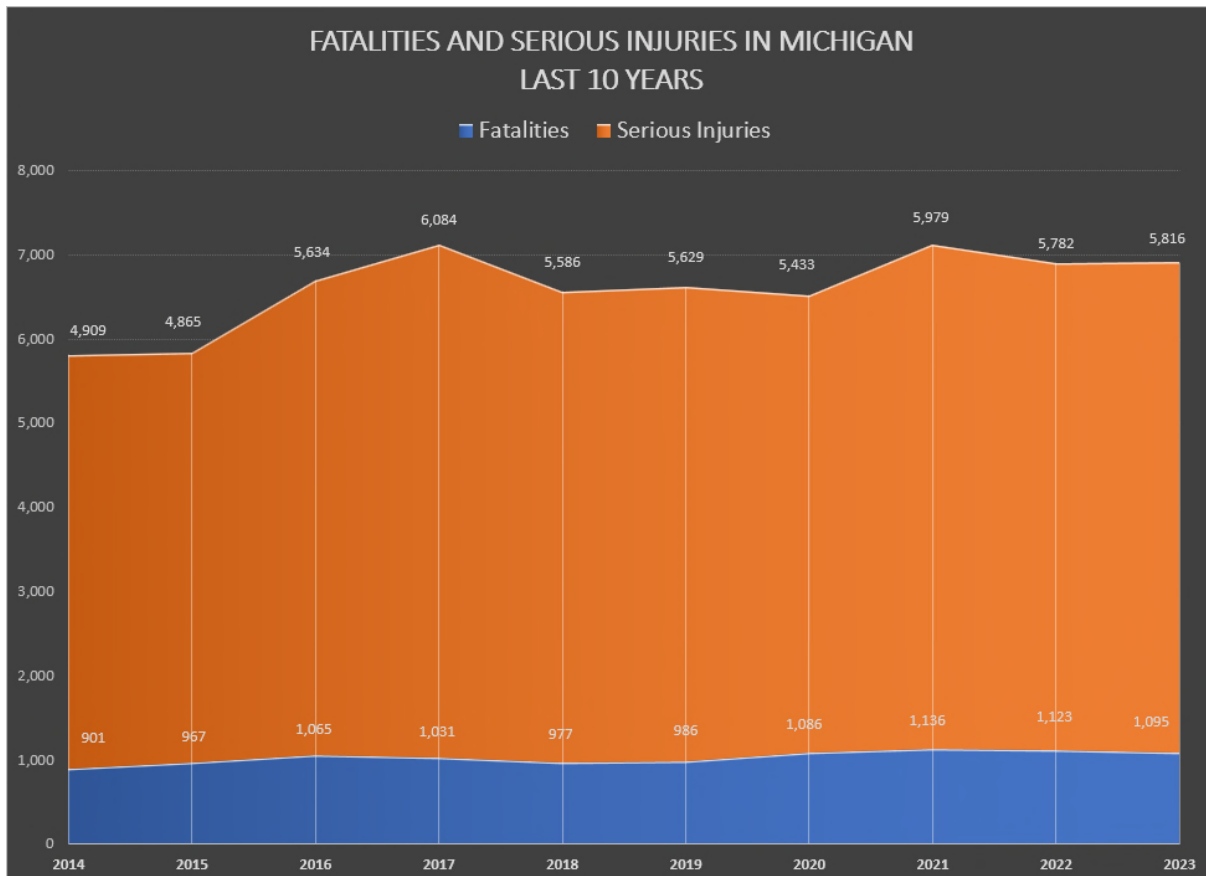
Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
 2025 5-Year Moving Average Prediction



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

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

All Michigan public roads



RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS
Modified from *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*

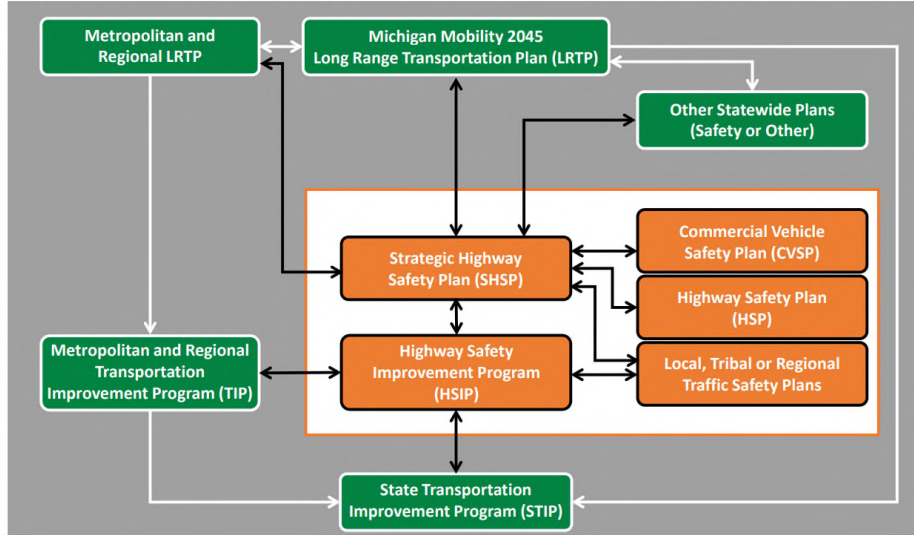


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)



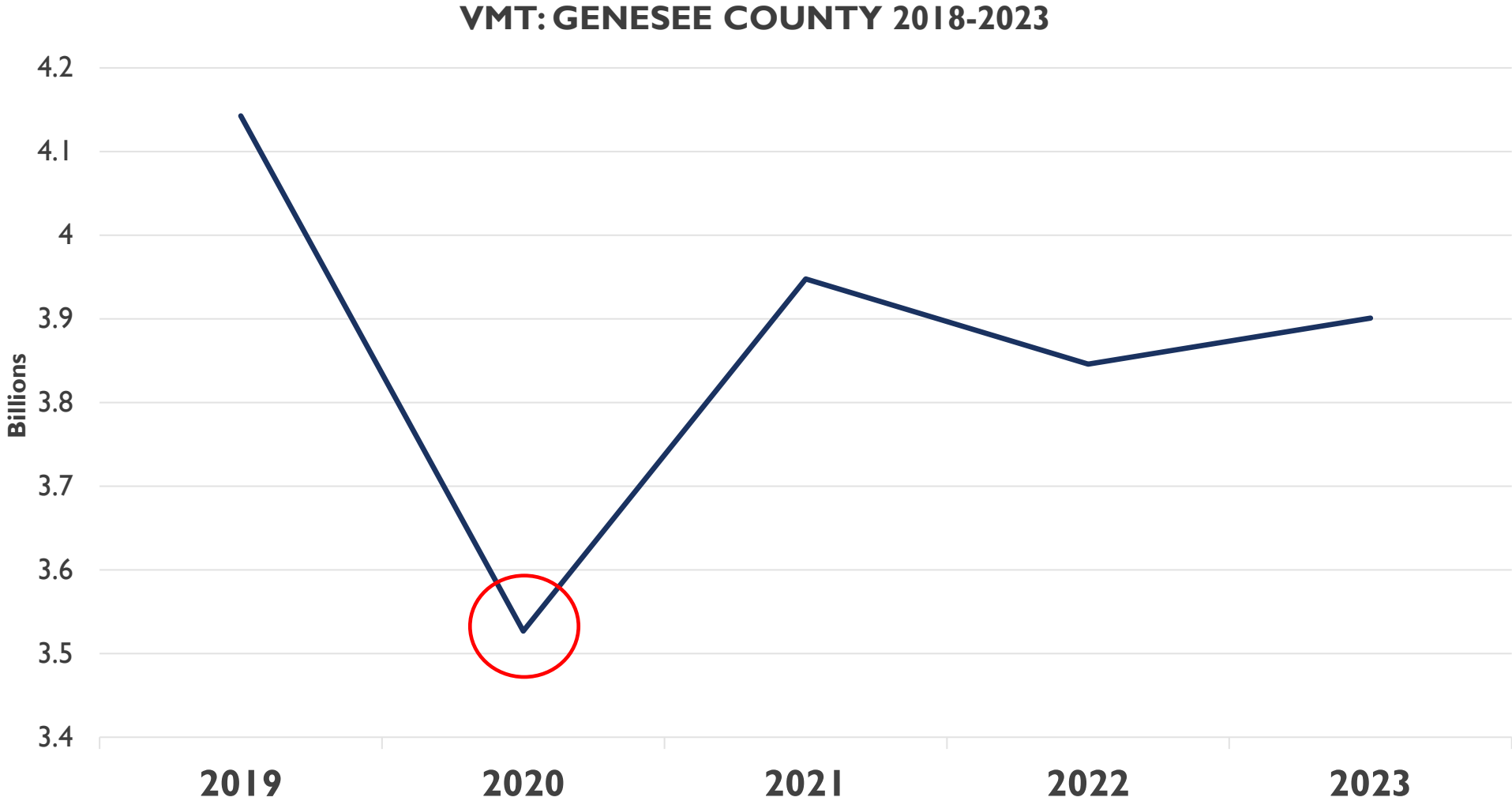
GENESEE COUNTY CRASH TRENDS

DECEMBER 2024



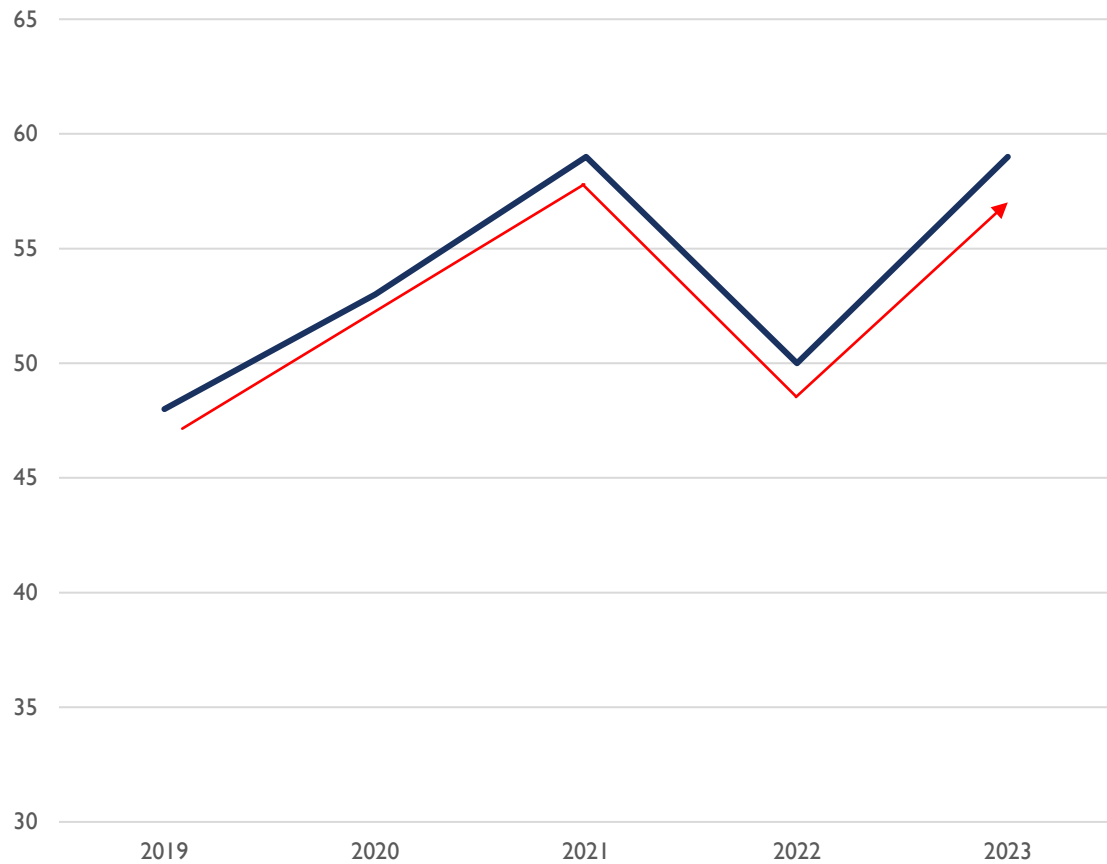
VEHICLE MILES TRAVELED

YEAR	VMT (thousands)
2010	4,257,168
2011	4,090,373
2012	3,997,631
2013	3,993,165
2014	3,969,673
2015	4,095,921
2016	4,068,223
2017	4,154,170
2018	4,140,490
2019	4,142,587
2020	3,526,841
2021	3,947,732
2022	3,845,938
2023	3,900,977

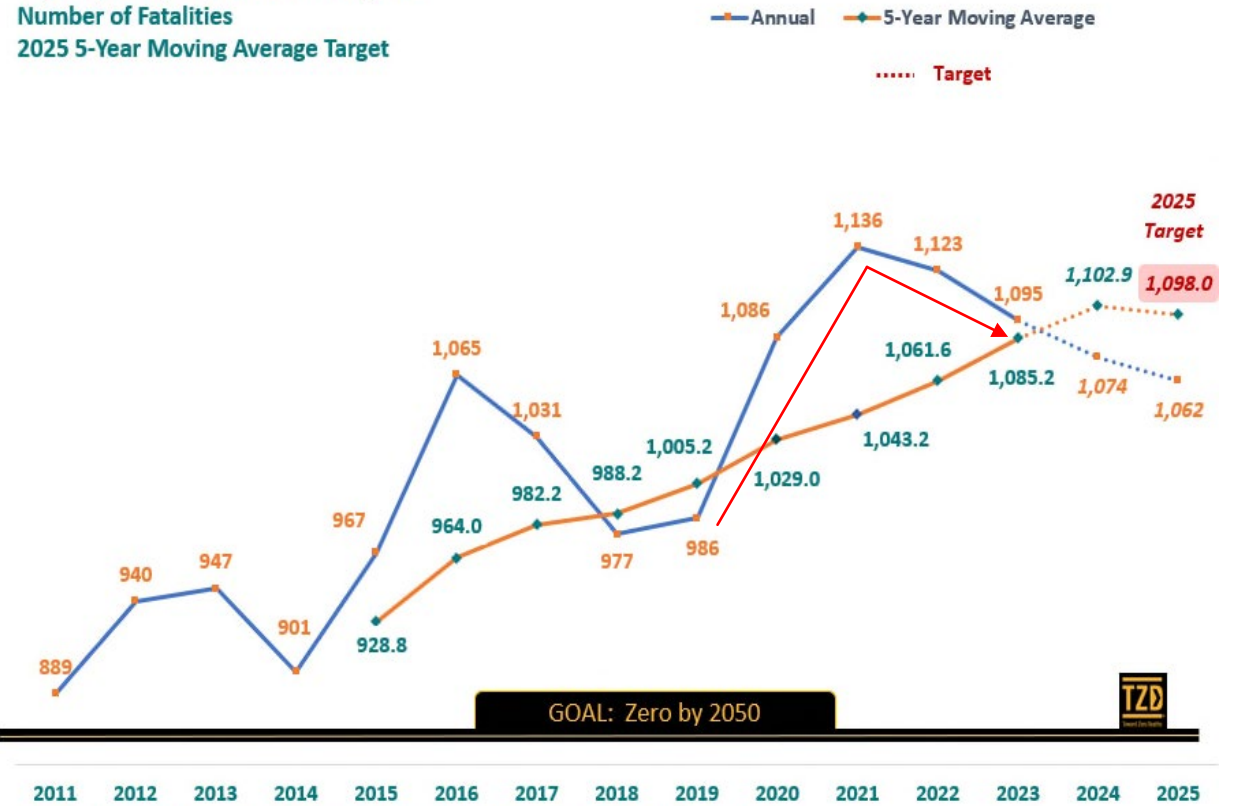


FATALITIES

Genesee County Traffic Fatalities: 2019-2023



Highway Safety Improvement Program
Number of Fatalities
2025 5-Year Moving Average Target



