

TECHNICAL ADVISORY COMMITTEE

**1101 BEACH STREET, ROOM 111
FLINT, MI 48502**

**JANUARY 14, 2021
1:30 P.M.**

ZOOM CONFERENCE

A-G-E-N-D-A
Zoom Conference Meeting

I. Call to Order

II. Roll Call

III. Minutes

***A. Minutes of the November 5, 2020 Regular Meeting

IV. Old Business

A. Roundabout Implementation Study Update

***B. 2021 Safety Performance Measure Targets

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TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, November 5, 2020, 1:30 p.m.

MINUTES

The Technical Advisory Committee met at 1:30 p.m. on Thursday, November 5, 2020, via a Zoom Conference due to the COVID 19 concerns.

I. Call to Order

Chairperson Johnston called the meeting to order at 1:32 p.m.

II. Roll Call

Present: Derek Bradshaw, Ellen Glass, Eric Johnston, Jay Reithel, Lynn Markland, Mark Adas, Max Gierman, Michael Pifer, Shawnice Dorsey, and Wendy Jean-Buhrer.

Absent: Aaron Dawson, Adam Zettel, Alex Patsy, Andrea Schroeder, Andy Harris, Betty Wideman, Amber Abbey, Bonnie Mathis, Brian Saad, Chad Young, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dave Miller, David Dorr, Don Mayle, Ed Benning, Emily Alexander, Eric Weiderhold, Fred Peivandi, Frederick Thorsby, Gary Stevens, Joseph Madore, Joseph Rizk, Karyn Miller, Larry Green, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Robert Johnson, Sam Stiff, Scott Bennett, Sheri Wilkerson, Steven Furh, Steve Katenhus, Teresa Onica, Thomas Spillane, Tim Elkins, Trevor Block, and Vicki Fishell.

Others Present: Anita Boughner, Jack Wheatley, Jason Nordberg, Sharon Gregory, Jacob Maurer, Zachary Sompels, and Debby Compton.

III. Minutes

*****A. Minutes of the October 1, 2020 Regular Meeting**

Motion: Action: Approve, **Moved by** Michael Pifer, **Supported by** Mark Adas, to approve the minutes of the October 1, 2020 regular meeting as presented.

Motion carried unanimously.

IV. Old Business

A. Genesee County Roundabout Implementation Study Update

Sharon Gregory advised that Rowe Engineering began their skim analysis with 3,600 intersections. During the month of November, Rowe is working on a secondary analysis to decrease that amount and get closer to a number of intersections where roundabouts would be beneficial. At this time staff is looking for comments. The Committee was encouraged to email Sharon Gregory, or go to the GCMPC website and click on the Facebook link, or go to our Community Remarks page at communityremarks.com/genesee and click on the map where you think a roundabout might work and leave your comments. Staff would like all comments by Friday, November 6, 2020, if possible.

Eric Johnston stated that the Genesee County Road Commission will be meeting with Rowe next week.

Jack Wheatley from Rowe Engineering advised they are willing to meet with anyone to discuss intersections in detail. They are about 95% done with the skim analysis and about 10% into the secondary analysis. There are about 248

intersections that came out of the skim analysis that will go on to the secondary analysis. Intersection criteria was discussed, including federal-aid eligibility, gravel road approaches, crashes, and non-freeway roads. To narrow down intersections in the secondary analysis, the criteria will look at site constraints such as proximity to a railroad, location relative to a signal timed corridor, local road approach verses major road approach, and the existence of other funding initiatives. Rowe is working with MDOT's, Jay Reithel to review the state (M) roads.

V. New Business

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #12**

Jacob Maurer advised that TIP amendment #12 is deleting one project and changing one project. The roundabout in the City of Flushing is being deleted and the Genesee County Road Commission's Hill Road project is changing. The project will move to 2023 and will use the funds abandoned by the deleted City of Flushing project. This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified

Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed and they meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding and meets the Clean Air Act. At this time staff is recommending endorsement of Amendment #12 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Lynn Markland, **Supported by** Michael Pifer, to recommend endorsement of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #12 to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

B. 2021 Safety Performance Measure Targets

Zachary Sompels stated that on Aug 31, 2020, the Michigan Department of Transportation released statewide safety targets for calendar year 2021. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2020 Statewide Safety Targets last year. GCMA has until February 27, 2021 to either

adopt the statewide targets or set our own local targets. Staff is in the process of reviewing the local crash trends and will make a recommendation in December to this committee.

Mr. Sompels presented a PowerPoint of Crash Trends. Discussion ensued.

*****C. 2021 Meeting Dates**

Chairperson Johnston stated that the 2021 meeting dates were included in your agenda packet. The meeting dates will remain on the first Thursday of every month at 1:30 p.m. except January which will be held on the second Thursday of the month.

Motion: Action: Approve, **Moved by** Michael Pifer, **Supported by** Jay Reithel, to approve the 2021 meeting dates as presented.

Motion carried unanimously.

