



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

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

**Thursday, January 12, 2023
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the December 1, 2022 Regular Meeting (attached)
- IV. Old Business
- V. New Business
 - ***A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #5 (attached)
 - ***B. 2023 Safety Performance Measure Targets (attached)
 - C. FY 2022 Annual Status Report of TIP Projects (attached)
 - D. Genesee County Road Commission (GCRC) Road Condition Presentation
- VI. Other Business
- VII. Announcements
 - A. Federal Certification Review Notification
- VIII. Adjournment

*****Action Item** NEXT MEETING – February 2, 2023 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, December 1, 2022 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, December 1, 2022 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Ed Benning called the meeting to order at approximately 1:31 p.m.

II. ROLL CALL

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

Present: Alex Patsy, Amber Abbey, Andrea Schroeder, Brian Ulman, Derek Bradshaw, Ed Benning, Ellen Glass, Eric Johnston, Lynn Markland, Mark Adas, Max Gierman, Michael Pifer, Michelle King, and Shawnice Dorsey

Absent/Excused: Adam Zettel, Brian Saad, Chad Young, Chris Yeates, Christina Ignasiak, Craig Williams, Curtis Armstrong, Dan Eashoo, Dave Miller, David Dorr, Don Mayle, Emily Alexander, Eric Weiderhold, Frederick Thorsby, James Slezak, Jay Reithel, Jolena Sanders-Sim, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Rachel Stanke, Robert Bincsik, Sam Stiff, Scott Bennett, Sheri Wilkerson, Shirley Kautman-Jones, Thomas Spillane, Tim Elkins, Tonya Ketzler, Vadice Burgett, Vicki Fishell, Vince Lorraine and Wendy Jean-Buhrer

Others Present: Jason Nordberg, Renate Soto, and Robert Johnson.

III. MINUTES

*****A. Minutes of the October 6, 2022 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Ellen Glass, to approve the minutes of the October 6, 2022 regular meeting as presented.

Motion carried unanimously.

IV. OLD BUSINESS

NONE

V. NEW BUSINESS

*****A. FY 2023 Additional Project Funding**

Mr. Norberg indicated that MDOT has notified staff that the Federal Highway Administration (FHWA) is allowing agencies to program a portion of the areas STP carryover funding in FY 2023. This will give Genesee County around \$700,000 in STP

funding to program for FY 2023 projects. He stated that staff emailed agencies with FY 2023 STP related road construction projects to inquire if any additional funding was needed. In following with past practices, staff calculated the percentage of federal funding originally allocated to each project that requested funding and the funding would be distributed based on those percentages. At this time, staff is recommending approval of additional FY 2023 funding for the identified projects as proposed.

Motion: Action: Approve. **Moved by** Lynn Markland, **Supported by** Andrea Schroeder, to approve FY 2023 Additional Project Funding as presented and to request that the agencies report back to TAC the final project costs and how any remaining funding from the buyout was used.

Motion carried.

Discussion ensued.

*****B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #4**

Mr. Nordberg stated this amendment adds two projects and changes one project in the FY 2023-2026 TIP. The projects being added are a City of Flint bridge project that was a FY 2022 project to be moved to FY 2023 and a Grand Trunk Western Railroad project being added to FY 2023. The project that is changing is an MTA Transit Capital Improvement project that had an increase in Federal and State funds as requested. At this time, staff is recommending the endorsement of attached Amendment #4 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Eric Johnston, **Supported by** Amber Abbey, to approve Amendment #4 to the FY 2023-2026 Transportation Improvement Program as presented.

Motion carried unanimously.

*****C. TAC Meeting Dates for 2023**

Mr. Benning reviewed the proposed TAC meeting dates for 2023.

Motion: Action: Approve. **Moved by** Andrea Schroeder, **Supported by** Eric Johnston, to approve the proposed 2023 TAC meeting dates.

Motion carried unanimously.

VI. OTHER BUSINESS

There was no other business, but discussion resumed regarding the FY 2023 Additional Project Funding item. There was discussion about having one or two TSM meetings to discuss the federal buyout arrangements and stipulations that may be required in the future and how to improve the buyout process.

VII. ANNOUNCEMENTS

Mr. Johnston stated that the Federal Aid Buyout application process opened this past Tuesday, November 29. He stated the application is a simple process with just filling out a short application and sending it back to MDOT at the email address provided. This is on a first come, first serve basis and there is \$35 million available this year.

VIII. ADJOURNMENT

Chairperson Benning adjourned the meeting at approximately 2:06 p.m.

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

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jason Nordberg, Division Manager
Genesee County Metropolitan Planning Commission

DATE: January 12, 2023

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 5**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 5. This amendment adds five (5) projects and abandons three (3) projects in the FY 2023-2026 TIP.

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

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

At this time, staff is recommending the endorsement of attached Amendment #5 to the FY 2023-2026 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2023-2026 Transportation Improvement Program
Proposed Amendment # 5**

Project Proposed to be Added with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	218138	GCRC	Torrey Rd	0.29	Torrey Road from Hill Road to Torrey Lane	Road Diet 4 to 3 lane Conversion, dedicated center left turn lane	CON	HSIP	\$120,000	\$0	\$30,000	\$150,000	This is a new project awarded 2024 Safety Funding.
2023	215603	MDOT	I-69 W	0.92	I-69 and I-475 interchange	New sound wall construction	PE	ST	\$450,175	\$99,825	\$0	\$550,000	This project is being added to the TIP as the project is replacing some of the State funding with Federal funding.
2023	215603	MDOT	I-69 W	0.92	I-69 and I-475 interchange	New sound wall construction	ROW	ST	\$81,850	\$18,150	\$0	\$100,000	This project is being added to the TIP as the project is replacing some of the State funding with Federal funding.
2025	215603	MDOT	I-69 W	0.92	I-69 and I-475 interchange	New sound wall construction	CON	ST	\$6,015,975	\$1,334,025	\$0	\$7,350,000	The construction phase for this project is being added to 2025.