GOAL: Zero by 2050



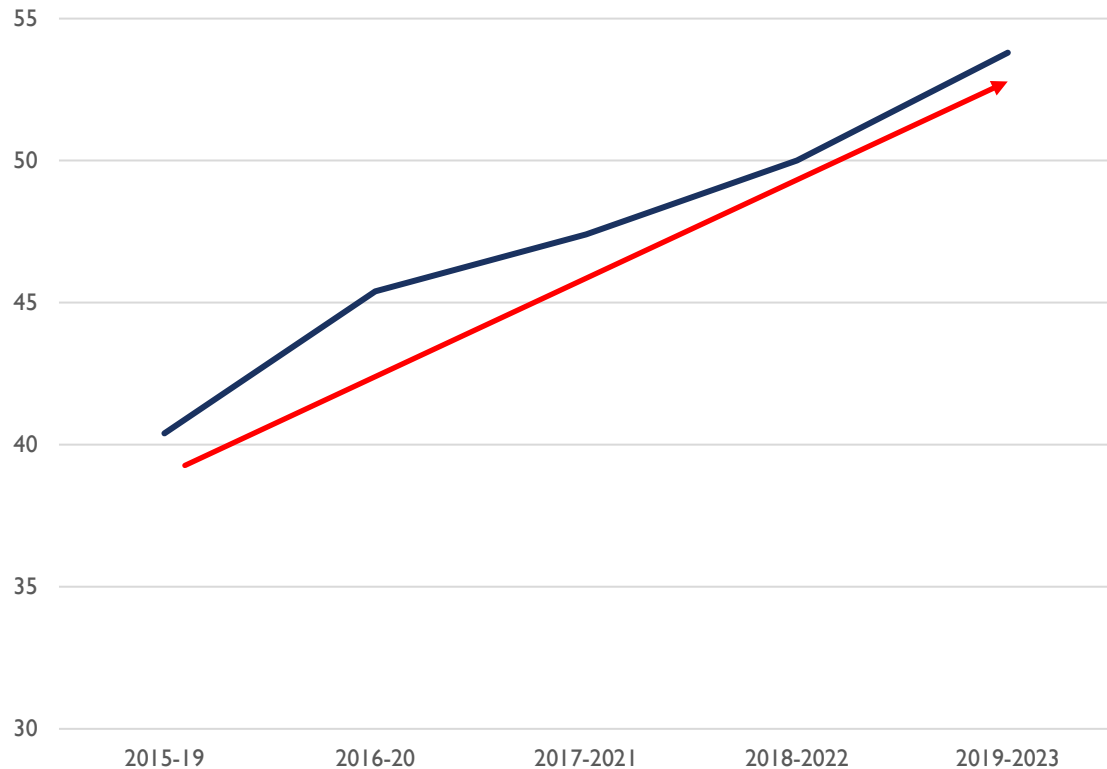
2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

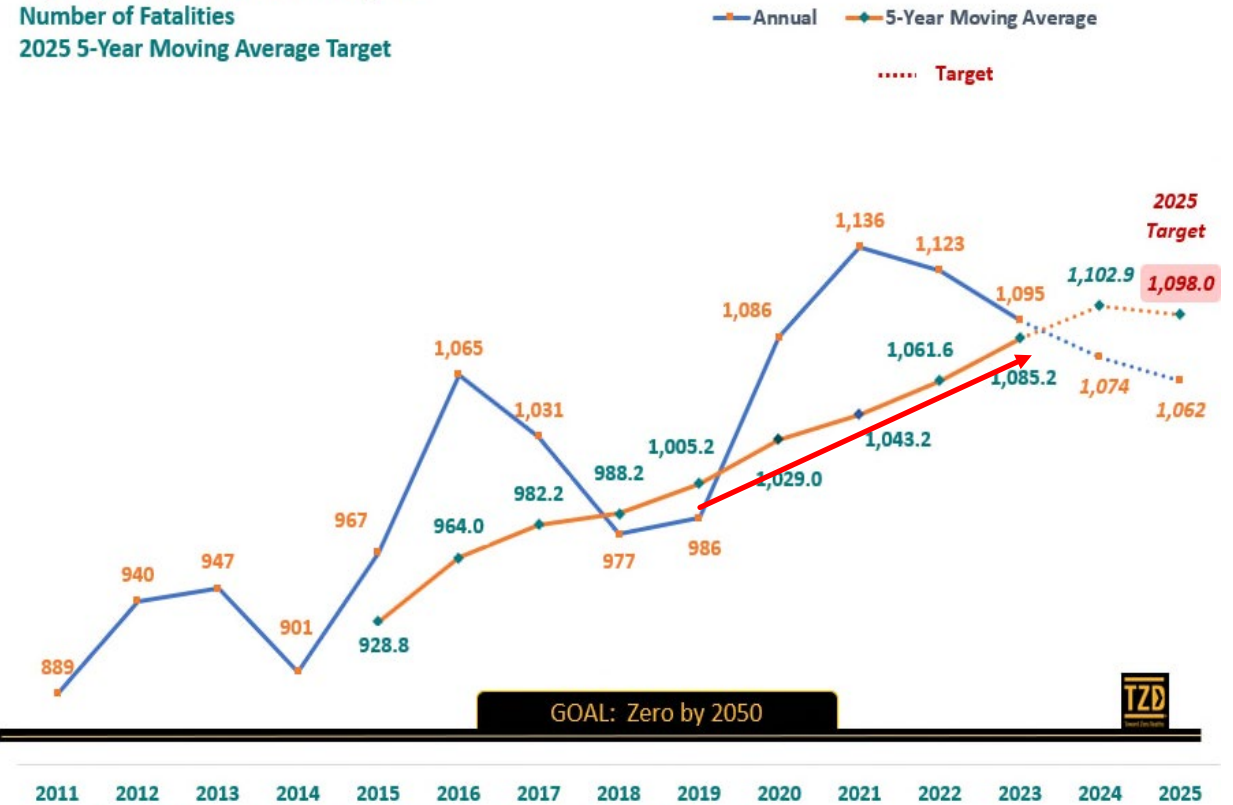
All Michigan public roads

FATALITIES 5-YEAR ROLLING AVERAGE

Genesee County Traffic FATALITIES: 5-YEAR ROLLING AVERAGES



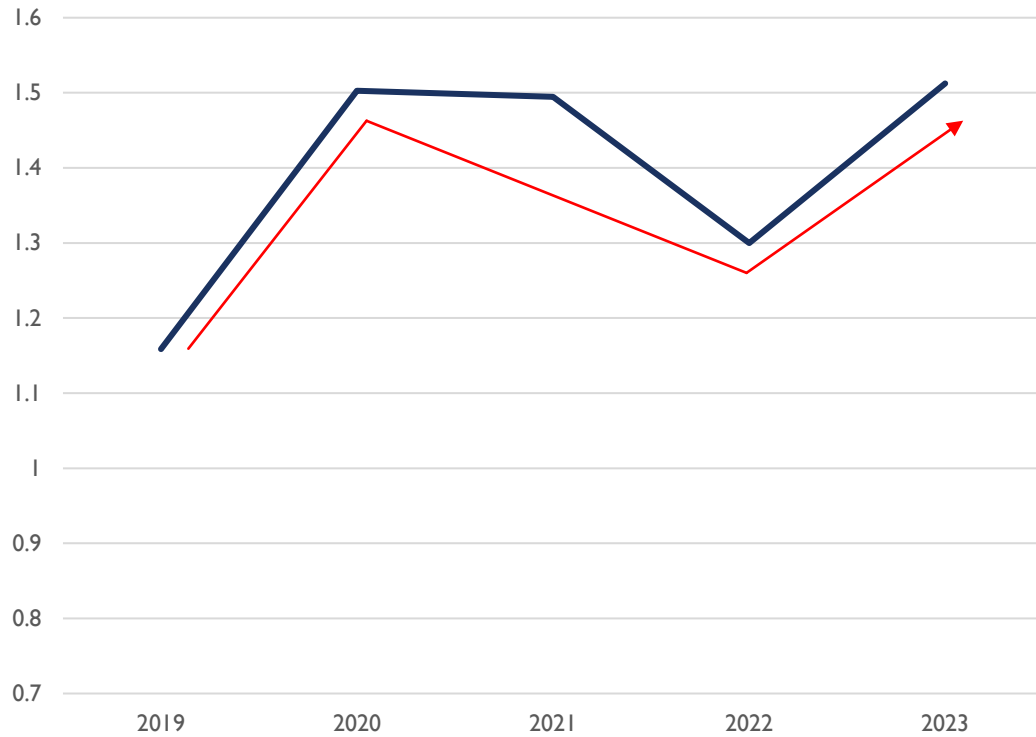
Highway Safety Improvement Program
Number of Fatalities
2025 5-Year Moving Average Target



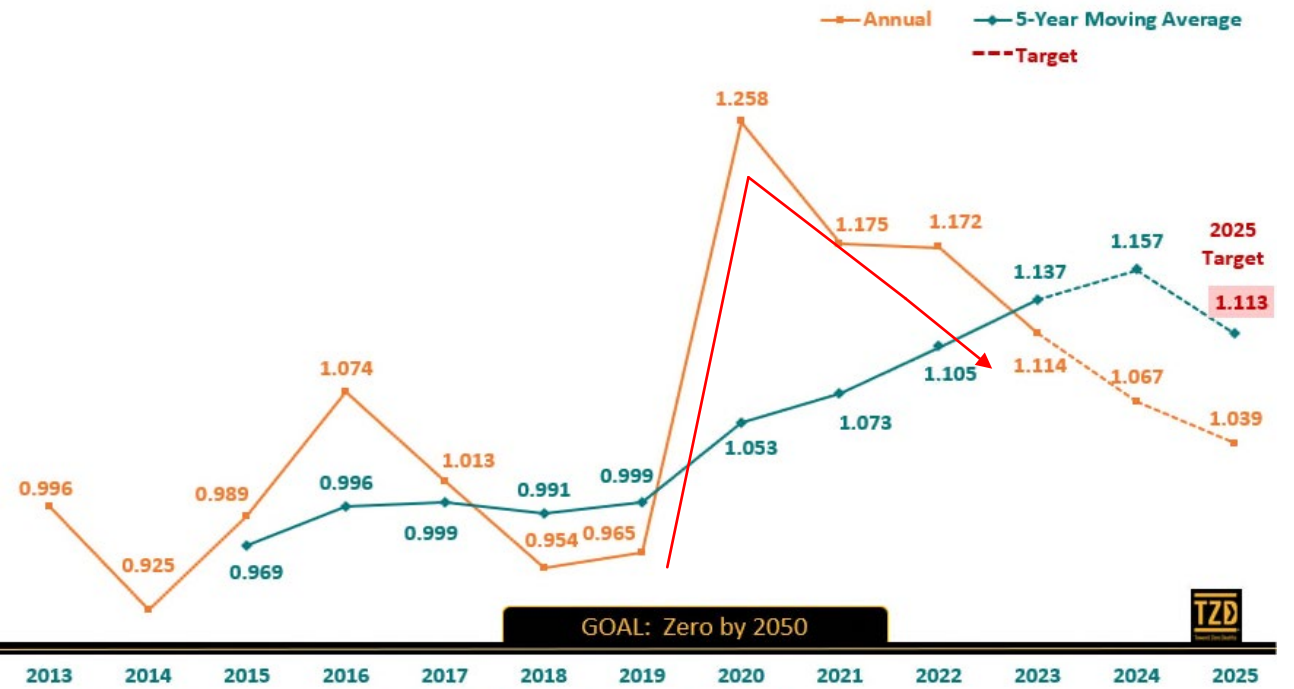
NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear). All Michigan public roads

FATALITY RATE

FATALITIES PER 100M VMT: 2019-2023



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
2025 5-Year Moving Average Prediction



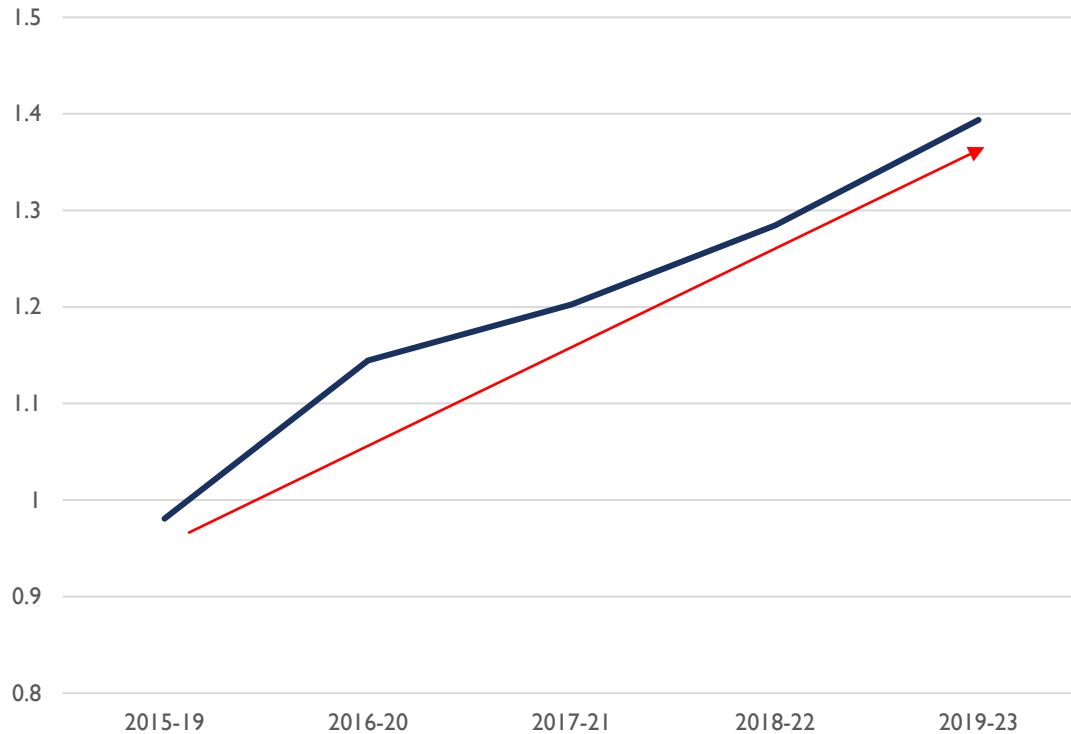
GOAL: Zero by 2050



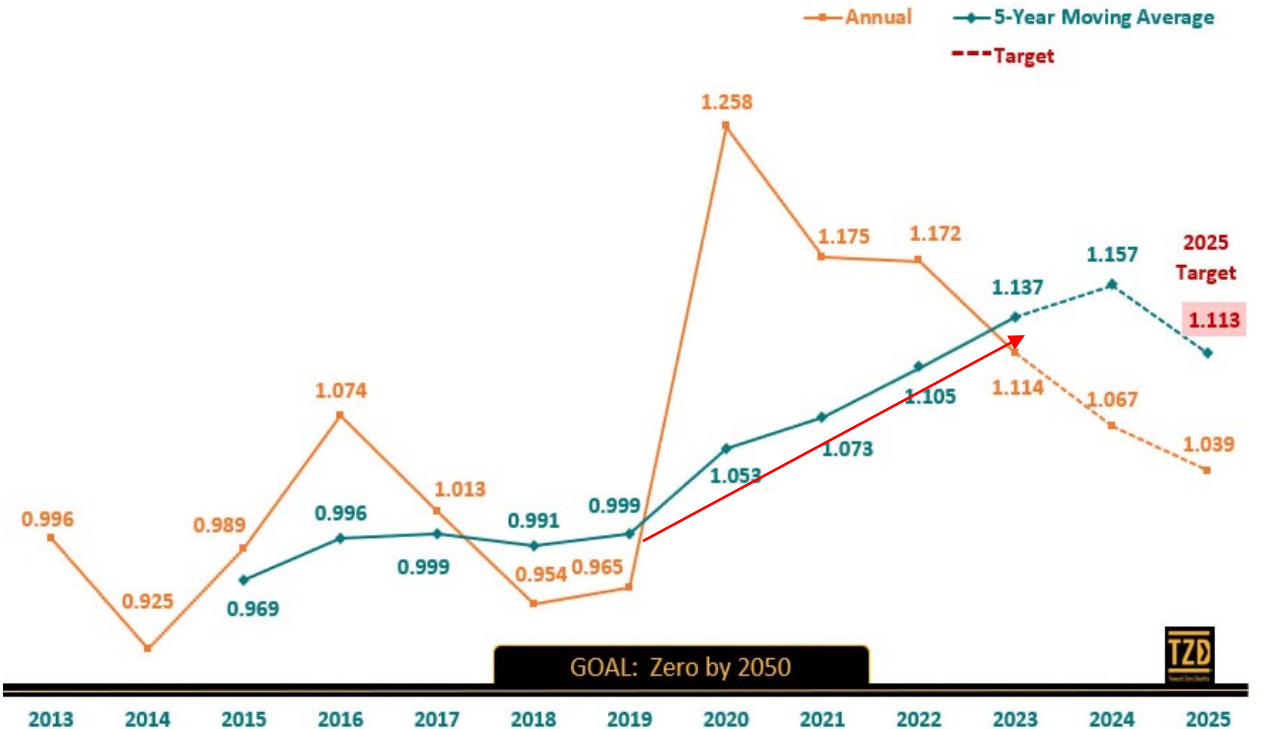
NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

FATALITY RATE 5-YEAR ROLLING AVERAGE

FATALITIES PER 100M VMT: 5-YEAR ROLLING AVERAGE



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
2025 5-Year Moving Average Prediction