Projects Proposed to be Abandoned with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2023	216125	City of Grand Blanc	Perry Rd	0.68	Saginaw to City Limits west of Bella Vista Dr	Mill and Resurface	CON	STU	\$261,060	\$0	\$81,000	\$342,060	This project will be constructed with MDOT buyout funding.
2023	207695	City of Davison	W. Flint St.	0.51	West City Limits to M-15 (State Rd.)	Road Rehabilitation	CON	STU	\$748,717	\$0	\$237,358	\$986,075	This project will be constructed with MDOT buyout funding.
2023	216143	City of Swartz Creek	Miller Road	1.00	N Seymour Rd to Morrish Rd	HMA Cold-Milling to a Depth of 2" with Placement of New HMA	CON	ST, STU	\$1,249,499	\$0	\$370,353	\$1,619,852	This project will be constructed with MDOT buyout funding.

GPA Being Added With a TIP Amendment

Year	GPA Type	Agency	Project	Limits	Length	Description	Phase	Federal	State	Local	Total Cost	Comments
2024	Local Traffic Operations And Safety	Local Agencies		Genesee County	0	Local Traffic Operations And Safety GPA	n/a	\$543,397		\$96,100	\$639,497	This is a new GPA and 6 projects are being added to the GPA

ST - STP Flexible Urban Counties
 STU - STP Urban Areas > 200,000 Population
 HSIP - Highway Safety Improvement

**FY 2023-2026 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

2024 Local Traffic Operations And Safety GPA--Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	217966	Genesee County	Seymour Rd	Seymour Road and Ray Road	1.81	Sign-mounted flashing beacons	CON	HRRR	\$16,200	\$0	\$1,800	\$18,000	This is a new project awarded 2024 Safety Funding.
2024	217973	Genesee County	Seymour Rd	Seymour Road South of Rolston Road	0.10	High Friction Surface Treatment and signing	CON	HRRR	\$180,000	\$0	\$20,000	\$200,000	This is a new project awarded 2024 Safety Funding.
2024	218051	Genesee County	S Saginaw Rd	S. Saginaw and E. Baldwin Road, Genesee County	0.25	Signal Modernization	CON	HSIP	\$136,000	\$0	\$34,000	\$170,000	This is a new project awarded 2024 Safety Funding.
2024	218052	Genesee County	Torrey Rd	Torey Road at Grand Blanc Road, Genesee County	0.30	Hot Mix asphalt resurfacing, pavement markings, lane tapers	CON	HSIP	\$80,000	\$0	\$20,000	\$100,000	This is a new project awarded 2024 Safety Funding.
2024	218136	Genesee County	Jordan Rd	4 Locations in Genessee County	0.16	Sign-mounted flashing beacons, signing and pavement markings	CON	HSIP	\$90,000	\$0	\$10,000	\$100,000	This is a new project awarded 2024 Safety Funding.
2024	218287	Burton	E Bristol Rd	Bristol Road and Vassar Road, City of Burton	0.10	Intersection Improvemnets	CON	HSIP	\$41,197	\$0	\$10,300	\$51,497	This is a new project awarded 2024 Safety Funding.

HRRR - High Risk Rural Road
HSIP - Highway Safety Improvement

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: January 12, 2023

SUBJECT: 2023 Safety Performance Measure Targets

On September 30th, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2023 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 2022 Statewide Safety Targets last year. GCMA has until March 29, 2023 (180 days after State targets are set) 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 2021 (5 year rolling average), 2022 target (5 year rolling average), followed by the 2023 target (5 year rolling average).

Safety Performance Measure	Baseline Through 2021 (2017-2021)	2022 State Safety Target (2018-2022)	Calendar Year 2023 State Safety Target (2019-2023)
Fatalities	1,041.8	1,065.2	1,105.6
Fatality Rate (per 100 million VMT)	1.071	1.098	1.136
Serious Injuries	5,742.2	5,733.2	5,909.2
Serious Injury Rate (per 100 million VMT)	5.878	5.892	6.058
Non-Motorized Fatalities & Serious Injuries	752.0	791.6	743.4

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

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Genesee County Metropolitan Alliance to adopt the statewide safety targets for 2023 through the attached resolution of support.

Resolution to Support Michigan Department of Transportation State Targets for Safety Performance Measures

WHEREAS, the Genesee County Metropolitan Alliance has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Flint and Genesee County; and

WHEREAS, the Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to set targets annually for five safety performance measures; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for five performance measures based on five year rolling averages for:

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, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, MDOT coordinated the establishment of safety targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, MDOT has officially adopted the state safety targets as referenced in the September 30, 2022 letter to Metropolitan Planning Organizations (MPOs), and

WHEREAS, the Genesee County Metropolitan Alliance may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Genesee County Metropolitan Alliance has agreed to support MDOT's state safety targets for calendar year 2023, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance will plan and program projects that contribute to the accomplishment of state safety targets.