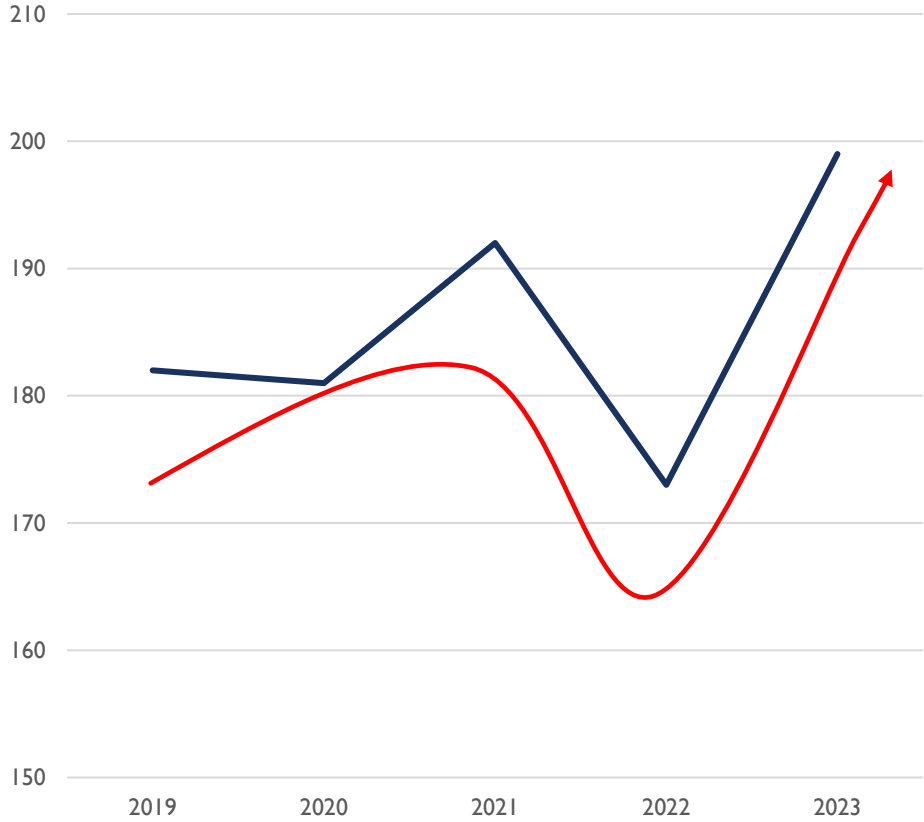


NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

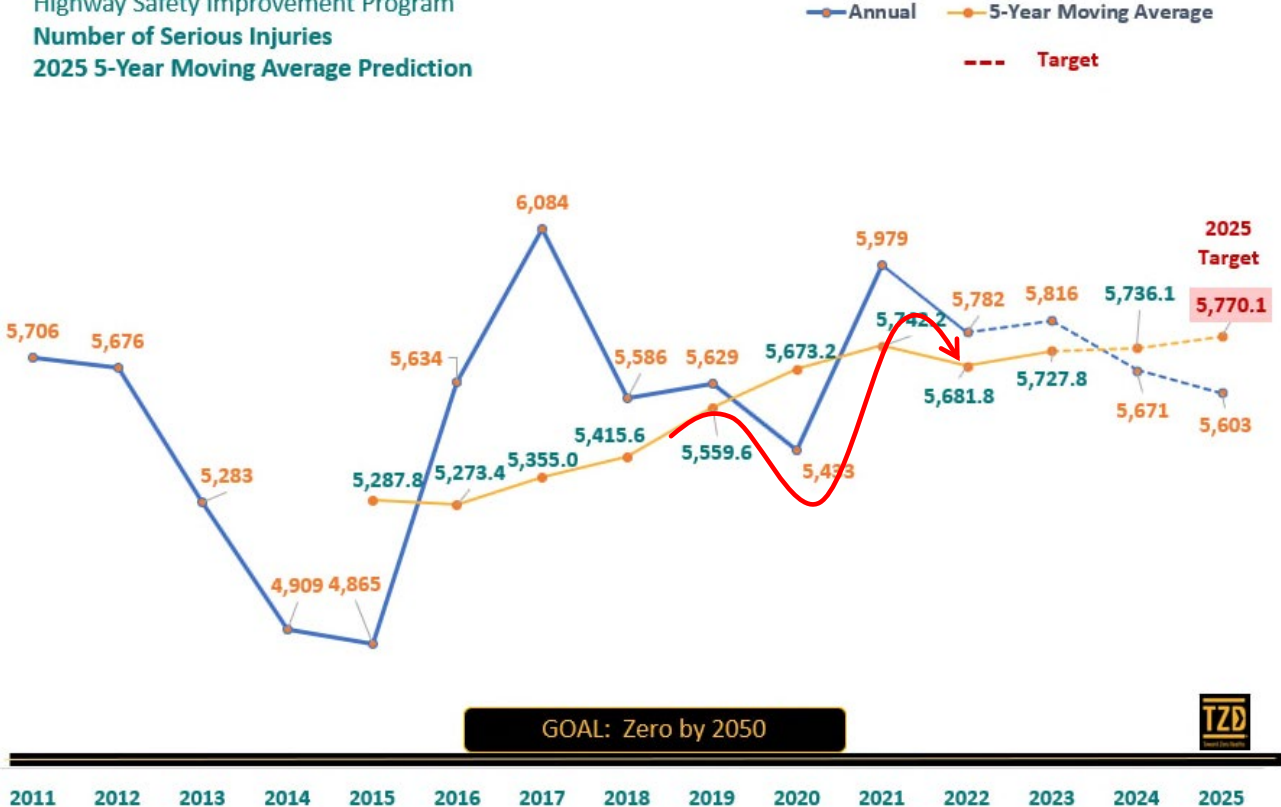


SERIOUS INJURIES

SERIOUS INJURIES: 2019-2023



Highway Safety Improvement Program
Number of Serious Injuries
2025 5-Year Moving Average Prediction



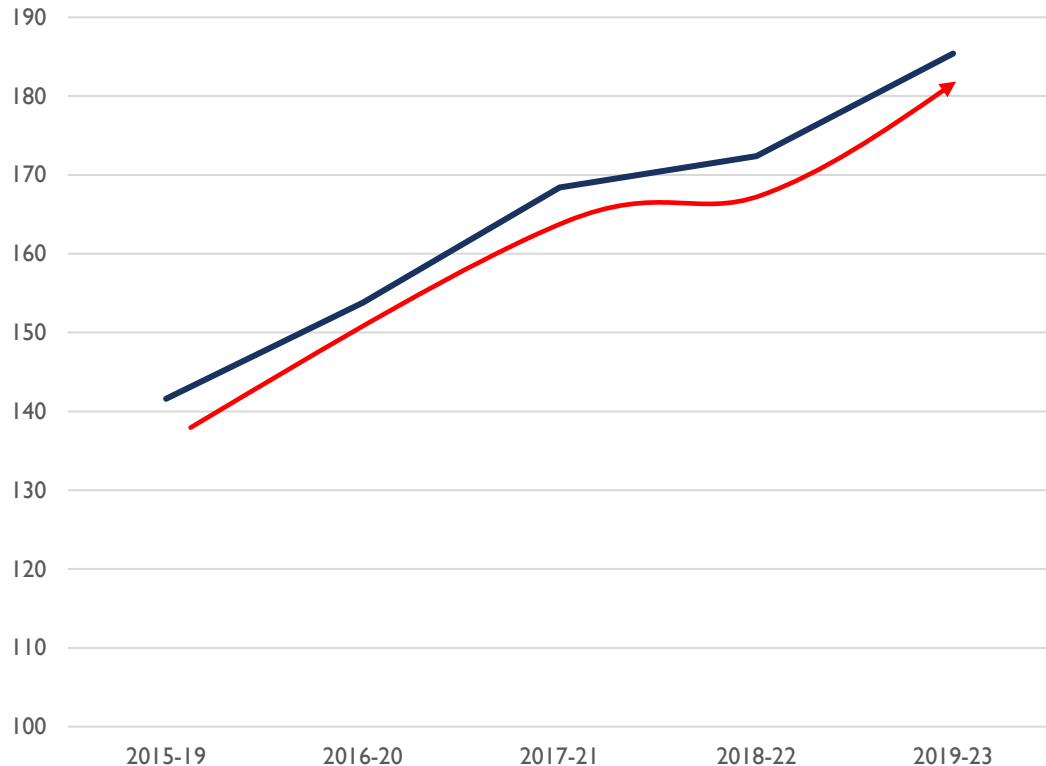
GOAL: Zero by 2050



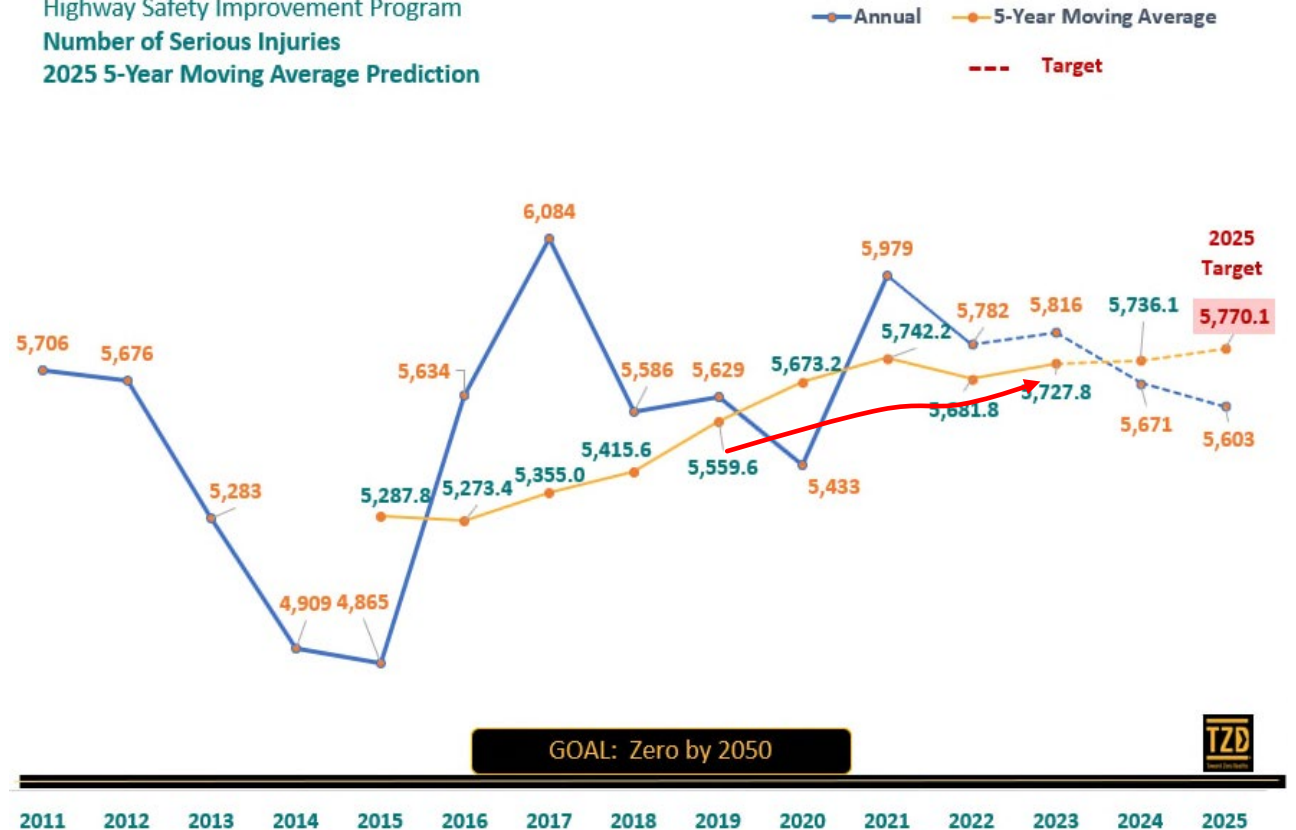
NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

SERIOUS INJURIES 5 YEAR ROLLING AVERAGE

SERIOUS INJURY: 5-YEAR ROLLING AVERAGES



Highway Safety Improvement Program
Number of Serious Injuries
2025 5-Year Moving Average Prediction

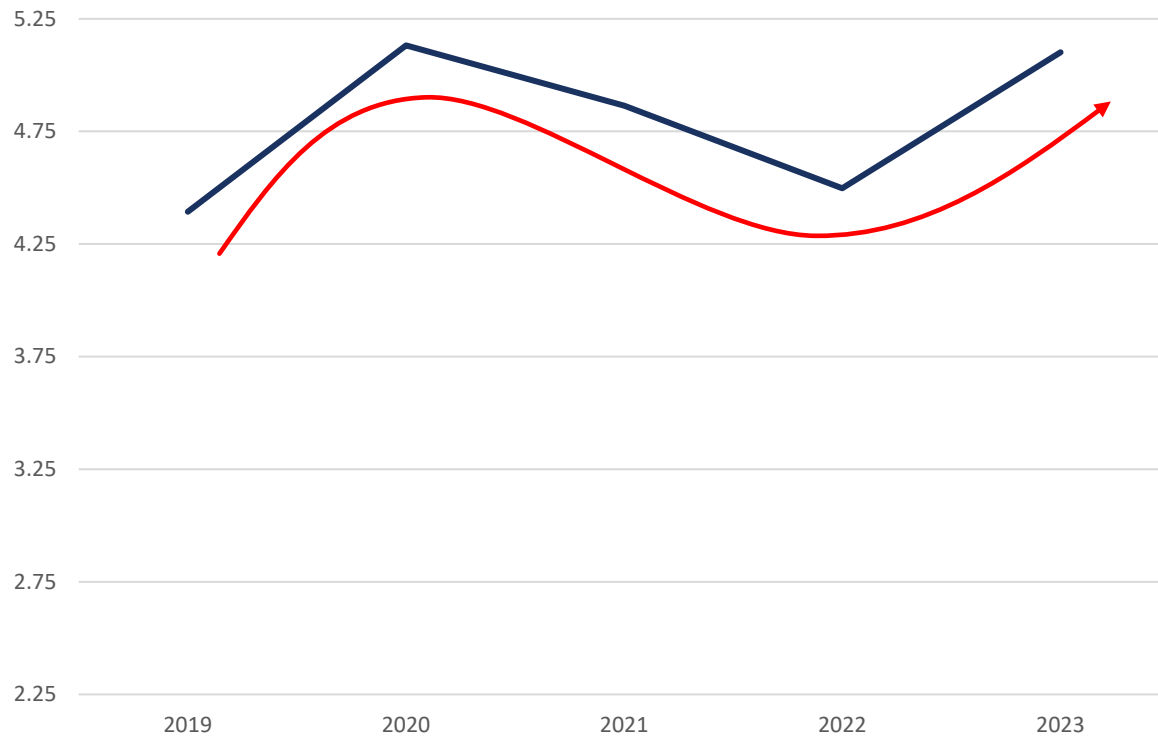


NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

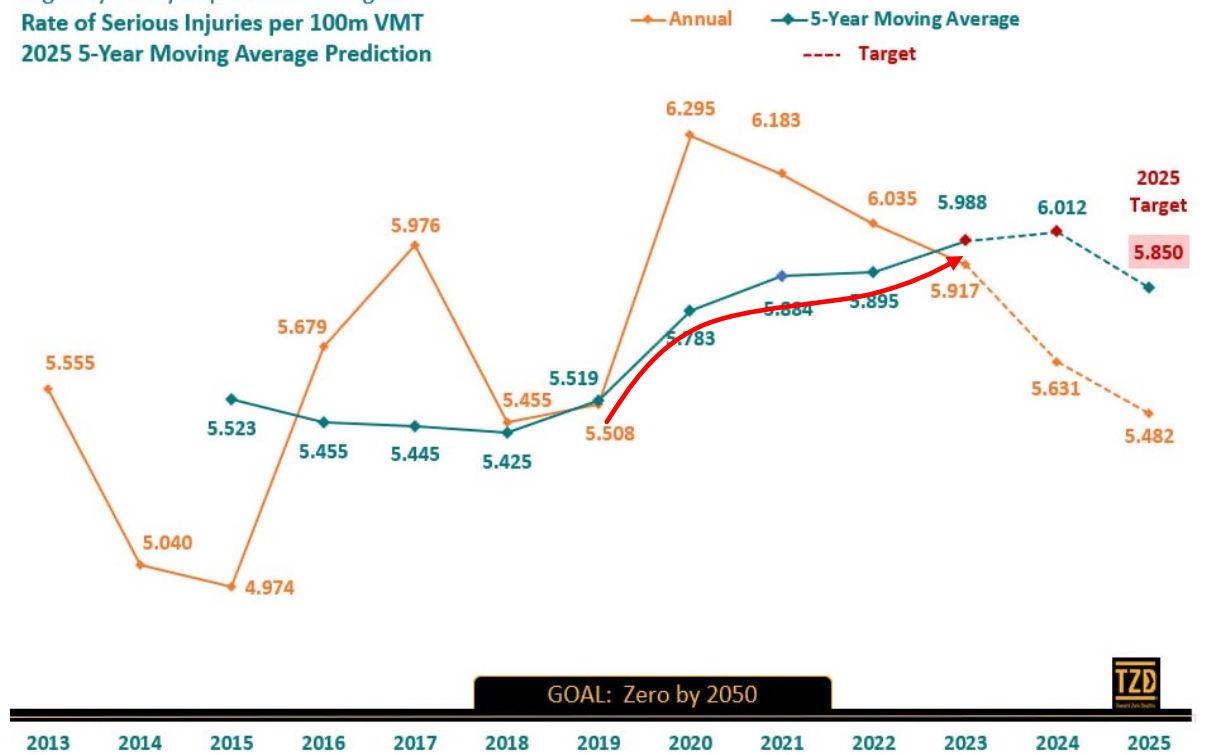


SERIOUS INJURY RATE

SERIOUS INJURY PER 100M VMT:



Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2025 5-Year Moving Average Prediction