AN EQUAL OPPORTUNITY ORGANIZATION

State of Michigan Safety Targets for Calendar Year 2023

Safety Performance Measure	Baseline Through 2021 (2017-2021)	2022 State Safety Target (2018-2022)	Calendar Year 2023 State Safety Target (2019-2023)
Fatalities	1,041.8	1,065.2	1,105.6
Fatality Rate (per 100 million VMT)	1.071	1.098	1.136
Serious Injuries	5,742.2	5,733.2	5,909.2
Serious Injury Rate (per 100 million VMT)	5.878	5.892	6.058
Non-Motorized Fatalities & Serious Injuries	752.0	791.6	743.4

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

Date



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

September 30, 2022

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 2023. 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 2023:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2017-2021)	Calendar Year 2023 State Safety Targets
Fatalities	1,041.8	1,105.6
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate per 100 million VMT	5.878	6.058
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	752.0	743.4

Federal Law and regulations require that MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31, 2022. MPOs are now required to decide on their MPO safety targets for calendar year 2023 no later than February 27, 2023.

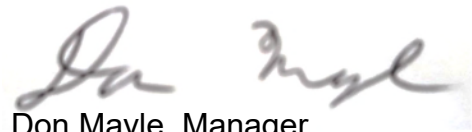
MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. Enclosed is a report documenting the background and analysis for the development of the safety targets.

Metropolitan Planning Organization Director
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Thank you for your participation in the performance measure coordination process.

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-335-2949 or LanumJ@michigan.gov.

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 typed name.

Don Mayle, Manager
Statewide Planning Section

Enclosure

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

Metropolitan Planning Organization Director
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BTP: STPD:JL:jln

Urban\MPO Target Performance\SAFETY\MPO Letter Sept_2022

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

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

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

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

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

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

TARGET SETTING COORDINATION

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

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

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

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

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

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

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

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

MPO TARGET SETTING

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

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

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

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of 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-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2023 MICHIGAN SAFETY TARGETS

Existing Trend

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

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

Exogenous Factors

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

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

2022-2023 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. UMTRI predicts 1,168 fatalities in CY 2022, and 1,159 in 2023.

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

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

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 6,287 serious injuries in CY 2022, and 6,218 in CY 2023.

VMT values have been predicted for CYs 2020, 2021 and 2022. VMT estimates for CY 2020 and CY 2021 are reduced due to COVID-19. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.187 for CY 2021, and 1.133 for CY 2022, and annual serious injury rates of 6.266 for CY 2021, and 5.959 for CY 2022.

Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 763 for CY 2022, and 732 for CY 2023.

The above annual forecasted values for CY 2022 and CY 2023 along with the actual values from CY 2019 to 2021 to determine the 2023 Targets (five-year rolling average) are shown in the 2023 Target Summary table. In addition, actual values dating back to CY 2017 are included as part of the determination of the 2021 baseline condition.

2023 Predictions (Targets)

Number of Fatalities	1,105.6
Rate of Fatalities per 100M VMT	1.136
Number of Serious Injuries	5,909.2
Rate of Serious Injuries per 100M VMT	6.058
Number of Non-Motorized Fatalities and Serious Injuries	743.4

Strategic Highway Safety Plan (SHSP)

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

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

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

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

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

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

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

Regarding the numbers, annual fatalities had decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but made an increase in 2021 with 1,131. This is reflected in the five-year average or target of 1,105.6 for 2023. For the same time serious injuries have remained constant from 6,084 to 5,979 and is reflected in the five-year target of 5,909.2.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2021 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA

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

Targets as reported to FHWA for the respective year

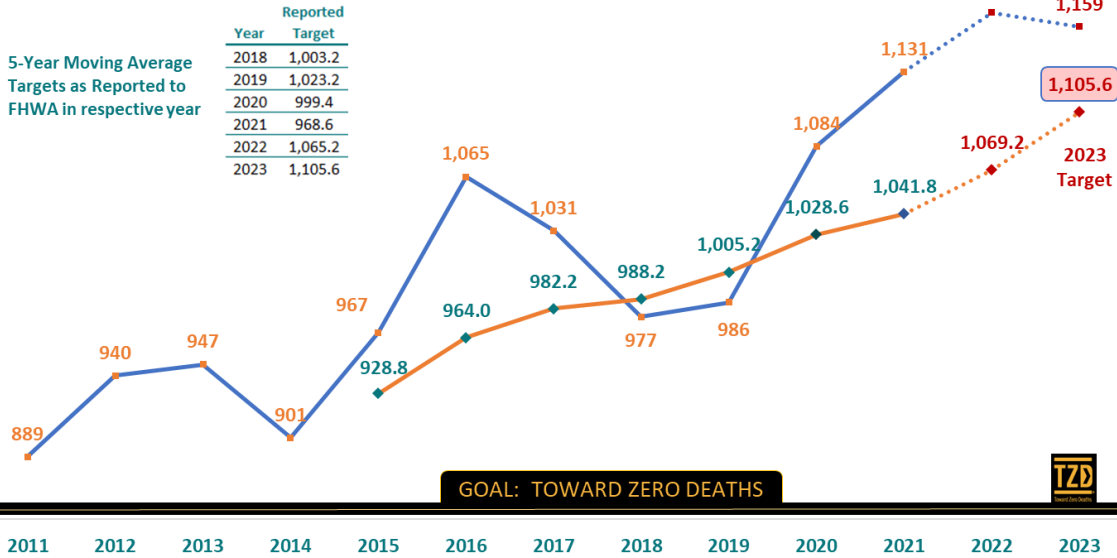
Annual Crash Data

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Reported	Rate	Target	Target	Fatality/ Serious
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	1,084	1.256	5,433	6.295	740
2021	1,131	1.165	5,979	6.158	688

Reference:

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

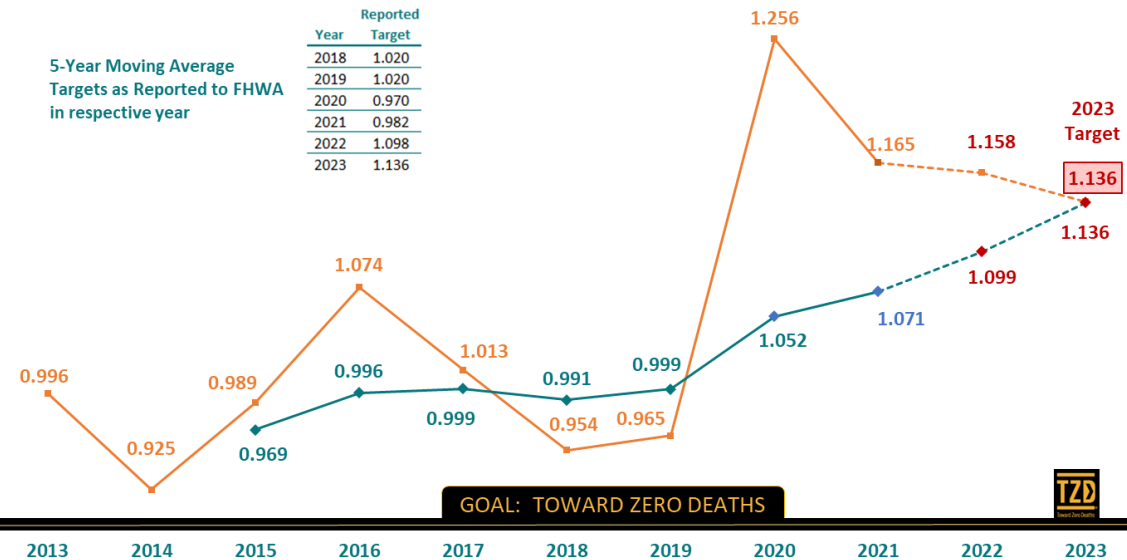
Highway Safety Improvement Program
Number of Fatalities
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

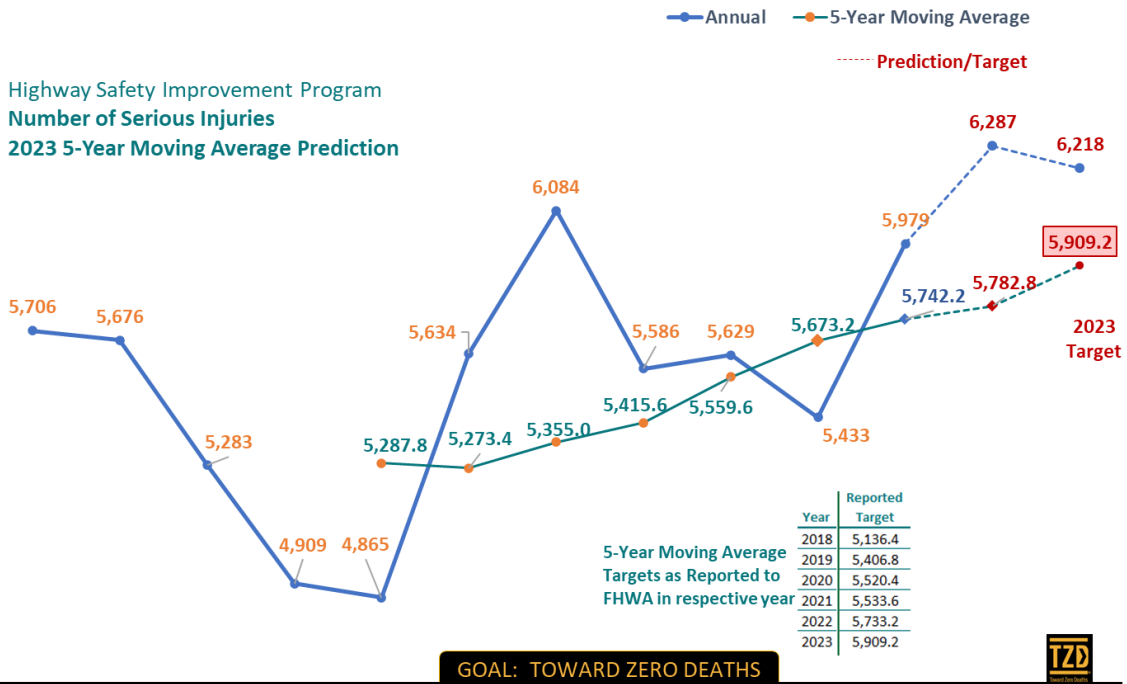
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