GOAL: Zero by 2050

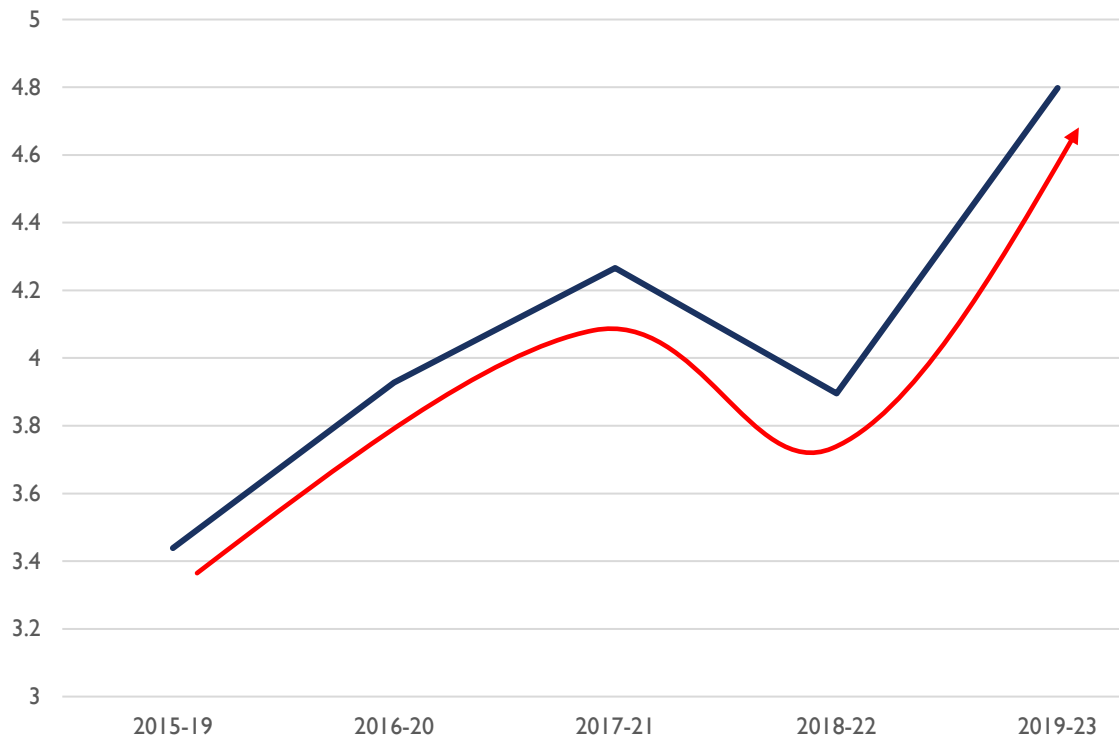


NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

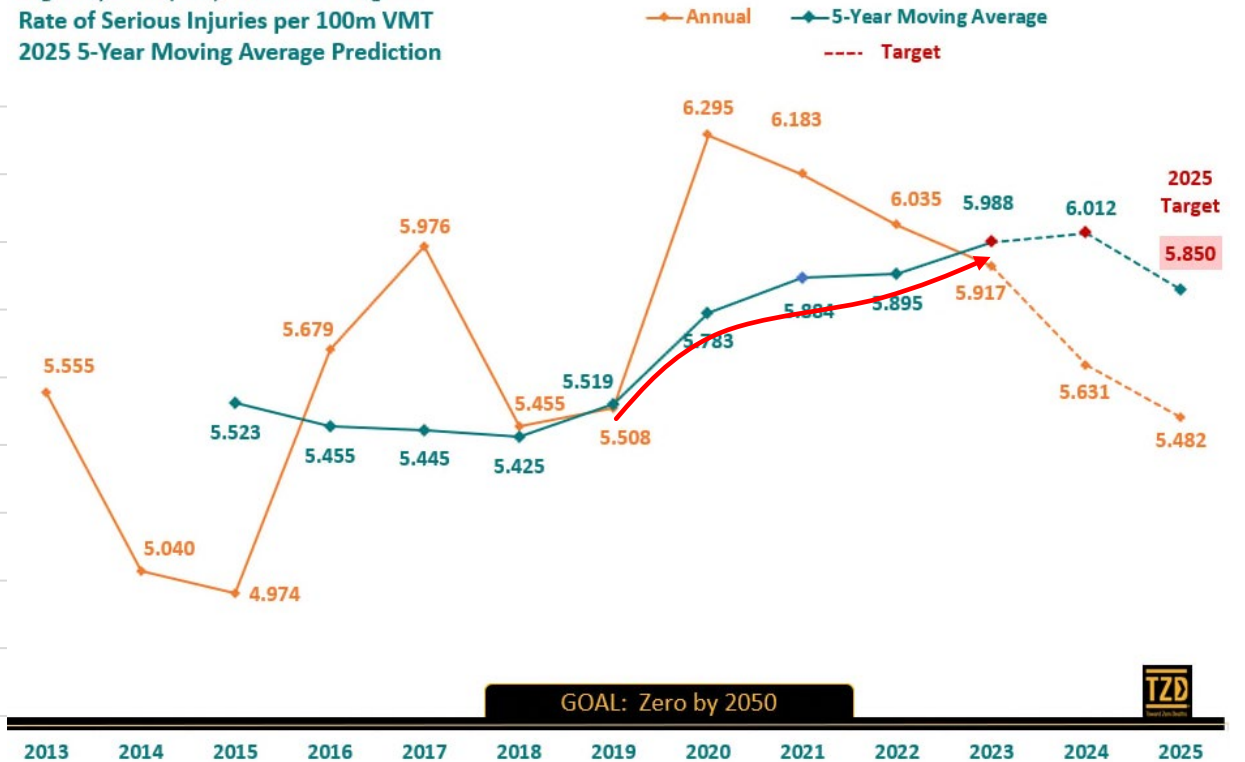
All Michigan public roads

SERIOUS INJURY RATE 5 YEAR ROLLING AVERAGE

SERIOUS INJURY PER 100M VMT: 5-YEAR ROLLING AVERAGE



Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2025 5-Year Moving Average Prediction



GOAL: Zero by 2050



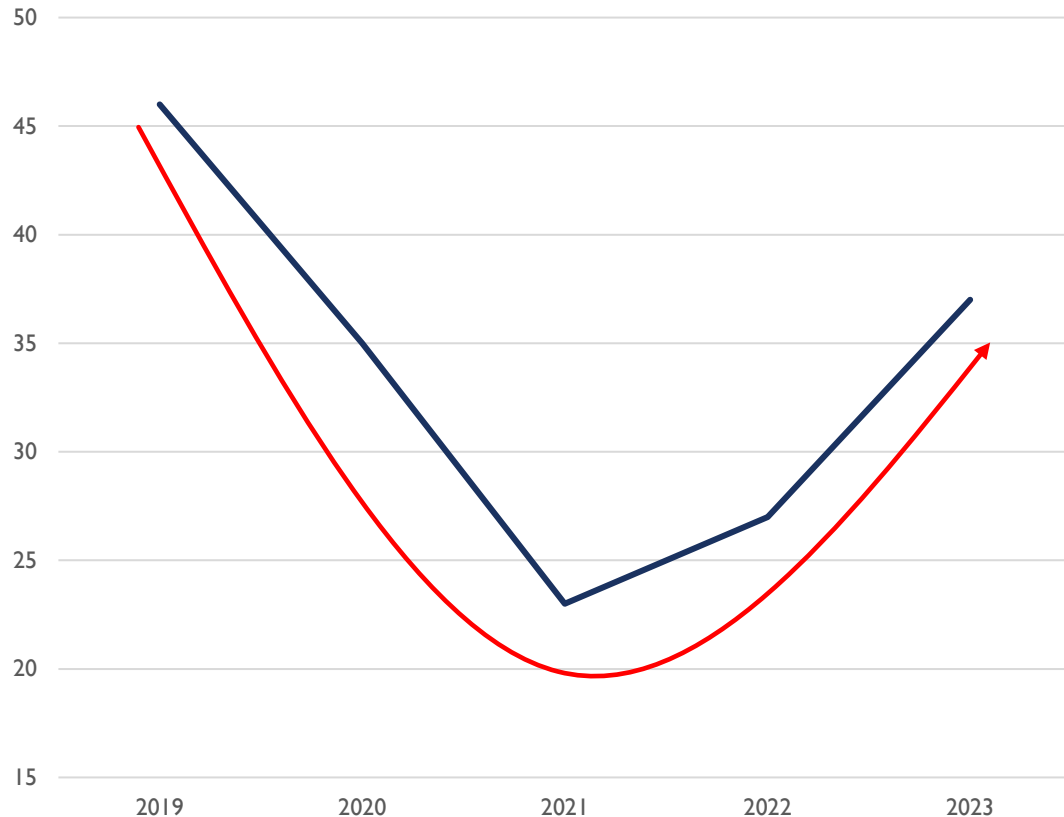
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

NON-MOTORIZED FATALITIES & SERIOUS INJURIES

PEDESTRIAN/BIKE K/A INJURIES Per Year:



Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
2025 5-Year Moving Average Prediction

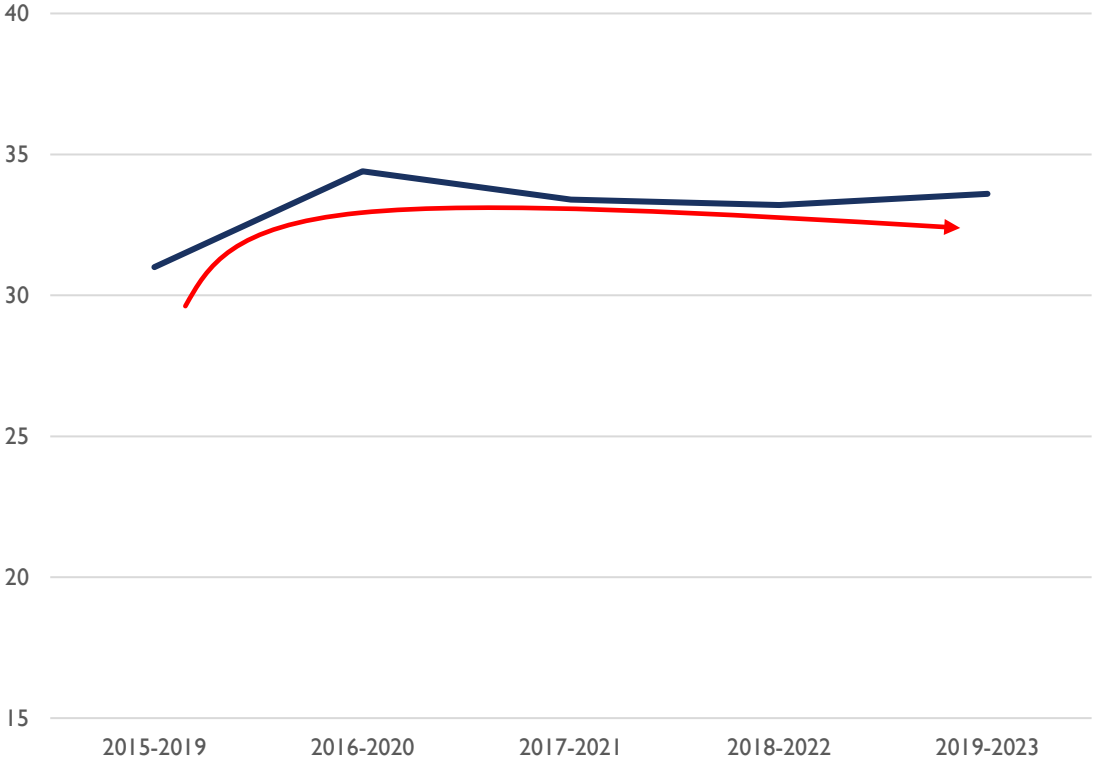


NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes



NON-MOTORIZED FATALITIES & SERIOUS INJURIES 5 YEAR ROLLING AVERAGE

PEDESTRIAN/BIKE K/A INJURIES Per Year: 5-YEAR ROLLING AVERAGES



Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
2025 5-Year Moving Average Prediction



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

All Michigan public roads

GOAL: TOWARD ZERO DEATHS



MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Dru Hajec, Planner
Genesee County Metropolitan Planning Commission

DATE: December 12th, 2024

SUBJECT: **Adjusted 4-year NHS Pavement Performance Measure Condition Targets**

In 2023, the Genesee County Metropolitan Alliance elected to adopt the Michigan Department of Transportation's (MDOT) Statewide National Highway System (NHS) Pavement Performance Targets. Metropolitan Organizations (MPOs) are now required to either approve the adjusted 4-year Bridge performance measure targets by March 30, 2025, or establish the MPO's own adjusted 4-year Pavement targets by that date.

The following table displays the change in measured condition of Statewide and Genesee County **NHS Pavement Good condition** between the baseline year (2022) and the 2-year actual (2024):

Measured Condition	Statewide				Genesee County			
	2022	2024	Trend	Change	2022	2024	Trend	Change
Percentage of Pavements of the NHS Interstate in Good Condition	70.4%	71.4%	↑	1%	70%	61%	↓	-9%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.6%	38.7%	↓	-2.9%	32.1%	27.6%	↓	-4.5%

From a statewide perspective, the percentage of Pavements of the Interstate in Good condition have increased slightly while in Genesee County they have decreased. The percentage of Pavements of the Non-Interstate NHS in Good Condition for the state and Genesee County have decreased at similar rates between 2022 and 2024.

AN EQUAL OPPORTUNITY ORGANIZATION

The following table displays the adjusted 4-year Pavement performance measure targets:

Performance Measure	Baseline	2-Year Actual	4-Year Adjusted Prediction
Percentage of Pavements of the Interstate NHS in Good Condition	70.4%	71.4%	67.1% (adjusted from the previous 4-year target of 56.7%)
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.6%	38.7%	29.4% (adjusted from the previous 4-year target of 33.1%)

Staff has reviewed each of the targets provided by MDOT and finds that the adoption of MDOT's 4-year adjusted Pavement performance measure targets (Interstate and Non-Interstate) are realistic given it follows previous trends and the current funding levels. Staff agrees that the percentage of Pavements in Good condition will continue to decrease and fall into Fair condition.

At this time, staff is requesting the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt MDOT's adjusted 4-year Pavement performance measure targets for Interstate and Non-Interstate NHS Pavements in Good condition.

MEMORANDUM

TO: Members of the Technical Advisory Committee



FROM: Dru Hajec, Planner
Genesee County Metropolitan Planning Commission

DATE: December 12th, 2024

SUBJECT: **Adjusted 4-year NHS Bridge Performance Measure Condition Targets**

In 2023, the Genesee County Metropolitan Alliance elected to adopt the Michigan Department of Transportation's (MDOT) Statewide National Highway System (NHS) Bridge Performance Targets. Metropolitan Organizations (MPOs) are now required to either approve the adjusted 4-year Bridge performance measure targets by March 30, 2025 or establish the MPO's own adjusted 4-year Bridge targets by that date.

The following table displays the change in measured condition of Statewide and Genesee County **NHS Bridge Poor condition** between the baseline year (2022) and the 2-year actual (2024):

Measured Condition	Statewide				Genesee County			
	2021	2023	Trend	Change	2021	2023	Trend	Change
Poor	7.0%	7.1%		.1%	14%	10.1%		-3.9%

From a statewide perspective, the percentage of NHS Bridges in Poor condition has increased and are predicted to continue in this trend. During the same time frame, Genesee County experienced a significant reduction in the percentage of NHS Bridges in Poor condition. This positive change can be attributed to the \$40 million investment through the Rebuilding Michigan Program.

The following table displays the adjusted 4-year Bridge performance measure targets:

Performance Measure	Baseline	2-Year Actual	4-Year Adjusted Prediction
Percentage of NHS Bridges in Poor Condition	7.0%	7.1%	10.0% (adjusted from the previous 4-year target of 5.8%)

AN EQUAL OPPORTUNITY ORGANIZATION

Staff has reviewed the adjusted target provided by MDOT and finds that adoption of MDOT's 4-year adjusted target for NHS Bridges in Poor condition is realistic, we do not anticipate another investment of large scale towards NHS Bridges in Genesee County during this period. The number of Bridges in Poor condition will slowly increase as more Bridges fall out of Good and Fair condition.

At this time, staff is requesting the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt MDOT's adjusted 4-year target for NHS Bridges in Poor condition.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 18, 2024

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide the enclosed 2022-2025 Performance Tracking document which has the mid-performance period summary of state and unified national performance program 2-year actual performance and 4-year target adjustments for the 2022-2025 performance period. MDOT appreciates the contributions Metropolitan Planning Organizations (MPOs) have made to actively participate in the 2024 coordination sessions.

Per 23 Code of Federal Regulations (CFR) §490.105(d)(1), states and MPOs shall establish statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network or geographic area that are applicable to the measures in accordance with respective subparts of 23 CFR §490, as documented below:

- Subpart B, Highway Safety Improvement Program (regulated annually)
- Subpart C, NHS Pavement Condition
- Subpart D, NHS Bridge Condition
- Subpart E, NHS System Performance
- Subpart F, Interstate Freight Movement
- Subpart G, Traffic Congestion (applicable MPOs only)
- Subpart H, On-Road Mobile Source Emissions Reduction (applicable MPOs only)

In accordance with federal law (23 United States Code 134 (h)(2)) and 23 Code of Federal Regulations (CFR) §490.105(f)(7), if the State DOT adjusts a 4-year target in the Mid-Performance Period Progress Report, and if for that respective target the MPO established a target by supporting the State DOT target during the baseline year, then the MPO shall within 180 days report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area.

This decision to support the State DOT target, or develop a quantifiable target for the metropolitan area, must be made for each measure and can be different for each measure. If the MPO elects to develop a quantifiable 4-year target, which is considered a 4-year target adjustment when doing so at the mid-performance period, it must do so in coordination with MDOT. The MPO due date for the 2022-2025 4-year target adjustment is March 30, 2025.

Metropolitan Planning Organization Director
Page 2
October 18, 2024

In addition to the state targets shown in the enclosed table, MDOT will provide supplementary information to assist MPOs in making decisions on MPO target adjustments. The supplementary information will include a description of the measures, recent performance and trends, and the methodology used to establish a 4-year target adjustment, where applicable.

Separately, applicable state DOTs and MPOs have established coordinated urbanized area targets that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Traffic Congestion program as regulated by Subpart G of 23 CFR §490. Michigan DOT, Ohio DOT, and Indiana DOT have coordinated with the respective MPOs and determined no 4-year target adjustments would be made for the current performance period.

Thank you for your MPO's participation in the national performance management measures program coordination process. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee, Departmental Specialist, Bureau of Development, at (517) 898-4875 or TravelbeeK@michigan.gov. For questions regarding statewide planning processes, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or LanumJ@michigan.gov.

Sincerely,

E-SIGNED by TODD WHITE
on 2024-10-18 07:02:52 EDT

Todd White, Director
Bureau of Transportation Planning

Enclosure

cc: J. Lanum, MDOT
K. Travelbee, MDOT
D. Mayle, MDOT

National Performance Program: NHPP/NFPP/CMAQ

2022 - 2025 Performance Period

Updated: September 24, 2024

Performance Measure	Desired Trend	Baseline ⁽³⁾	2-Year	2-Year	2-Year	2-Year	2-Year	4-Year	4-Year
			PREDICTED Performance	ACTUAL Performance	Performance Better than Baseline	Performance Better than Target	Significant Progress Achieved ⁽¹⁾⁽³⁾	ORIGINAL Predicted Performance	ADJUSTED ⁽²⁾ Predicted Performance
NHPP: NHS Pavement Condition (\$490, Subpart C)									
Measure: IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)									
Percentage of Pavements of the <u>Interstate in Good Condition (PCM)</u>	↑	Null MIU (Actual 70.4%)	59.2%	71.4%	Yes	Yes	No MIU 9.8%	56.7%	67.1%
Percentage of Pavements of the <u>Interstate (NHS) in Poor Condition (PCM)</u>	↓	Null MIU (Actual 1.8%)	5.0%	1.6%	Yes	Yes	No MIU 9.8%	5.0%	
Percentage of Pavements of the <u>Non-Interstate NHS in Good Condition (PCM)</u>	↑	41.6%	33.1%	38.7%	No	Yes	Yes	33.1%	29.4%
Percentage of Pavements of the <u>Non-Interstate NHS in Poor Condition (PCM)</u>	↓	8.9%	10.0%	8.1%	Yes	Yes	Yes	10.0%	
NHPP: NHS Bridge Condition (\$490, Subpart D)									
Measure: Percent square foot condition to total deck square foot, by deck area									
Percentage of NHS Bridges in <u>Good Condition</u>	↑	22.1%	15.2%	24.0%	Yes	Yes	Yes	12.8%	
Percentage of NHS Bridges in <u>Poor Condition</u>	↓	7.0%	6.8%	7.1%	No	No	No	5.8%	10.0%
NHPP: NHS System Reliability (\$490, Subpart E)									
Measure: 80th percentile over 4 time periods									
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u>	↑	97.1%	80.0%	93.9%	No	Yes	Yes	80.0%	
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u>	↑	94.4%	75.0%	93.6%	No	Yes	Yes	75.0%	
NHPP: Greenhouse Gas (\$490, Subpart E)									
Measure: NHS tailpipe CO ₂ emissions									
Percent change in NHS tailpipe CO ₂ emissions compared to reference year 2022	↓	Not applicable at this time, reference Note 4.							
NHPP: Interstate (NHS) Freight Reliability (\$490, Subpart F)									
Measure: 95th percentile over 5 time periods, expressed as an Index									
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u>	↓	1.31	1.60	1.43	No	Yes	Yes	1.60	
CMAQ: Traffic Congestion and Emissions Reduction (\$490, Subparts G and H) ^(Note 1)									
Traffic Congestion <u>Unified Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)</u>									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↓	9.0 hours	16.0 hours	10.4 hours	No	Yes	Yes	16.0 hours	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		9.8 hours	18.0 hours	10.4 hours	No	Yes	Yes	18.0 hours	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		5.7 hours	10.0 hours	5.2 hours	Yes	Yes	Yes	10.0 hours	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		0.6 hours	2.0 hours	0.9 hours	No	Yes	Yes	2.0 hours	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		6.1 hours	7.0 hours	7.1 hours	No	No	No	7.0 hours	
Traffic Congestion <u>Unified Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method)</u>									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↑	31.9%	29.7%	35.1%	Yes	Yes	Yes	29.7%	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		18.7%	15.5%	21.5%	Yes	Yes	Yes	15.5%	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		18.5%	15.5%	19.1%	Yes	Yes	Yes	15.5%	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		20.6%	18.0%	21.3%	Yes	Yes	Yes	18.0%	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		16.1%	15.0%	17.6%	Yes	Yes	Yes	15.0%	
On-Road Mobile Source Emissions Reduction (Cumulative 2-year and 4-year performance and targets), kg/day (Coordination with SEMCOG, MACC, SMPC, and WMSRDC)									
State Total Emission Reduction: PM2.5	↑	1,527.492	595.000	1,064.792	Yes	Yes	Yes	1,191.000	
State Total Emission Reduction: NOx		13,118.817	5,227.000	14,648.581	Yes	Yes	Yes	10,455.000	
State Total Emission Reduction: VOC		5,246.548	2,295.000	5,418.239	Yes	Yes	Yes	4,590.000	
State Total Emission Reduction: CO (NA to MI this performance period)									
State Total Emission Reduction: PM10 (NA to MI this performance period)									
Supplemental Documents to State Biennial Performance Report (Baseline, Mid and Final)									
1. MM2045 (provide key freight plan pages in narrative) 2. IJJA Compliant Freight Plan Amendment 3. MPO CMAQ Performance Plan Update (23 CFR §490.107) : SEMCOG (applies only to urbanized area with a population over 1 million with nontainment/maintenance area for criteria pollutant overlapping the TMA boundary)									

National Performance Program: NHPP/NFPP/CMAQ

2022 - 2025 Performance Period

Updated: September 24, 2024

Notations and References:

Note 1 - Significant Progress Determination. NHPP/NFPP Measures (23 CFR 109): Significant progress is achieved when (1) actual performance is better than baseline or (2) actual performance is better than the target. FHWA definition of "better than" for NHPP is an improvement of at least 0.1 percent and 0.01 for NHFP. CMAQ Measures: FHWA does not assess significant progress for CMAQ measures, the following is for internal purposes: Traffic Congestion measures - significant progress for 2- and 4-year targets is when (1) actual performance is better than baseline or (2) actual performance is better than the target by 0.1 points. Emissions Reduction measures - significant progress for 2-year targets is cumulative 2-year actual performance is better than the 2-year target, and significant progress for 4-year targets is cumulative 4-year actual performance is (1) better than the baseline or (2) better than the cumulative 4-year target.

Note 2 - Target Adjustment. State DOTs may adjust an established 4-year target in the Mid Performance Period Progress Report, as described in § 490.107(b)(2). State DOTs shall coordinate with relevant MPOs when adjusting their 4-year target(s) for NHPP and NHFP. Any adjustments made to 4-year targets established for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

Note 3 - Missing, Invalid or Unresolved (MIU) pavement data. *MIU threshold is 5.0 percent per regulation. Reference 23 CFR §490.313 including (b)(4)(ii) Calculation of overall pavement conditions in any State meeting the requirements of § 490.309(b) shall be based only on sections containing data reported in the HPMS submittal as of the submission dates required in § 490.311(c)(4) and (5). State DOTs not meeting the requirements of § 490.309(b) will be considered non-compliant with § 420.105(b) requiring State DOTs to submit data to the HPMS and § 490.107 requiring reporting on performance targets. Failure to report data meeting the requirements of § 490.309(b) by the submission dates for the Interstate System will be considered as not meeting the minimum requirements for pavement conditions on the Interstate System and that State DOT is subject to the penalties in § 490.315. If MIU exceeds threshold, FHWA will make an "indeterminable" significant progress determination even if performance is better than baseline and/or better than the target year. If the MIU exceeds 5.0 percent in a baseline year, the FHWA will either make a 1) "Significant Progress Not Achieved" determination if FHWA does not accept the justification provided or 2) "Progress Not Determined" if FHWA accepts the justification provided. The FHWA decision is subjective without regulatory input on what criteria FHWA will utilize to make the final determination.*

Note 4 - Greenhouse Gas. *On December 7, 2023 FHWA published a final rule incorporating a greenhouse gas measure into 23 CFR 490. On March 27, 2024, the U.S. District Court for the Northern District of Texas (5:23-CV-304-H), vacated and remanded the final rule nationwide. On April 1, 2024, the U.S. District Court for the Western District of Kentucky (5:23-cv-00162-BJB-LLK) also vacated and remanded the final rule but only for the twenty-one states participating in the multi-state lawsuit against the FHWA. On April 10, 2024, the U.S. Senate passed a Congressional Review Act to overturn the final rule. FHWA has announced its decision to challenge both District Court rulings through the respective Circuit Court of Appeals. As of the updated version of this document, the GHG remains both remanded and vacated awaiting an appeals decision, and still documented in 23 CFR 490 as a reporting requirement.*

2024 Mid-Performance Report Important Notes (See 2-year summary for additional details)

Interstate Pavement MIU Baseline Impact : In 2022, the baseline year for the performance period, MDOT exceeded the MIU threshold of 5.0 for Interstate pavement data. In accordance with regulation, FHWA made a "Progress Not Determined" determination for the 2018-2021 performance period 4-year target which also serves as the 2022-2025 baseline. In practical terms, this eliminated the option to achieve significant progress through actual performance better than baseline for the entire 2022-2025 performance period.

Interstate Pavement MIU on 2-Year Performance Progress : On the basis of actual performance, Michigan achieved significant progress for Interstate in Good and Poor Condition with actual performance being both better than baseline and better than the 2-year targets. That said, the 2023 Interstate HPMS data submittal exceeded the 5.0 MIU threshold. For the Mid-Performance Period, it is anticipated FHWA will again assess "Progress Not Determined" and not recognize actual 2-year performance for reporting purposes. With approximately 10 percent of the Interstate under construction, and the data collection process conditions and process being tightly regulated, it is impossible for Michigan to not exceed the 5.0 MIU threshold. MDOT has taken every possible opportunity to encourage FHWA to reconsider and revise this requirement in 23 CFR 490 to recognize substantial investment to improve the condition of the NHS should be rewarded, not penalized.

Interstate Good Pavement 4-Year Target Adjustment : Analysis predicts 70.1% Interstate pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 67.1% retains a 3-point cushion while also communicating the improved anticipated 4-year performance compared to the 56.7% Good 4-year target established in 2022. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.

Non-Interstate Good Pavement 4-Year Target Adjustment : Analysis predicts 32.4% Non-Interstate NHS pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 29.4% retains a 3-point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.

NHS Bridge Performance: Analysis predicts 9.5% NHS Bridge 'Poor' condition by deck area at the end of 2025. Adjusting the Poor target to 10.0% provides a 0.5 point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary.

Traffic Congestion - PHED: ODOT and MDOT used RITIS to calculate a 2-year actual performance at 5.2 hours for the Toledo Urbanized Area. FHWA used a complex process to calculate 7.1 hours. FHWA has rejected ODOTs request to utilize the 5.2 hours reported through RITIS, as anticipated. If using RITIS data, significant progress achieved, however the FHWA calculated 7.1 hours falls short of demonstrating significant progress. That said, FHWA does NOT make an official significant progress determination for any of the CMAQ Measures. After discussing this joint target with Ohio DOT, TMACOG and SEMCOG, the parties elected to not adjust the 4-year target. MDOT and ODOT are working with RITIS (Cambridge Analytics) to conduct an analysis of the data used for their reporting tool to identify the difference and make appropriate adjustments. This

Traffic Congestion - Non-SOV: While 2022 data is available through the ACS Commute to Work survey data tables, the CMAQ applicability tables issued in October 2021 used as the baseline for the 2022-25 performance period baseline, was based on the 2010 Decennial Census. The 2020 census was not finalized before the 2022 baseline CMAQ applicability tables were required to be published by regulation. As a result, both the 2-year and 4-year actual performance for NonSOV- will report the 2021 DP03 5-Year table data as that is the latest available (and last available) table that reflects the 2010 census urban boundaries.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: December 12, 2024

SUBJECT: FY 2026-2029 Transportation Improvement Program (TIP) Prioritized List of Projects

Attached is a listing of projects received during the FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects. Staff has verified application scores through a desk audit and field survey. Several meetings of the Transportation System Management (TSM) Subcommittee have been held to discuss, prioritize, and recommend projects for funding. TSM has recommended funding for projects identified in blue and green in the attached listing of projects. The projects have been grouped into Preservation, PASER 5, Reconstruction, Rural, Expansion, Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP, Non-Motorized) to match funding criteria and have been prioritized based on the application scores. TSM also recommended a prioritized listing of unfunded projects to be used if additional funding becomes available prior to the next TIP call for projects.

Staff has also included projects received from the Mass Transportation Authority (MTA) and the Michigan Department of Transportation (MDOT).

At this time, the TSM is requesting approval of the projects proposed for funding from the Technical Advisory Committee to the Metropolitan Alliance. This will allow staff to begin public comment and begin further analysis of the listing of projects, such as year assignment and air quality conformity.