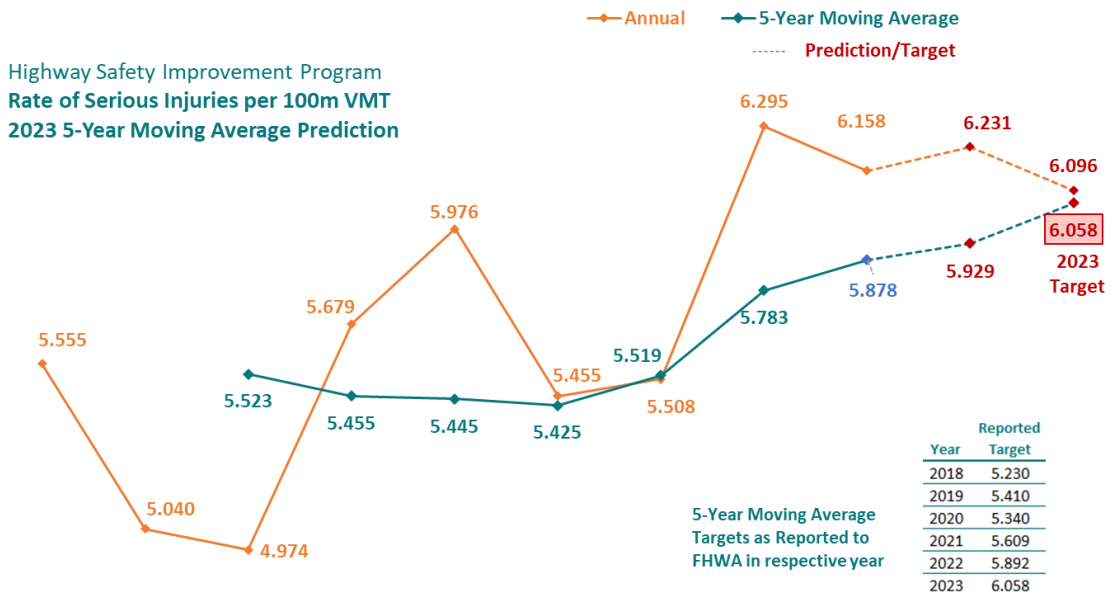


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

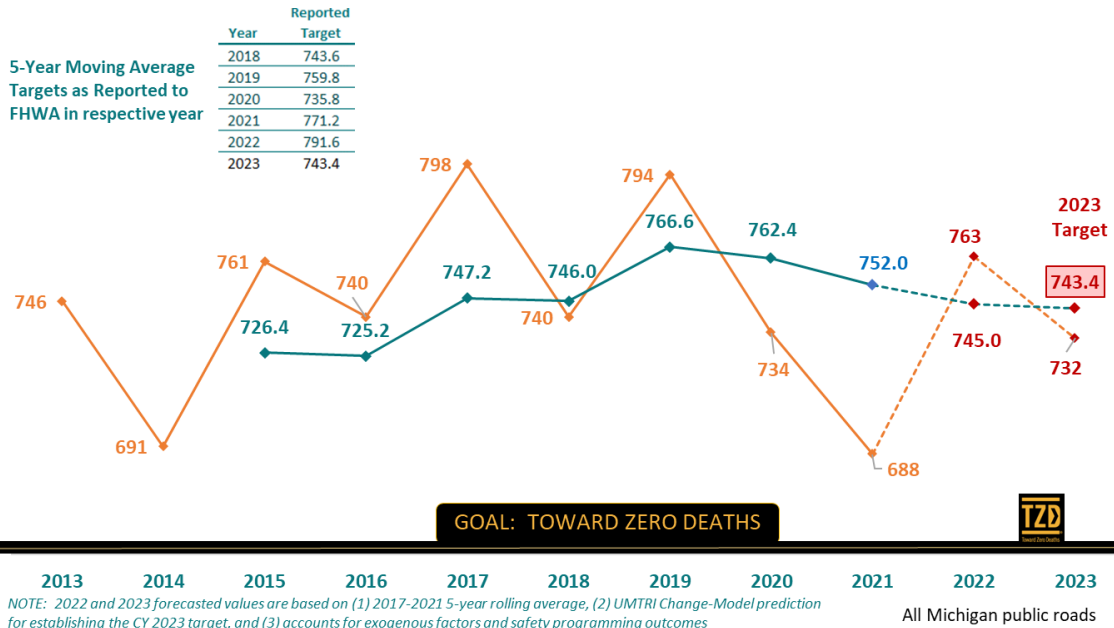


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2023 5-Year Moving Average Prediction



MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: January 12, 2023

SUBJECT: FY 2022 Annual Status Report of TIP Projects

GCMPC is required to publish the status of the Transportation Improvement Program (TIP) projects within 90 days of the end of the fiscal year. A list of TIP projects that were obligated, let for bid, under construction, and/or completed during FY 2022 (October 1, 2021 through September 30, 2022) is attached. The projects are grouped under the type of transportation improvement performed by individual agencies and represent a \$69 million dollar investment into the Genesee County transportation network. These investments include: \$11.3 million in Bridge Work, \$95,500 in Commuter Services, \$3 million in Non-Motorized Facilities, \$33.7 million in Road Restoration/Resurfacing, \$7.8 million in Safety, \$12.1 million in Transit Equipment, Facilities, and Services, and \$1.5 million in other improvements. The complete list of TIP projects is available for review on our website at <http://gcmprc.org/wp-content/uploads/2022/12/2022obligcopy.pdf>.

Please feel free to contact Jason Nordberg, Division Manager at jnordberg@geneseecountymi.gov or (810) 766-6543 with any questions regarding the Annual Status Report of TIP Projects.

**Genesee County Metropolitan Alliance
Annual Status Report of the
Fiscal Year (FY) 2022 Genesee County Transportation Improvement Program (TIP)**

Federal requirements direct the Metropolitan Planning Organization (MPO) for Genesee County to publish the annual status of TIP projects. The Genesee County Metropolitan Planning Commission (GCMPC) provides staff to the Genesee County Metropolitan Alliance (the MPO for transportation planning in Genesee County). The following information is provided for Genesee County transportation projects that were obligated, let for bid, under construction, and/or completed during FY 2022 (October 1, 2021 through September 30, 2022). The projects are grouped under the type of transportation improvement performed by individual agencies and represent an estimated \$69,611,447 investment into the Genesee County transportation network.