Draft Preservation Application Scores 12/5/2024

Draft Preservation Application Scores												
App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2026	Grand Blanc	S. Saginaw St.	Grand Blanc Road	N. City Limits	ACC	100				\$445,200		\$18,844,200
2026	GCRC	Pierson Road	I-75	Jennings Road	Asphalt Pavement Repair	100			\$1,840,000	\$1,472,000	\$368,000	\$17,372,200
2026	GCRC	Fenton Road	Grand Blanc Road	I-75	Asphalt Pavement Repair	100			\$1,495,000	\$1,196,000	\$299,000	\$16,176,200
2026	GCRC	Fenton Road	I-75	Hill Road	Asphalt Pavement Repair	100			\$1,495,000	\$1,196,000	\$299,000	\$14,980,200
2026	GCRC	Richfield Road	Genesee Road	Belsay Road	Asphalt Pavement Repair	100			\$1,610,000	\$1,288,000	\$322,000	\$13,692,200
2027	Fenton	North Leroy St	6th Street	North Road	Two Course Asphalt Resurfacing	100			\$1,210,950	\$968,760	\$242,190	\$12,723,440
2027	GCRC	Lahring Road	Linden Road	Ripley Road	Asphalt Pavement Repair	100			\$977,916	\$773,582	\$204,334	\$11,949,858
2027	GCRC	Clio Road	Frances Road	Dodge Road	Asphalt Reconstruction	100			\$2,300,000	\$1,840,000	\$460,000	\$10,109,858
2027	Burton	Court Street	Genesee Road	City Limits	Concrete Pavement Rubblize & Asphalt	100			\$1,576,806	\$1,290,616	\$286,190	\$8,819,242
136	Burton	Hemphill Road	City Limits West	Saginaw Street	Asphalt Pavement Repair	91	2	8,143	\$2,640,688	\$2,112,550	\$528,138	\$6,706,692
24	GCRC	Davison Road	Davison City Limits	Oak Road	Asphalt Pavement Repair	91	2	7,376	\$690,000	\$552,000	\$138,000	\$6,154,692
110	Fenton	Silver Parkway	Owen Rd	Silver Lake Rd	Two Course Asphalt Resurfacing	90	3	16,828	\$1,742,250	\$1,393,800	\$348,450	\$4,760,892
77	Flushing	Seymour Road	Emily Street	Northern City Limits	Crush & Shape & Asphalt Resurfa	89	2	6,904	\$1,518,350	\$1,214,680	\$303,670	\$3,546,212
115	Grand Blanc	Reid Road	RR crossing	Saginaw Street	Two Course Asphalt Resurfacing	89	2	2,813	\$331,040	\$264,832	\$66,208	\$3,281,380
103	Fenton	North Leroy St	2nd Street	6th Street	Two Course Asphalt Resurfacing	89	3	7,007	\$460,000	\$368,000	\$92,000	\$2,913,380
95	Swartz Creek	Miller Road	East Springpoint of Elms Rd	475' East of Tallmadge Ct	Concrete Pavement Repair	87	3	8,374	\$668,502	\$534,802	\$133,700	\$2,378,578
29	GCRC	Clio Road	Carpenter Road	Coldwater Road	Asphalt Reconstruction	87	3	7,191	\$2,300,000	\$1,840,000	\$460,000	\$538,578
27	GCRC	Linden Road	Flushing Road	Pasadena Ave	Concrete Pavement Repair	86	2	14,637	\$1,725,000	\$538,578	\$1,186,422	\$0
23	GCRC	Clio Road	Stanley Road	Mt. Morris Road	Asphalt Reconstruction	86	2	6,865	\$1,955,000	\$1,564,000	\$391,000	\$(1,564,000)
113	GCRC	Carpenter Road	Dort Highway	Bray Road	Asphalt Pavement Repair	86	3	6,968	\$1,610,000	\$1,288,000	\$322,000	\$(2,852,000)
139	Burton	Belsay Road	E I-69 Ramp (008A)	Court St	Partial Depth Concrete Pavement	85	3	20,281	\$1,565,748	\$1,252,599	\$313,150	\$(4,104,598)
99	GCRC	Hill Road	Georgetown Road	Belsay Road	Asphalt Reconstruction	85	3	10,548	\$874,000	\$699,200	\$174,800	\$(4,803,798)
41	GCRC	Fenton Road	Hemphill Road	Mandeville Street	Asphalt Pavement Repair	84	3	11,092	\$621,000	\$496,800	\$124,200	\$(5,300,598)
39	GCRC	Bristol Road	Miller Road	Linden Road	Asphalt Pavement Repair	84	3	8,959	\$661,250	\$529,000	\$132,250	\$(5,829,598)
107	GCRC	Richfield Road	Vassar Road	Irish Road	Asphalt Pavement Repair	84	3	7,014	\$920,000	\$736,000	\$184,000	\$(6,565,598)
98	Fenton	South Holly Road	Adelaide Street	City Limits	Two Course Asphalt Resurfacing	84	3	6,824	\$1,587,000	\$1,269,600	\$317,400	\$(7,835,198)
131	Linden	Hickory Street	Bridge Street	Broad Street	Milling & One Course Asphalt Over concrete	83	2	993	\$812,324	\$649,857	\$162,467	\$(8,485,055)
137	Burton	Fenton Road	Maple Ave	City Limits	Concrete Pavement Rubblize	83	3	10,340	\$3,319,467	\$2,655,574	\$663,893	\$(11,140,629)
138	Burton	Genesee Road	Lippincott	Court St	Crush & Shape & Asphalt Resurface	83	3	7,017	\$1,349,830	\$1,079,864	\$269,966	\$(12,220,494)
59	GCRC	Richfield Road	Belsay Road	Vassar Road	Asphalt Pavement Repair	83	3	6,676	\$966,000	\$772,800	\$193,200	\$(12,993,294)
22	GCRC	Clio Road	Mt. Morris Road	Frances Road	Asphalt Reconstruction	83	3	5,556	\$1,955,000	\$1,564,000	\$391,000	\$(14,557,294)
86	Flushing	Flushing Road	Elms Road	Pierson Road	Milling & One Course Asphalt Over concrete	83	3	5,376	\$1,611,910	\$1,289,528	\$322,382	\$(15,846,822)
81	GCRC	Mt. Morris Road	Clio Road	Neff Road	Asphalt Pavement Repair	82	3	7,059	\$468,000	\$374,400	\$93,600	\$(16,221,222)
100	Fenton	S Long lake Rd	Torrey Rd	N Leroy St	Two Course Asphalt Resurfacing	82	3	5,348	\$1,380,000	\$1,104,000	\$276,000	\$(17,325,222)
114	Grand Blanc	Reid Road	west city limits	RR crossing	Two Course Asphalt Resurfacing	82	3	2,756	\$815,380	\$652,304	\$163,076	\$(17,977,526)

Draft Preservation Application Scores 12/5/2024

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
135	Burton	Covert Road	Davison Road	City Limits (Potter Rd)	Crush & Shape & Asphalt Resurfa	81	2	2,368	\$1,264,042	\$1,011,234	\$252,808	\$(18,988,760)
49	GCRC	Saginaw Road	Stanley Road	Mt. Morris City Limits	Asphalt Pavement Repair	81	3	16,697	\$1,150,000	\$920,000	\$230,000	\$(19,908,760)
26	GCRC	Linden Road	Beecher Road	Flushing Road	Concrete Pavement Repair	81	3	15,952	\$966,000	\$772,800	\$193,200	\$(20,681,560)
38	GCRC	Lapeer Road	Irish Road	Phase Line Westerly 600 Feet	Asphalt Pavement Repair	81	3	9,248	\$115,000	\$92,000	\$23,000	\$(20,773,560)
72	GCRC	Mt. Morris Road	Dort Highway	Mt. Morris City Limits	Asphalt Pavement Repair	81	3	6,870	\$260,000	\$208,000	\$52,000	\$(20,981,560)
70	GCRC	Saginaw Road	Frances Road	Dort Highway	Asphalt Pavement Repair	81	3	6,797	\$894,400	\$715,520	\$178,880	\$(21,697,080)
60	Flint	Martin Luther King Avenue	Stewart	Wagoner	Asphalt Milling and Overlay over concrete	81	3	5,162	\$930,072	\$744,057	\$186,014	\$(22,441,137)
102	GCRC	Fenton Road	Hill Road	Maple Road	Asphalt Pavement Repair	80	4	15,446	\$1,610,000	\$1,288,000	\$322,000	\$(23,729,137)
36	Grand Blanc	Genesee Road	Kings Fairway Lane (south)	Kings Fairway Lane (north)	Crush & Shape & Asphalt Resurface	78	2	1,589	\$875,625	\$700,500	\$175,125	\$(24,429,637)
47	GCRC	Coldwater Road	Dort Highway	Harry Street	Concrete Pavement Repair	78	3	4,422	\$897,000	\$717,600	\$179,400	\$(25,147,237)
73	GCRC	Saginaw Road	Frances Road	Mt. Morris City Limits	Asphalt Pavement Repair	77	3	5,576	\$312,000	\$249,600	\$62,400	\$(25,396,837)
46	GCRC	Bristol Road	I-75	Van Slyke Road	Asphalt Pavement Repair	77	4	26,804	\$1,058,000	\$846,400	\$211,600	\$(26,243,237)
74	GCRC	Perry Road	Genesee Road	Belsay Road	Asphalt Pavement Repair	77	4	16,109	\$260,000	\$208,000	\$52,000	\$(26,451,237)
30	GCRC	Genesee Road	Stanley Road (S)	Mt. Morris Rd	Concrete Pavement Repair	77	4	7,056	\$2,300,000	\$1,840,000	\$460,000	\$(28,291,237)
111	GCRC	Emubry Road	Cook Road	Grand Blanc Road	Asphalt Pavement Repair	75	3	4,277	\$1,380,000	\$1,104,000	\$276,000	\$(29,395,237)
34	Flint	Martin Luther King Avenue	Bishop Avenue	Stewart Avenue	Asphalt Milling and Overlay over concrete	75	4	10,351	\$574,554	\$459,643	\$114,911	\$(29,854,880)
57	GCRC	Saginaw Road	Carpenter Road	Coldwater Road	Asphalt Pavement Repair	75	4	6,390	\$2,300,000	\$1,840,000	\$460,000	\$(31,694,880)
133	Burton	Bristol Road	Genesee	Belsay	Concrete Pavement Rubblize	74	3	4,141	\$1,468,462	\$1,174,769	\$293,692	\$(32,869,649)
35	GCRC	Genesee Road	Richfield Road	Crosby Road	Concrete Pavement Repair	73	4	14,652	\$2,472,500	\$1,978,000	\$494,500	\$(34,847,649)
28	GCRC	Linden Road	Pasadena Ave	Pierson Road	Concrete Pavement Repair	73	4	12,491	\$1,725,000	\$1,380,000	\$345,000	\$(36,227,649)
33	GCRC	Genesee Road	Crosby Road	Carpenter Road	Concrete Pavement Repair	73	4	10,604	\$1,955,000	\$1,564,000	\$391,000	\$(37,791,649)
140	GCRC	Davison Road	Gale Road	Davison City Limits	Milling & One Course Asphalt	73	4	9,532	\$364,000	\$291,200	\$72,800	\$(38,082,849)
108	GCRC	Pierson Road	Jennings Road	Clio Road	Asphalt Pavement Repair	71	4	19,962	\$1,955,000	\$1,564,000	\$391,000	\$(39,646,849)
82	GCRC	Mt. Morris Road	Neff Road	Mt. Morris City Limits	Asphalt Pavement Repair	71	4	7,477	\$234,000	\$187,200	\$46,800	\$(39,834,049)
61	GCRC	Davison Road	Irish Road	Gale Road	Asphalt Pavement Repair	71	5	12,675	\$728,000	\$582,400	\$145,600	\$(40,416,449)
67	Flint	Martin Luther King Avenue	Wagoner	Pasadena	Asphalt Milling and Overlay over concrete	65	4	4,640	\$628,470	\$502,776	\$125,694	\$(40,919,225)
31	GCRC	Genesee Road	Coldwater Road	Stanley (S) Road	Concrete Pavement Repair	59	5	11,600	\$2,010,157	\$1,608,125	\$402,031	\$(42,527,350)
32	GCRC	Genesee Road	Carpenter Road	Coldwater Road	Concrete Pavement Repair	59	5	9,634	\$1,150,000	\$920,000	\$230,000	\$(43,447,350)
45	GCRC	Lennon Road	Dutcher Road	Miller Road	Asphalt Pavement Repair	56	5	8,791	\$1,207,500	\$966,000	\$241,500	\$(44,413,350)
83	GCRC	Linden Road	Linden Creek Parkway	Bristol Road	Asphalt Pavement Repair	33	6	16,272	\$312,000	\$249,600	\$62,400	\$(44,662,950)
84	GCRC	Lennon Road	Dye Road	Linden Road	Asphalt Pavement Repair	31	6	6,349	\$312,000	\$249,600	\$62,400	\$(44,912,550)
51	Flint	W Pierson Road	Clio	Flemming	Asphalt Overlay over Chip Seal	29	6	10,477	\$685,159	\$548,127	\$137,032	\$(45,460,677)
53	Flint	W Pierson Road	Fleming	Dupont	Asphalt Milling and Overlay	29	6	10,477	\$685,159	\$548,127	\$137,032	\$(46,008,804)
54	Flint	W Pierson Road	Dupont	Harvard	Asphalt Milling and Overlay	29	6	8,337	\$1,001,044	\$800,835	\$200,209	\$(46,809,639)

Draft Preservation Application Scores 12/5/2024

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
50	GCRC	Miller Road	Seymour (S) Road	Seymour (N) Road	Asphalt Pavement Repair	25	7	9,512	\$260,000	\$208,000	\$52,000	\$(47,017,639)
76	GCRC	Saginaw	Charring Cross Drive	Grand Blanc City Limits	Asphalt Pavement Repair	24	8	18,369	\$228,800	\$183,040	\$45,760	\$(47,200,679)
87	GCRC	Torrey Road	Maple Avenue	Torrey Hill Lane	Asphalt Pavement Repair	19	8	5,884	\$182,000	\$145,600	\$36,400	\$(47,346,279)

 Existing Project
 Projected to Receive Funding

Allocation:	\$19,289,400
Proposed:	\$19,289,400
Remaining:	\$0

Draft PASER 5 Application Scores 12/5/2024

Draft PASER 5 Application Scores												
App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	Total	Federal	Local	Remaining
2026	GCRC	Thompson Road	Torrey Road	Fenton Road	Milling & One Course Asphalt Overlay				\$377,136	\$236,372	\$140,764	\$7,800,878
2026	GCRC	Linden Road	Bristol Road	200 ft north of Lennon Road	Milling & One Course Asphalt Overlay				\$793,199	\$627,421	\$165,778	\$7,173,457
2026	GCRC	Silver Lake Road	150 ft West of McCaslin Lake Road	Linden City Limits (100ft west of Chestnut Way)	Milling & One Course Asphalt Overlay				\$884,000	\$707,200	\$176,800	\$6,466,257
2027	Burton	Court Street	Genesee Rd	Belsay Rd	Milling & One Course Asphalt Overlay				\$1,575,008	\$1,289,144	\$285,864	\$5,177,113
93	Grand Blanc	Grand Blanc Road	West city limits	Railroad crossing	Milling & One Course Asphalt	65	5	14842	\$429,000	\$343,200	\$85,800	\$4,833,913
97	Swartz Creek	Elms Rd	South City Limits	North City Limits	Two Course Asphalt Resurfacing	60	5	9272	\$588,500	\$470,800	\$117,700	\$4,363,113
128	Burton	Maple Ave	Dort Hwy	Center Road	Asphalt Pavement Repair	60	5	7846	\$576,400	\$461,120	\$115,280	\$3,901,993
43	Swartz Creek	Miller Road	Morrish Rd	Elms Rd	Two Course Asphalt Resurfacing	59	5	14,218	\$934,230	\$747,384	\$186,846	\$3,154,609
44	Swartz Creek	Miller Rd	Tallmadge Ct	Dye Rd	Two Course Asphalt Resurfacing	59	5	13,468	\$1,392,820	\$1,114,256	\$278,564	\$2,040,353
132	Burton	Davison Road	Center Road	Genesee	Asphalt Pavement Repair	59	5	11,710	\$1,173,260	\$938,608	\$234,652	\$1,101,745
80	GCRC	Pierson Road	Luce Road	Linden Road	Asphalt Pavement Repair	58	5	20,462	\$884,000	\$707,200	\$176,800	\$394,545
78	GCRC	Saginaw	Hill Road	Grand Blanc City Limits	Asphalt Pavement Repair	58	5	20,426	\$416,000	\$332,800	\$83,200	\$61,745
69	GCRC	Bristol Road	I-69	Torrey Road	Asphalt Pavement Repair	57	5	17,559	\$1,352,000	\$1,081,600	\$270,400	\$(1,019,855)
66	GCRC	Ballenger Highway	Miller Road	Bridge over Swartz Creek Approach	Asphalt Pavement Repair	57	5	13,468	\$1,782,766	\$1,426,212	\$356,553	\$(2,446,067)
79	GCRC	Pierson Road	Elms Road	Luce Road	Asphalt Pavement Repair	56	5	17,254	\$312,000	\$249,600	\$62,400	\$(2,695,667)
63	GCRC	Dye Road	Lennon Road	Corunna Road	Asphalt Pavement Repair	56	5	9,343	\$624,000	\$499,200	\$124,800	\$(3,194,867)
65	GCRC	Dye Road	Miller Road	Lennon Road	Asphalt Pavement Repair	56	5	7,797	\$624,000	\$499,200	\$124,800	\$(3,694,067)
109	GCRC	McCandlish	Saginaw Road	Vassar Road	Milling & One Course Asphalt	56	5	7068	\$488,800	\$391,040	\$97,760	\$(4,085,107)
62	Flint	Martin Luther King Avenue	Pasadena	McClellan	Asphalt Milling and Overlay ove	56	5	5162	\$178,464	\$146,073	\$32,391	\$(4,231,180)
64	Flint	Martin Luther King Boulevard	McClellan	Baker	Asphalt Milling and Overlay ove	56	5	5162	\$411,840	\$337,091	\$74,749	\$(4,568,271)
68	GCRC	Bristol Road	Linden Road	Bridge over Swartz Creek	Asphalt Pavement Repair	55	5	19,028	\$208,000	\$166,400	\$41,600	\$(4,734,671)
58	Burton	Atherton Road	Center Road	Genesee	Asphalt Pavement Repair	52	5	7,352	\$686,400	\$561,818	\$124,582	\$(5,296,489)
85	GCRC	Pasadena Avenue	Linden Road	O'Leary Road	Asphalt Pavement Repair	52	5	5,379	\$312,000	\$249,600	\$62,400	\$(5,546,089)
52	GCRC	Court Street	Irish Road	1500ft Westerly to Phase Line	Asphalt Pavement Repair	52	5	3,975	\$156,000	\$124,800	\$31,200	\$(5,670,889)
130	Burton	Lapeer Road	Center Road	Genesee Road	Asphalt Pavement Repair	51	5	5738	\$686,400	\$561,818	\$124,582	\$(6,232,708)
127	Clio	New Street	Vienna Street/M-57	Smith Street	Milling & One Course Asphalt Ov	50	5	1,644	\$260,000	\$212,810	\$47,190	\$(6,445,518)
90	GCRC	Dutcher Road	Lennon Road	Corunna road	Asphalt Pavement Repair	48	5	4924	\$468,000	\$374,400	\$93,600	\$(6,819,918)

Draft PASER 5 Application Scores 12/5/2024

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	Total	Federal	Local	Remaining
129	Burton	Judd Road	Saginaw Street	Dort Hwy	Asphalt Pavement Repair	47	5	1145	\$665,600	\$544,794	\$120,806	\$(7,364,711)
88	GCRC	McCandlish Road	Holly Road	Saginaw Road	Asphalt Pavement Repair	46	5	4,685	\$260,000	\$208,000	\$52,000	\$(7,572,711)
89	GCRC	Cook Road	Holly Road	Saginaw Road	Asphalt Pavement Repair	46	5	2967	\$332,800	\$266,240	\$66,560	\$(7,838,951)