Bridges								
Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Genesee County Road Commission	N Genesee Rd	Over Flint River, Str# 2749 - Genesee County	0.03	Bridge Rehabilitation	\$0	\$0	\$0	\$3,497,991
Genesee County Road Commission	Lillie Road	Over the South Branch of the Shiawassee River	0.01	Bridge Removal	\$538,215	\$669,399	(\$131,184)	\$669,399
MDOT	M-15	2 Culverts in Genesee County	N/A	Culvert Replacement	\$3,487,565	\$3,487,565	\$0	\$4,452,599
MDOT	M-57	Over Flint River	0.03	Overlay - Epoxy	\$1,105,991	\$1,105,991	\$0	\$1,412,027
MDOT	M-54	M-54 over Flint River	0.03	Scour Protection	\$238,845	\$238,845	\$0	\$238,845
MDOT	M-15	M-15 over Bird County Drain	N/A	Culvert Replacement	\$1,046,211	\$1,046,211	\$0	\$1,046,211
Commuter Services								
Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Genesee County Metropolitan Planning Commission	Areawide	Genesee and Lapeer Counties	N/A	FY 2023 Rideshare	\$50,000	\$50,000	\$0	\$50,000
MDOT	Areawide	Genesee County	N/A	FY2023 Michivan - Genesee County	\$45,507	\$45,507	\$0	\$45,507
Non-Motorized Facilities								
Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Genesee County Road Commission	Perry Rd Trail	Mancour Dr to Sidewalks West of Gale Rd	1.83	Construct Perry Road Multiuse Path	\$1,120,000	\$1,120,000	\$0	\$1,680,717
City of Swartz Creek	Miller Rd Trail	Crossing of GTW in Swartz Creek, Genesee County	N/A	Install new rubber crossing surface to accommodate adjacent trail work	\$16,661	\$16,661	\$0	\$25,632
City of Swartz Creek	Bristol Rd	Miller and Elms Rds	1.58	Multi-use path construction	\$551,351	\$551,351	\$0	\$1,358,374
Road Restoration/ Resurfacing								
Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Genesee County Road Commission	Lennon Rd	Linden Rd to Dutcher Rd	0.40	Road Rehabilitation	\$173,146	\$186,586	(\$13,440)	\$197,967
Genesee County Road Commission	W Mt. Morris Rd	Sheridan Rd to Gillette Rd	3.33	Road Rehabilitation	\$630,423	\$576,935	\$53,488	\$721,169
Genesee County Road Commission	Linden Rd	S. County Line to Linden City Limits	1.99	Road Rehabilitation	\$389,994	\$342,447	\$47,547	\$428,059
City of Fenton	Main St	Leroy St to Fenton East City Limits	0.92	Road Rehabilitation	\$755,757	\$936,385	(\$180,628)	\$1,364,595
Genesee County Road Commission	E Stanley Rd	Saginaw Rd to Dort Highway	0.94	Road Rehabilitation	\$207,457	\$189,204	\$18,253	\$231,159
City of Grand Blanc	Center Rd	Saginaw St to Brainard St	0.39	Reconstruction	\$865,909	\$960,353	(\$94,444)	\$1,271,240
City of Swartz Creek	Morrish Rd	Miller Rd to Bristol Rd	1.00	Road Rehabilitation	\$629,035	\$626,145	\$2,890	\$852,247
Genesee County Road Commission	E Baldwin Rd	Holly Rd to 900 ft West	0.17	Reconstruction	\$0	\$0	\$0	\$512,754
City of Flint	Saginaw St	Court St. to Flint River	0.51	Reconstruction	\$2,698,186	\$2,299,480	\$398,706	\$5,800,200
MDOT	I-75	M-54 to US-23	4.50	Mill and One Course HMA Overlay	\$5,253,422	\$5,253,422	\$0	\$5,829,140
Genesee County Road Commission	Silver Lake Rd	Ripley St to Fenton City Limits	1.05	Road Rehabilitation	\$201,129	\$201,129	\$0	\$203,830

Road Restoration/ Resurfacing

Genesee County Road Commission	North Rd	Fenton City Limits to Rolston Rd	1.98	Road Rehabilitation	\$342,793	\$342,793	\$0	\$415,943
Genesee County Road Commission	Holly Rd	Baldwin Rd to SB I-75 Ramps	0.55	Road Rehabilitation	\$262,342	\$262,342	\$0	\$315,985
Genesee County Road Commission	N Elms Rd	Potter Rd to River Rd	0.17	Road Rehabilitation	\$211,622	\$211,622	\$0	\$245,217
Genesee County Road Commission	E Bristol Rd	Bristol Rd from Lang Rd to Atlas Rd	0.96	Road Rehabilitation	\$665,000	\$576,364	\$88,636	\$665,000
City of Flushing	E Main St	Flint River/Main St Bridge to Mckinley Rd	0.29	Road Rehabilitation	\$135,351	\$167,183	(\$31,832)	\$359,819
City of Fenton	Torrey Rd	North Rd to Fenton City Limits	1.02	Road Rehabilitation	\$858,528	\$1,057,460	(\$198,932)	\$1,325,525
Genesee County Road Commission	S Irish Rd	900' south of Lippincott Rd to Bridge over Kearsley Creek	0.48	Road Rehabilitation	\$0	\$0	\$0	\$1,144,853
MDOT	M-15	Potter Rd to Richfield Rd	1.00	Minor Widening - Center Left Turn Lane	\$1,247,923	\$1,247,923	\$0	\$1,593,233
MDOT	M-15	Richfield Rd to south of Dodge Rd	5.93	Milling and Two Course Asphalt Overlay	\$4,916,619	\$4,916,619	\$0	\$6,277,084
City of Burton	N Belsay Rd	Davison Rd to Potter Rd	0.99	Road Capital Preventive Maintenance	\$345,762	\$368,370	(\$22,608)	\$460,462
City of Burton	E Maple Ave	Fenton Rd to Sandalwood St	0.81	Road Capital Preventive Maintenance	\$742,236	\$741,170	\$1,066	\$927,313
City of Burton	E Maple Ave	Sandalwood St to Saginaw St	0.47	Road Capital Preventive Maintenance	\$459,172	\$449,049	\$10,123	\$562,161
MDOT	Areawide	Various Routes - Davison TSC, Huron TSC and a portion of Bay City TSC	82.13	Asphalt Crack Treatment	\$576,877	\$576,877	\$0	\$736,499
Genesee County Road Commission	Flushing Rd	Eldorado Dr to Ballanger Hwy	0.57	Road Rehabilitation with Restriping 4 to 3 Lane Reduction	\$732,970	\$1,030,792	(\$297,822)	\$1,288,490

Safety

Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Huron & Eastern Railway Company	W Mount Morris Rd	At Huron & Eastern Railway in Flushing Township, Genesee County	N/A	Upgrade flashers and add half-roadway gates	\$247,500	\$211,404	\$36,096	\$234,893
MDOT	Regionwide	All trunkline routes in Bay Region	1.40	Longitudinal pavement marking application on trunklines in Bay Region	\$3,814,114	\$3,814,114	\$0	\$4,232,099
Genesee County Road Commission	Seymour Rd	Approximately 1500 feet north of Farrand Rd, Genesee County	0.10	High Friction Surface Treatment	\$225,000	\$242,918	(\$17,918)	\$269,909
Genesee County Road Commission	W Lake Rd	At Webster Rd, Genesee County	0.20	Sign mounted flashing beacons and intersection pavement markings	\$18,400	\$17,926	\$474	\$22,408
Genesee County Road Commission	Lapeer Rd	Gale Rd easterly 2200 feet, Genesee County	0.42	Construct center left turn lane	\$600,000	\$600,000	\$0	\$884,021
Genesee County Road Commission	N Irish Rd, Linden Rd	Irish Rd at Coldwater and at Mt. Morrish, Linden Rd at Dodge Rd, Genesee County	0.61	Sign mounted flashing beacons	\$82,800	\$82,547	\$253	\$91,718
Genesee County Road Commission	Beecher Rd	Graham Rd to Ballenger Hwy, Genesee County	1.06	Road Diet (4-3 lane conversion), cold milling and resurfacing	\$600,000	\$579,287	\$20,713	\$643,652
Genesee County Road Commission	Linden Rd	Hill Rd to Linden Creek Pkwy, Genesee County	1.47	Road Diet (4-3 lane conversion), resurfacing	\$225,000	\$225,000	\$0	\$253,971
MDOT	M-54	M-54 at Saginaw St	N/A	Signal Modernization and Synchronization	\$415,399	\$415,399	\$0	\$415,399
MDOT	I-75 / US-23	Various Freeway Ramps	5.77	Tree Clearing	\$134,416	\$134,416	\$0	\$149,147
MDOT	US-23 N	Thompson Rd to Baldwin Rd	1.53	Tree Windscreen	\$161,454	\$161,454	\$0	\$179,148
MDOT	M-15	At Coldwater Rd	0.12	Vertical Curve Grade Reduction	\$361,744	\$361,744	\$0	\$401,387

Transit

Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Flint Mass Transportation Authority (MTA)	Transit Capital SP1203	Genesee County	N/A	Admin/maintenance facility improvements	\$2,881,354	\$2,881,354	\$0	\$3,601,692
Flint Mass Transportation Authority (MTA)	Transit Capital SP1409	Genesee County	N/A	Administrative vehicle	\$80,000	\$80,000	\$0	\$100,000
Flint Mass Transportation Authority (MTA)	Transit Capital SP1408	Genesee County	N/A	Maintenance equipment (hoists, tools, etc.)	\$25,000	\$25,000	\$0	\$31,250
Flint Mass Transportation Authority (MTA)	Transit Capital SP1302	Genesee County	N/A	Bus shelter improvements	\$155,200	\$155,200	\$0	\$194,000
Flint Mass Transportation Authority (MTA)	Transit Capital SP1401	Genesee County	N/A	Bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	\$800,000	\$800,000	\$0	\$1,000,000
Flint Mass Transportation Authority (MTA)	Transit Capital SP1801	Genesee County	N/A	Preventative maintenance	\$2,400,000	\$2,400,000	\$0	\$3,000,000
Flint Mass Transportation Authority (MTA)	Transit Capital SP1407	Genesee County	N/A	Security equipment - vehicles	\$236,000	\$236,000	\$0	\$295,000
Flint Mass Transportation Authority (MTA)	Transit Capital SP1404	Genesee County	N/A	Computers (hardware and software)	\$2,147,800	\$2,147,800	\$0	\$2,684,750
Flint Mass Transportation Authority (MTA)	Transit Operating SP1501	Genesee County	N/A	Job Access Reverse Commute(JARC) operating	\$300,000	\$300,000	\$0	\$600,000
Flint Mass Transportation Authority (MTA)	Transit Capital FY 2022 Urban ST	Genesee County	N/A	Transit Vehicle Canopies	\$30,907	\$30,907	\$0	\$38,634
Flint Mass Transportation Authority (MTA)	Transit Capital FY 2022 CMAQ	Genesee County	N/A	Bus Purchase	\$459,260	\$459,260	\$0	\$574,075