Existing Project
 Projected to Receive Funding

Allocation:	\$8,037,250
Proposed:	\$7,975,505
Remaining:	\$61,745

Draft Reconstruction Application Scores 12/5/2024

Draft Reconstruction Application Scores												
App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2027	Davison	W. Rising St	M-15 (State Rd)	Genesee St	Asphalt Reconstruction				\$517,610	\$414,088	\$103,522	\$4,408,262
48	Flint	Van Slyke Road	Aterton	Hemphill	Asphalt Reconstruction	94	2	13,086	\$3,075,117	\$2,460,093	\$615,023	\$1,948,169
71	Flint	E Hamilton Avenue	JP Cole Blvd	North Street	Reconstruction	90	2	6,893	\$2,435,211	\$1,948,169	\$601,586	\$-
118	Davison	Dayton Street/ Rising Street	Clark Street	Genesee Street	Asphalt Reconstruction	84	2	2,170	\$1,879,170	\$1,503,336	\$375,834	\$(1,503,336)
42	Mt Morris	Union Street	Pound Street	Mt Morris Road	Reconstruction	79	2	851	\$1,038,978	\$831,180	\$207,797	\$(2,334,516)
40	Mt Morris	Alexandrine Street	Saginaw Road	Walker Street	Reconstruction	78	2	249	\$1,345,974	\$1,076,778	\$269,196	\$(3,411,294)
125	GCRC	Horton	Selby	Princeton	Reconstruction	78	3	2,055	\$1,437,500	\$1,150,000	\$287,500	\$(4,561,294)
126	GCRC	Horton	Carpenter	Selby	Reconstruction	78	3	2,055	\$690,000	\$552,000	\$138,000	\$(5,113,294)
124	GCRC	Selby	Carpenter	I-475	Reconstruction	77	2	1,320	\$690,000	\$552,000	\$138,000	\$(5,665,294)
55	GCRC	Pasadena Avenue	Jennings Road	O'leary Road	Reconstruction	59	5	5,379	\$805,000	\$644,000	\$161,000	\$(6,309,294)
56	GCRC	Covert	Richfield Road	Concrete/Asphalt Phase Line Southerly 260 feet	Reconstruction	15	8	3,215	\$172,500	\$138,000	\$34,500	\$(6,447,294)

Existing Project
 Projected to Receive Funding

Allocation:	\$4,822,350
Proposed:	\$4,822,350
Remaining:	\$0

Draft Rural Scores 12/5/2024

Draft Rural Application Scores												
App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2026	GCRC	Seymour Road	Reid Road	Hill Road	ACC					\$754,000		\$2,358,000
96	GCRC	Sheridan Road	Old Miller Road	I-69	Shoulder Widening	70	4	5,970	\$977,500	\$782,000	\$195,500	\$1,576,000
142	Montrose	Nanita Drive	M-57/ State St.	Alfred Street	Reconstruction	63	4	800	\$159,600	\$127,680	\$31,920	\$1,448,320
134	Goodrich	EAST HEGEL ROAD	M15 Easterly on Hegel Road	Village limits	Milling & One Course Asphalt Ov	62	4	2,000	\$257,724	\$206,179	\$51,545	\$1,242,141
91	GCRC	Grand Blanc Road	Seymour Road	Morris Road	Shoulder Widening	25	6	4437	\$1,322,500	\$1,058,000	\$264,500	\$184,141
92	GCRC	Grand Blanc Road	Morrish Road	Beers Road	Shoulder Widening	15	7	3265	\$690,000	\$552,000	\$138,000	\$(367,859)

Existing Project
 Projected to Receive Funding

Allocation:	\$3,112,000
Proposed:	\$2,927,859
Remaining:	\$184,141

Draft Expand Application Scores 12/5/2024

Draft Expand Application Scores											
App #	AGENCY	PROJECT	BEGINNING	END	SCORE	PASER	ADT	TOTAL	STATE	LOCAL	REMAINING STATE
2026	GCRC	Elms Rd - Beecher Rd intersection	Elms	Beecher				\$1,610,000	\$1,288,000	\$322,000	\$4,277,580
2026	GCRC	Lapeer Road	CL Ward Driveway	M-15				\$1,035,000	\$386,688	\$648,312	\$3,890,892
10	GCRC	Owen Road	Silvercrest Drive	Jennings Road	83	5	14,934	\$1,530,000	\$1,140,000	\$290,000	\$2,750,892
6	GCRC	Holly Road	Ray Road (aka County Line Road)	Baldwin Road	53	6	11,219	\$2,300,000	\$1,760,000	\$432,000	\$990,892
4	GCRC	Grand Blanc Road	Structure 2709	Murray St	48	7	12,588	\$1,860,000	\$990,892	\$869,108	\$-
7	GCRC	Grand Blanc Road	Murray Street	Fenton Road	46	7	12,588	\$1,860,000	\$1,408,000	\$352,000	\$(1,408,000)
5	GCRC	Perry Road	Belsay Road	White Tail Drive	65	4	9,214	\$2,500,000	\$1,900,000	\$500,000	\$2,377,580

Existing Project
 Projected to Receive Funding

*Carryforward Allocation	\$385,688
New Allocation:	\$5,179,892
Total Allocation	\$5,565,580
Proposed:	\$5,565,580
Remaining:	\$-

Draft CMAQ Application Scores 12/5/2024

Draft CMAQ Intersection Improvement Scores											
Application	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2026	Burton	Bristol Rd.-Belsay Rd			ACC - Roundabout				\$410,460		\$1,457,624
2026	GCRC	Lennon Road - Elms Road Intersection	Lennon	Elms	Roundabout			\$1,300,000	\$1,040,000	\$260,000	\$417,624
31	Fenton	Owen/Shiawassee Ave	S Jennings	S Adelaide	Signal Optimization	0.652	21,323	\$885,000	\$417,624	\$467,376	\$-
27	GCRC	Bristol Rd	Holiday Drive	Fenton Rd	Signal Optimization	0.385	18,974	\$425,000	\$340,000	\$85,000	\$(340,000)
26	GCRC	Holly Rd	Genesys Pkwy	McCandlish Rd	Signal Optimization	0.334	10,147	\$625,000	\$500,000	\$125,000	\$(840,000)
28	GCRC	Baldwin Rd	Dort Hwy	Saginaw	Signal Optimization	0.127	10,639	\$590,000	\$472,000	\$118,000	\$(1,312,000)
30	GCRC	Linden - Thompson	Linden	Thompson	Roundabout	0.064	10,181	\$1,300,000	\$1,040,000	\$260,000	\$(2,352,000)
10	GCRC	Linden - Lobdell Roundabout	Linden	Lobdell	Roundabout	0.059	6,803	\$1,656,348	\$1,325,078	\$331,270	\$(3,677,078)
29	GCRC	Linden - Owen Rd	Linden	Owen	Roundabout	0.043	9,391	\$900,000	\$720,000	\$180,000	\$(4,397,078)
24	GCRC	Davison Road - Oak Road	Davison	Oak	Roundabout	0.018	7,376	\$1,300,000	\$1,040,000	\$260,000	\$(5,437,078)

Existing Project
 Projected to Receive Funding

Allocation:	\$1,868,084
Proposed:	\$1,868,084
Remaining:	\$0

Draft CMAQ Transit Scores											
Application	AGENCY	PROJECT	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	STATE	REMAINING FEDERAL
2026	MTA	2026 CMAQ	Areawide	Van purchase	0.045			\$244,593	\$195,674	\$48,919	\$1,672,410
2026	MTA	2026 Carbon Reduction	Areawide	Van purchase	0.045			\$486,584	\$389,267	\$97,317	\$1,283,143
27	MTA	2027 CMAQ	Areawide	Van purchase	0.068			\$277,798	\$222,238	\$55,560	\$1,060,905
26	MTA	2027 Carbon Reduction	Areawide	Van purchase	0.068			\$338,962	\$271,170	\$67,792	\$789,735
28	MTA	2028 CMAQ	Areawide	Van purchase	0.036			\$283,353	\$226,682	\$56,671	\$563,053
30	MTA	2028 Carbon Reduction	Areawide	Van purchase	0.036			\$345,840	\$276,672	\$69,168	\$286,381
10	MTA	2029 CMAQ	Areawide	Van purchase	0.096			\$289,020	\$231,216	\$57,804	\$55,165
29	MTA	2029 Carbon Reduction	Areawide	Van purchase	0.096			\$352,718	\$282,174	\$70,544	\$(227,009)

Existing Project
 Projected to Receive Funding

Allocation:	\$1,868,084
Proposed:	\$1,868,084
Remaining:	\$0

Draft CMAQ Application Scores 12/5/2024

Draft CMAQ Rideshare / Air Quality Awareness Scores											
Application	AGENCY	PROJECT	LOCATION	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2026	GCMPC	Rideshare	Genesee & Lapeer Counties	Rideshare	0.235			\$50,000	\$50,000	\$-	\$350,000
2026	GCMPC	Air Quality	Genesee County	Air Quality	89.91			\$62,500	\$50,000	\$12,500	\$300,000
7	GCMPC	Rideshare	Genesee & Lapeer Counties	Rideshare	0.235			\$50,000	\$50,000	\$-	\$250,000
12	GCMPC	Air Quality	Genesee County	Air Quality	89.91			\$62,500	\$50,000	\$12,500	\$200,000
8	GCMPC	Rideshare	Genesee & Lapeer Counties	Rideshare	0.198			\$50,000	\$50,000	\$-	\$150,000
13	GCMPC	Air Quality	Genesee County	Air Quality	89.91			\$62,500	\$50,000	\$12,500	\$100,000
9	GCMPC	Rideshare	Genesee & Lapeer Counties	Rideshare	0.198			\$50,000	\$50,000	\$-	\$50,000
14	GCMPC	Air Quality	Genesee County	Air Quality	89.91			\$62,500	\$50,000	\$12,500	\$-

Existing Project
 Projected to Receive Funding

Allocation:	\$400,000
Proposed:	\$400,000
Remaining:	\$0

Draft CMAQ Non-Motorized Scores												
Application	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
25	GCRC	Fenton Road Phase 1	South Long Lake Road	North Long Lake Road	Non-Motorized CMAQ	0.019			\$771,530	\$617,224	\$154,306	\$-

Existing Project
 Projected to Receive Funding

Allocation:	\$617,224
Proposed:	\$617,224
Remaining:	\$0

Draft TAP Application Scores 12/5/2024

Draft TAP Non-Motorized Scores												
Application	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE			TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
4	Burton	Iron Belle Trail	Maple Ave	Hemphill Rd	Non Motorized Facility				\$1,500,000	\$1,059,055	\$440,945	\$3,263,000
5	GCRC	Fenton Rd Phase 1	South Long Lake Rd	North Long Lake Rd	Non Motorized Facility				\$1,980,000	\$1,584,000	\$396,000	\$1,679,000
6	GCRC	Owen Rd Phase 1	Eleanor Dr	Linden County Park	Non Motorized Facility				\$1,980,000	\$1,584,000	\$396,000	\$95,000
7	GCRC	Teachout Trail	Richfield County Park	M-15	Non Motorized Facility	71			\$950,000	\$792,000	\$158,400	\$(697,000)

Existing Project
 Projected to Receive Funding

*Carryforward Allocation	\$1,059,055
New Allocation:	\$3,263,000
Total Allocation	\$4,322,055
Proposed:	\$4,227,055
Remaining:	\$95,000

MTA Projects 2026-2029

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000s)
2026	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,484,000	5307	\$ 621,000		\$ 3,105,000
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,806,290	5307	\$ 451,573		\$ 2,257,863
2026	Genesee	MTA	Vehicles	Genesee County	Rehab/Renov Vehicles	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2026	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 280,000	5307	\$ 70,000		\$ 350,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 824,000	5307	\$ 206,000		\$ 1,030,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 168,000	5307	\$ 42,000		\$ 210,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 60,000	5307	\$ 15,000		\$ 75,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 136,845	5307	\$ 34,211		\$ 171,056
2026	Genesee	MTA	Equipment	Genesee County	Purchase Computer Software	T-Caps	\$ 556,165	5307	\$ 139,041		\$ 695,206
2026	Genesee	MTA	Facility	Genesee County	Bus Shelter and Signage	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2026	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2026	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 300,000	5307	\$ 300,000		\$ 600,000
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 389,267	Carbon Reduction	\$ 97,317		\$ 486,584
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 195,674	CMAQ	\$ 48,919		\$ 244,593
2026	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 162,034	5310	\$ 162,034		\$ 324,068
2026	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 227,200	5310	\$ 56,800		\$ 284,000
2026	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 766,104	5339	\$ 191,526		\$ 957,630

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000s)
2027	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,484,000	5307	\$ 621,000		\$ 3,105,000
2027	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 800,000	5307	\$ 200,000		\$ 1,000,000
2027	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 824,000	5307	\$ 206,000		\$ 1,030,000
2027	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 200,000	5307	\$ 50,000		\$ 250,000
2027	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 60,000	5307	\$ 15,000		\$ 75,000
2027	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 160,000	5307	\$ 40,000		\$ 200,000
2027	Genesee	MTA	Equipment	Genesee County	Purchase Computer software	T-Caps	\$ 824,000	5307	\$ 206,000		\$ 1,030,000
2027	Genesee	MTA	Facility	Genesee County	Bus Shelter & Signage	T-Caps	\$ 65,600	5307	\$ 16,400		\$ 82,000
2027	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2027	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 300,000	5307	\$ 300,000		\$ 600,000
2027	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 222,238	CMAQ	\$ 55,560		\$ 277,798
2027	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 271,170	Carbon Reduction	\$ 67,792		\$ 338,962
2027	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 167,150	5310	\$ 167,150		\$ 334,300
2027	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Expansion/Replacement	T-Caps	\$ 259,643	5310	\$ 64,911		\$ 324,554
2027	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2027	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,260,000	5339	\$ 315,000		\$ 1,575,000

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000s)
2028	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,524,000	5307	\$ 631,000		\$ 3,155,000
2028	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 1,000,000	5307	\$ 250,000		\$ 1,250,000
2028	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 832,000	5307	\$ 208,000		\$ 1,040,000
2028	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 200,000	5307	\$ 50,000		\$ 250,000
2028	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 61,600	5307	\$ 15,400		\$ 77,000
2028	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 160,000	5307	\$ 40,000		\$ 200,000
2028	Genesee	MTA	Equipment	Genesee County	Purchase Computer software	T-Caps	\$ 828,000	5307	\$ 207,000		\$ 1,035,000
2028	Genesee	MTA	Facility	Genesee County	Bus Shelter & Signage	T-Caps	\$ 66,400	5307	\$ 16,600		\$ 83,000
2028	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 84,000	5307	\$ 21,000		\$ 105,000
2028	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 300,000	5307	\$ 300,000		\$ 600,000
2028	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 226,682	CMAQ	\$ 56,671		\$ 283,353
2028	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 276,672	Carbon Reduction	\$ 69,168		\$ 345,840
2028	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 167,650	5310	\$ 167,650		\$ 335,300
2028	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 292,400	5310	\$ 73,100		\$ 365,500
2028	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2028	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,260,000	5339	\$ 315,000		\$ 1,575,000

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000s)
2029	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,524,000	5307	\$ 631,000		\$ 3,155,000
2029	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 1,000,000	5307	\$ 250,000		\$ 1,250,000
2029	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 832,000	5307	\$ 208,000		\$ 1,040,000
2029	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 200,000	5307	\$ 50,000		\$ 250,000
2029	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 61,600	5307	\$ 15,400		\$ 77,000
2029	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 160,000	5307	\$ 40,000		\$ 200,000
2029	Genesee	MTA	Equipment	Genesee County	Purchase Computer software	T-Caps	\$ 828,000	5307	\$ 207,000		\$ 1,035,000
2029	Genesee	MTA	Facility	Genesee County	Bus Shelter & Signage	T-Caps	\$ 66,400	5307	\$ 16,600		\$ 83,000
2029	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 84,000	5307	\$ 21,000		\$ 105,000
2029	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 300,000	5307	\$ 300,000		\$ 600,000
2029	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 282,174	Carbon Reduction	\$ 70,544		\$ 352,718
2029	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 231,216	CMAQ	\$ 57,804		\$ 289,020
2029	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 167,650	5310	\$ 167,650		\$ 335,300
2029	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 292,400	5310	\$ 73,100		\$ 365,500
2029	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2029	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,260,000	5339	\$ 315,000		\$ 1,575,000