Miscellaneous

Agency	Project Name	Limits	Length (miles)	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Estimated Total Project Cost****
Genesee County Road Commission	Lillie Rd	Over the South Branch of the Shiawassee River	0.01	Bridge Removal - Preliminary Engineering	\$10,000	\$10,000	\$0	\$10,000
MDOT	M-21	Over Swartz Creek	0.01	Bridge Replacement - Preliminary Engineering	\$740,185	\$740,185	\$0	\$945,000
MDOT	I-75	M-54 to US-23	4.50	Mill and One Course HMA Overlay - Preliminary Engineering	\$148,392	\$148,392	\$0	\$164,650
MDOT	Regionwide	All trunkline routes in Bay Region	1.40	Longitudinal pavement marking application on trunklines in Bay Region - Preliminary Engineering	\$18,024	\$18,024	\$0	\$19,999
City of Burton	N Genesee Rd	Court St to Davison Rd	0.99	Road Rehabilitation - Preliminary Engineering	\$65,840	\$67,363	(\$1,523)	\$82,300
City of Burton	E Bristol Rd	Fenton Rd to Saginaw St	1.02	Road Rehabilitation - Preliminary Engineering	\$110,080	\$110,080	\$0	\$137,600
Genesee County Metropolitan Planning Commission	Areawide	Genesee County	N/A	Air Quality Public Outreach and Education Activities for FY 2023	\$50,000	\$50,000	\$0	\$62,500
Genesee County Road Commission	Morrish Rd	Morrish Rd at Lennon Rd, Genesee County	1.28	Construct a roundabout - Preliminary Engineering	\$42,500	\$42,500	\$0	\$85,000

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

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

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

Below is a listing of the total amount of money programmed in FY 2022 from the FY 2023-2026 TIP, that will make progress towards the Performance Measure (PM) categories listed below. Please note that many projects may affect multiple categories, however, project funding has been grouped to the primary PM category for the purpose of this summary chart.

FY 2022 Performance Measure Category Spending Summary		
Performance Measure Category	Amount Programmed	Impact on Condition
Safety/Non-Motorized	\$10,532,076	Reduce potential for motor vehicles crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$33,476,259 (\$12,199,295 of this is on the National Highway System)	Improve surface condition and International Roughness Index (IRI), eliminate issues with cracking, rutting and faulting
Transit	\$11,545,326	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$11,317,072 (\$238,845 of this is on the National Highway System)	Reduce number of structurally deficient and functionally obsolete bridges
System Performance/ Congestion	\$2,740,714	Improve freight movement, reduce traffic congestion and associated user delay costs
Total	\$69,611,447	



U.S. Department
of Transportation

December 9, 2022

Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Mr. Derek Bradshaw, Executive Director
Genesee County Metropolitan Planning Commission
1101 Beach Street, Room 111
Flint, MI 48502-1470

Mr. Todd White, Director
Bureau of Transportation Planning
Michigan Dept. of Transportation
Lansing, MI 48909

Genesee County Metropolitan Planning Commission (GCMPC)

Federal Certification Review Notification

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct a Certification Review of the transportation planning process for the Flint metropolitan area on February 8th and 9th, 2023. We selected these dates in consultation with staff and other partner agencies. The review will be conducted virtually, beginning on the afternoon of February 8th, 2022, and will look at the cooperative planning process conducted by the State, public transportation operators, and local governments in the region. The MDOT, GCMPC, and all participants in the planning process are welcome to attend the meetings and the public involvement portion of the Certification Review. We anticipate completing a final report summarizing the Certification Review Findings by May 2023.

Federal law requires certification of the transportation planning process in urbanized areas with a population over 200,000 once every four years (23 U.S.C. 134, 49 U.S.C. 5304, 23 CFR 450.300). Certification Reviews have an objective of evaluating the transportation planning process. This includes identifying best practices, exchanging information, and identifying improvement opportunities. The Certification process will rely extensively on knowledge gained throughout the year from routine contact and coordination on the regional planning process, as well as the scheduled Certification Review meeting.

If you have any questions concerning this review, please contact Ms. Christina Ignasiak, FHWA, at christina.ignasiak@dot.gov or Ms. Susan Weber, FTA, at susan.weber@dot.gov.

Sincerely,

**THEODOR
E G BURCH** Digitally signed by
THEODORE G BURCH
Date: 2022.12.08
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Theodore G. Burch, P.E.
Division Administrator
Federal Highway Administration

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.12.07
22:36:53 -06'00'

Kelley Brookins
Regional Administrator
Federal Transit Administration

GEF

Enclosure/s:

By e-mail

cc: Derek Bradshaw, GCMPC
Jason Nordberg, GCMPC
Edgar Benning, MTA Flint (ebenning@mtaflint.org)
Shawnice Dorsey, MTA Flint (sdorsey@mtaflint.org)
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Todd White, MDOT
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Don Mayle, MDOT
Andy Brush, MDOT
Richard Bayus, MDOT
Maxwell Gierman, MDOT
Susan Weber, FTA
Christina Ignasiak, FHWA
Andrew Sibold, FHWA
Andy Pickard, FHWA
Eric Purkiss, FHWA
Mark Dionise, FHWA
Rachael Tupica, FHWA
Theodore Burch, FHWA

File Directory: O:\FHWA Records\TRAP Transportation Planning\TRAP 19 Metropolitan Planning Organizations (MPO)\

File Name: GCMPC Certification Review Notification Letter_CI_DEC092022.pdf