FY26-29 MDOT Projects

YEAR	JOB#	AGENCY	PROJECT	LIMITS	LENGTH (MILES)	DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL
2026	201637	MDOT	M-21	over CSX Railroad (Abandoned)	0.000	Bridge Replacement	\$2,654,395	\$515,029	\$73,576	3,243,000.00
2026	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Capital Preventive Maintenance	\$232,454	\$51,546	\$0	284,000.00
2026	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Capital Preventive Maintenance	\$16,370	\$3,630	\$0	20,000.00
2026	214893	MDOT	M-21	M-21 over Swartz Creek	0.000	Bridge Replacement	\$4,957,655	\$961,928	\$137,418	6,057,001.00
2026	214942	MDOT	M-21	from I-75 to Swartz Creek	2.710	Reconstruction	\$1,534,688	\$297,774	\$42,539	1,875,001.00
2026	214943	MDOT	M-21	Swartz Creek to I-475	0.887	Reconstruction	\$15,322,320	\$2,972,970	\$424,710	18,720,000.00
2026	215328	MDOT	M-15	South Street to Rising Street	0.129	Reconstruction	\$2,881,120	\$638,880	\$0	3,520,000.00
2026	215365	MDOT	M-15	from Rising Street to Flint Street	0.378	Reconstruction	\$373,236	\$82,764	\$0	456,000.00
2027	210065	MDOT	M-21	Morrish Road to I-75	4.104	Road Capital Preventive Maintenance	\$6,128,928	\$1,359,072	\$0	7,488,000.00
2027	218513	MDOT	TSC-wide	3 Locations in Davison TSC area	0.000	Traffic Safety	\$10,000	\$0	\$0	10,000.00
2028	202639	MDOT	TSCwide	M-13 Non-Freeway Signing Update	19.342	Traffic Safety	\$172,500	\$0	\$0	172,500.00
2028	211016	MDOT	I-75	I-75 in Genesee County	31.311	Traffic Safety	\$1,100,000	\$0	\$0	1,100,000.00
2028	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Capital Preventive Maintenance	\$6,624,939	\$1,469,061	\$0	8,094,000.00
2028	213365	MDOT	I-75	2 Structures in Genesee County	0.000	Bridge Replacement	\$15,843,843	\$1,760,427	\$0	17,604,270.00
2028	213791	MDOT	I-75	Court Street to North Junction I-475	6.429	Road Rehabilitation	\$33,324,092	\$3,702,677	\$0	37,026,769.00
2028	221607	MDOT	N I 75/I-69 E Ramp	I-75 to I-69 Ramp B	0.000	Bridge Replacement	\$55,757	\$6,195	\$0	61,952.00
2028	221607	MDOT	N I 75/I-69 E Ramp	I-75 to I-69 Ramp B	0.000	Bridge Replacement	\$722,068	\$80,230	\$0	802,298.00
2028	218513	MDOT	TSC-wide	3 Locations in Davison TSC area	0.000	Traffic Safety	\$1,226,550	\$0	\$0	1,226,550.00

Draft Prioritized Unfunded Listing of Projects 12/5/2024

Draft Prioritized Listing of Unfunded Projects Application Scores

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
2026	Grand Blanc	S. Saginaw St.	Grand Blanc Road	N. City Limits	ACC	100				\$445,200		\$18,844,200
2026	GCRC	Pierson Road	I-75	Jennings Road	Asphalt Pavement Repair	100			\$1,840,000	\$1,472,000	\$368,000	\$17,372,200
2026	GCRC	Fenton Road	Grand Blanc Road	I-75	Asphalt Pavement Repair	100			\$1,495,000	\$1,196,000	\$299,000	\$16,176,200
2026	GCRC	Fenton Road	I-75	Hill Road	Asphalt Pavement Repair	100			\$1,495,000	\$1,196,000	\$299,000	\$14,980,200
2026	GCRC	Richfield Road	Genesee Road	Belsay Road	Asphalt Pavement Repair	100			\$1,610,000	\$1,288,000	\$322,000	\$13,692,200
2027	Fenton	North Leroy St	6th Street	North Road	Two Course Asphalt Resurfacing	100			\$1,210,950	\$968,760	\$242,190	\$12,723,440
2027	GCRC	Lahring Road	Linden Road	Ripley Road	Asphalt Pavement Repair	100			\$977,916	\$773,582	\$204,334	\$11,949,858
2027	GCRC	Clio Road	Frances Road	Dodge Road	Asphalt Reconstruction	100			\$2,300,000	\$1,840,000	\$460,000	\$10,109,858
2027	Burton	Court Street	Genesee Road	City Limits	Concrete Pavement Rubblize & Asphalt	100			\$1,576,806	\$1,290,616	\$286,190	\$8,819,242
136	Burton	Hemphill Road	City Limits West	Saginaw Street	Asphalt Pavement Repair	91	2	8,143	\$2,640,688	\$2,112,550	\$528,138	\$6,706,692
24	GCRC	Davison Road	Davison City Limits	Oak Road	Asphalt Pavement Repair	91	2	7,376	\$690,000	\$552,000	\$138,000	\$6,154,692
110	Fenton	Silver Parkway	Owen Rd	Silver Lake Rd	Two Course Asphalt Resurfacing	90	3	16,828	\$1,742,250	\$1,393,800	\$348,450	\$4,760,892
77	Flushing	Seymour Road	Emily Street	Northern City Limits	Crush & Shape & Asphalt Resurfa	89	2	6,904	\$1,518,350	\$1,214,680	\$303,670	\$3,546,212
115	Grand Blanc	Reid Road	RR crossing	Saginaw Street	Two Course Asphalt Resurfacing	89	2	2,813	\$331,040	\$264,832	\$66,208	\$3,281,380
103	Fenton	North Leroy St	2nd Street	6th Street	Two Course Asphalt Resurfacing	89	3	7,007	\$460,000	\$368,000	\$92,000	\$2,913,380
95	Swartz Creek	Miller Road	East Springpoint of Elms Rd	475' East of Tallmadge Ct	Concrete Pavement Repair	87	3	8,374	\$668,502	\$534,802	\$133,700	\$2,378,578
29	GCRC	Clio Road	Carpenter Road	Coldwater Road	Asphalt Reconstruction	87	3	7,191	\$2,300,000	\$1,840,000	\$460,000	\$538,578
27	GCRC	Linden Road	Flushing Road	Pasadena Ave	Concrete Pavement Repair	86	2	14,637	\$1,725,000	\$538,578	\$1,186,422	\$0
23	GCRC	Clio Road	Stanley Road	Mt. Morris Road	Asphalt Reconstruction	86	2	6,865	\$1,955,000	\$1,564,000	\$391,000	\$(1,564,000)
113	GCRC	Carpenter Road	Dort Highway	Bray Road	Asphalt Pavement Repair	86	3	6,968	\$1,610,000	\$1,288,000	\$322,000	\$(2,852,000)
139	Burton	Belsay Road	E I-69 Ramp (008A)	Court St	Partial Depth Concrete Pavement	85	3	20,281	\$1,565,748	\$1,252,599	\$313,150	\$(4,104,598)
99	GCRC	Hill Road	Georgetown Road	Belsay Road	Asphalt Reconstruction	85	3	10,548	\$874,000	\$699,200	\$174,800	\$(4,803,798)
41	GCRC	Fenton Road	Hemphill Road	Mandeville Street	Asphalt Pavement Repair	84	3	11,092	\$621,000	\$496,800	\$124,200	\$(5,300,598)
39	GCRC	Bristol Road	Miller Road	Linden Road	Asphalt Pavement Repair	84	3	8,959	\$661,250	\$529,000	\$132,250	\$(5,829,598)
107	GCRC	Richfield Road	Vassar Road	Irish Road	Asphalt Pavement Repair	84	3	7,014	\$920,000	\$736,000	\$184,000	\$(6,565,598)
98	Fenton	South Holly Road	Adelaide Street	City Limits	Two Course Asphalt Resurfacing	84	3	6,824	\$1,587,000	\$1,269,600	\$317,400	\$(7,835,198)
131	Linden	Hickory Street	Bridge Street	Broad Street	Milling & One Course Asphalt Over concrete	83	2	993	\$812,324	\$649,857	\$162,467	\$(8,485,055)
137	Burton	Fenton Road	Maple Ave	City Limits	Concrete Pavement Rubblize	83	3	10,340	\$3,319,467	\$2,655,574	\$663,893	\$(11,140,629)
138	Burton	Genesee Road	Lippincott	Court St	Crush & Shape & Asphalt Resurface	83	3	7,017	\$1,349,830	\$1,079,864	\$269,966	\$(12,220,494)
59	GCRC	Richfield Road	Belsay Road	Vassar Road	Asphalt Pavement Repair	83	3	6,676	\$966,000	\$772,800	\$193,200	\$(12,993,294)
22	GCRC	Clio Road	Mt. Morris Road	Frances Road	Asphalt Reconstruction	83	3	5,556	\$1,955,000	\$1,564,000	\$391,000	\$(14,557,294)
86	Flushing	Flushing Road	Elms Road	Pierson Road	Milling & One Course Asphalt Over concrete	83	3	5,376	\$1,611,910	\$1,289,528	\$322,382	\$(15,846,822)
81	GCRC	Mt. Morris Road	Clio Road	Neff Road	Asphalt Pavement Repair	82	3	7,059	\$468,000	\$374,400	\$93,600	\$(16,221,222)
100	Fenton	S Long lake Rd	Torrey Rd	N Leroy St	Two Course Asphalt Resurfacing	82	3	5,348	\$1,380,000	\$1,104,000	\$276,000	\$(17,325,222)
114	Grand Blanc	Reid Road	west city limits	RR crossing	Two Course Asphalt Resurfacing	82	3	2,756	\$815,380	\$652,304	\$163,076	\$(17,977,526)

Prioritized Unfunded Listing of Projects 12/5/2024 Transportation System Management Subcommittee

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
135	Burton	Covert Road	Davison Road	City Limits (Potter Rd)	Crush & Shape & Asphalt Resurfa	81	2	2,368	\$1,264,042	\$1,011,234	\$252,808	\$(18,988,760)
49	GCRC	Saginaw Road	Stanley Road	Mt. Morris City Limits	Asphalt Pavement Repair	81	3	16,697	\$1,150,000	\$920,000	\$230,000	\$(19,908,760)
26	GCRC	Linden Road	Beecher Road	Flushing Road	Concrete Pavement Repair	81	3	15,952	\$966,000	\$772,800	\$193,200	\$(20,681,560)
38	GCRC	Lapeer Road	Irish Road	Phase Line Westerly 600 Feet	Asphalt Pavement Repair	81	3	9,248	\$115,000	\$92,000	\$23,000	\$(20,773,560)
72	GCRC	Mt. Morris Road	Dort Highway	Mt. Morris City Limits	Asphalt Pavement Repair	81	3	6,870	\$260,000	\$208,000	\$52,000	\$(20,981,560)
70	GCRC	Saginaw Road	Frances Road	Dort Highway	Asphalt Pavement Repair	81	3	6,797	\$894,400	\$715,520	\$178,880	\$(21,697,080)
60	Flint	Martin Luther King Avenue	Stewart	Wagoner	Asphalt Milling and Overlay over concrete	81	3	5,162	\$930,072	\$744,057	\$186,014	\$(22,441,137)
102	GCRC	Fenton Road	Hill Road	Maple Road	Asphalt Pavement Repair	80	4	15,446	\$1,610,000	\$1,288,000	\$322,000	\$(23,729,137)
36	Grand Blanc	Genesee Road	Kings Fairway Lane (south)	Kings Fairway Lane (north)	Crush & Shape & Asphalt Resurface	78	2	1,589	\$875,625	\$700,500	\$175,125	\$(24,429,637)
47	GCRC	Coldwater Road	Dort Highway	Harry Street	Concrete Pavement Repair	78	3	4,422	\$897,000	\$717,600	\$179,400	\$(25,147,237)
73	GCRC	Saginaw Road	Frances Road	Mt. Morris City Limits	Asphalt Pavement Repair	77	3	5,576	\$312,000	\$249,600	\$62,400	\$(25,396,837)
46	GCRC	Bristol Road	I-75	Van Slyke Road	Asphalt Pavement Repair	77	4	26,804	\$1,058,000	\$846,400	\$211,600	\$(26,243,237)
74	GCRC	Perry Road	Genesee Road	Belsay Road	Asphalt Pavement Repair	77	4	16,109	\$260,000	\$208,000	\$52,000	\$(26,451,237)
30	GCRC	Genesee Road	Stanley Road (S)	Mt. Morris Rd	Concrete Pavement Repair	77	4	7,056	\$2,300,000	\$1,840,000	\$460,000	\$(28,291,237)
111	GCRC	Emubry Road	Cook Road	Grand Blanc Road	Asphalt Pavement Repair	75	3	4,277	\$1,380,000	\$1,104,000	\$276,000	\$(29,395,237)
34	Flint	Martin Luther King Avenue	Bishop Avenue	Stewart Avenue	Asphalt Milling and Overlay over concrete	75	4	10,351	\$574,554	\$459,643	\$114,911	\$(29,854,880)
57	GCRC	Saginaw Road	Carpenter Road	Coldwater Road	Asphalt Pavement Repair	75	4	6,390	\$2,300,000	\$1,840,000	\$460,000	\$(31,694,880)
133	Burton	Bristol Road	Genesee	Belsay	Concrete Pavement Rubblize	74	3	4,141	\$1,468,462	\$1,174,769	\$293,692	\$(32,869,649)
35	GCRC	Genesee Road	Richfield Road	Crosby Road	Concrete Pavement Repair	73	4	14,652	\$2,472,500	\$1,978,000	\$494,500	\$(34,847,649)
28	GCRC	Linden Road	Pasadena Ave	Pierson Road	Concrete Pavement Repair	73	4	12,491	\$1,725,000	\$1,380,000	\$345,000	\$(36,227,649)
33	GCRC	Genesee Road	Crosby Road	Carpenter Road	Concrete Pavement Repair	73	4	10,604	\$1,955,000	\$1,564,000	\$391,000	\$(37,791,649)
140	GCRC	Davison Road	Gale Road	Davison City Limits	Milling & One Course Asphalt	73	4	9,532	\$364,000	\$291,200	\$72,800	\$(38,082,849)
108	GCRC	Pierson Road	Jennings Road	Clio Road	Asphalt Pavement Repair	71	4	19,962	\$1,955,000	\$1,564,000	\$391,000	\$(39,646,849)
82	GCRC	Mt. Morris Road	Neff Road	Mt. Morris City Limits	Asphalt Pavement Repair	71	4	7,477	\$234,000	\$187,200	\$46,800	\$(39,834,049)
61	GCRC	Davison Road	Irish Road	Gale Road	Asphalt Pavement Repair	71	5	12,675	\$728,000	\$582,400	\$145,600	\$(40,416,449)
67	Flint	Martin Luther King Avenue	Wagoner	Pasadena	Asphalt Milling and Overlay over concrete	65	4	4,640	\$628,470	\$502,776	\$125,694	\$(40,919,225)
31	GCRC	Genesee Road	Coldwater Road	Stanley (S) Road	Concrete Pavement Repair	59	5	11,600	\$2,010,157	\$1,608,125	\$402,031	\$(42,527,350)
32	GCRC	Genesee Road	Carpenter Road	Coldwater Road	Concrete Pavement Repair	59	5	9,634	\$1,150,000	\$920,000	\$230,000	\$(43,447,350)
45	GCRC	Lennon Road	Dutcher Road	Miller Road	Asphalt Pavement Repair	56	5	8,791	\$1,207,500	\$966,000	\$241,500	\$(44,413,350)
83	GCRC	Linden Road	Linden Creek Parkway	Bristol Road	Asphalt Pavement Repair	33	6	16,272	\$312,000	\$249,600	\$62,400	\$(44,662,950)
84	GCRC	Lennon Road	Dye Road	Linden Road	Asphalt Pavement Repair	31	6	6,349	\$312,000	\$249,600	\$62,400	\$(44,912,550)
51	Flint	W Pierson Road	Clio	Flemming	Asphalt Overlay over Chip Seal	29	6	10,477	\$685,159	\$548,127	\$137,032	\$(45,460,677)
53	Flint	W Pierson Road	Fleming	Dupont	Asphalt Milling and Overlay	29	6	10,477	\$685,159	\$548,127	\$137,032	\$(46,008,804)
54	Flint	W Pierson Road	Dupont	Harvard	Asphalt Milling and Overlay	29	6	8,337	\$1,001,044	\$800,835	\$200,209	\$(46,809,639)

Draft Prioritized Unfunded Listing of Projects 12/5/2024

App #	AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	LOCAL	REMAINING FEDERAL
50	GCRC	Miller Road	Seymour (S) Road	Seymour (N) Road	Asphalt Pavement Repair	25	7	9,512	\$260,000	\$208,000	\$52,000	\$(47,017,639)
76	GCRC	Saginaw	Charring Cross Drive	Grand Blanc City Limits	Asphalt Pavement Repair	24	8	18,369	\$228,800	\$183,040	\$45,760	\$(47,200,679)
87	GCRC	Torrey Road	Maple Avenue	Torrey Hill Lane	Asphalt Pavement Repair	19	8	5,884	\$182,000	\$145,600	\$36,400	\$(47,346,279)

Existing Project
 Projected to Receive Funding

Allocation:	\$19,289,400
Proposed:	\$19,289,400
Remaining:	\$0

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: December 12, 2024

**SUBJECT: Updated FY 2025 Transportation Improvement Program
(TIP) Allocation Estimates**

Genesee County received new FY 2025 Transportation Improvement Program funding estimates from MDOT in early November. The new estimates for FY 2025 are part of an annual assessment of available funding by the state of Michigan for local TIP programs. Projects that have already obligated in FY 2025 cannot be adjusted. Staff worked with local transit and road agencies in November that had unobligated FY 2025 projects and adjusted the respective project budgets to maintain fiscal constraint. Please feel free to contact McKenna Dutkiewicz at mdutkiewicz@geneseecountymi.gov or (810) 766-6562 if you have any questions.