*****D. FY 2021 Unified Work Program Amendment 1**

Jason Nordberg advised that staff is proposing to move \$10,000 from TSM Activity Coordination to Model Maintenance and Analysis. There is no change in the

amount of the UWP, just changing the way it is being charged. At this time staff is requesting that the Technical Advisory Committee provide a recommendation of approval for Amendment 1 to the FY 2021 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Mark Adas, **Supported by** Michael Pifer, to recommend approval for the FY 2021 Unified Work Program (UWP) Amendment 1 to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

E.FY 2021 Federal Funding Allocations Update

Jacob Maurer advised that the Michigan Department of Transportation (MDOT) let staff know we are receiving a reduced amount of federal allocation for the FY 2021 projects. Staff looked at all the projects and made reductions according to the proportion of the total amount of federal funding. None of the projects had been obligated yet so staff was able to make the changes administratively and present them to the committee.

Jason Nordberg stated that this is typically what staff has done in the past, spread the reduction fairly over the projects based on how much money you received originally. As far as we know it will not be reduced any more.

Anita Boughner advised that it was reduced because typically we are a donor state. Each state gets back at least 95% of what they put into the federal pot. Texas typically puts in a lot more, so to get them up to the 95% everyone has to contribute across the board to make sure they are whole. This year Colorado had a deficit in addition to Texas. So, each state had to give up federal funds to make Colorado whole. Discussion ensued.

VI. Other Business

None

VII. Announcements

Jason Nordberg announced that GCMPC staff, Cody Roblyer, and Katie Mehl have started to work on the Hazard Mitigation Plan for Genesee County. Staff will be reaching out to the municipalities to participate in the plan by completing

surveys and data requests. When a disaster happens and funding becomes available to mitigate its effects, you must have a plan already in place in order to receive that type of funding. That is why a hazard mitigation plan is so important. Staff is moving forward to make sure we have a plan in place for the future so we can capture that funding if needed.

VIII. Adjournment

Motion: Action: Approve, Chairperson Johnston moved to adjourn the meeting at 2:04 p.m., supported by Ellen Glass, to approve the adjournment of the Technical Advisory Committee meeting.

Chairperson Johnston announced the next meeting will be held on Thursday, December 3rd at 1:30 p.m.

Respectfully submitted,
Debby Compton, Secretary
Genesee County Metropolitan Planning Commission

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A. Roundabout Implementation Study Update

***B. 2021 Safety Performance Measure Targets

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

SUBJECT: 2021 Safety Performance Measure Targets

On August 31st, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2021 as required to meet performance measure requirements of the FAST Act annually. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2020 Statewide Safety Targets last year. GCMA has until February 27, 2021 (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 2019 (rolling average), 2020 target (rolling average), followed by the 2021 target.

Safety Performance Measure	Baseline Through 2019	2020 State Safety Target	Calendar Year 2021 State Safety Target
Fatalities	1,004.4	999.4	968.6
Fatality Rate (per 100 million VMT)	0.998	.097	0.982
Serious Injuries	5,559.6	5,520.4	5,533.6
Serious Injury Rate (per 100 million VMT)	5.518	5.34	5.609
Non-Motorized Fatalities & Serious Injuries	768.8	735.8	771.2

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 2021 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 October 14, 2020 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 2021, 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.

State of Michigan Safety Targets for Calendar Year 2021

Safety Performance Measure	Baseline Through 2019	2020 State Safety Target	Calendar Year 2021 State Safety Target
Fatalities	1,004.4	999.4	968.6
Fatality Rate (per 100 million VMT)	0.998	.097	0.982
Serious Injuries	5,559.6	5,520.4	5,533.6
Serious Injury Rate (per 100 million VMT)	5.518	5.34	5.609
Non-Motorized Fatalities & Serious Injuries	768.8	735.8	771.2

 Robert Johnson, Chairperson
 Genesee County Metropolitan Alliance

 Date



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

October 14, 2020

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 2021. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process as the safety performance area was discussed through the first half of this calendar year.

State Safety Targets for Calendar Year 2021:

Safety Performance Measure	Baseline Through Calendar Year 2019	Calendar Year 2021 State Safety Target
Fatalities	1,004.4	968.6
Fatality Rate	0.998	0.982
Serious Injuries	5,559.6	5,533.6
Serious Injury Rate	5.518	5.609
Nonmotorized Fatalities and Serious Injuries	768.8	771.2

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 31st. MPOs are now required to decide on their MPO safety targets for calendar year 2021 no later than February 27, 2021.

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.

Thank you for your participation in the performance measure coordination process.

Metropolitan Planning Organization Directors
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October 14, 2020

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

Sincerely,

A handwritten signature in blue ink that reads "Eric Mullen". The signature is fluid and cursive.

Eric Mullen, Manager
Statewide Planning Section

Enclosure(s)

cc. John Lanum

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Sharon Gregory, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

SUBJECT: Adoption of MTA's Public Transportation Agency Safety Plan (PTASP)

The Mass Transportation Authority (MTA) has completed its Public Transportation Agency Safety Plan (PTASP) which is required by the Federal Transit Administration (FTA). The reason for the PTASP is to help transit operators better manage safety risks through the development and implementation of proactive safety management systems. MTA's PTASP describes its Safety Management Policy, Risk

Management Process, Safety Performance Monitoring and Measurement Process, Safety Training Program, and its safety performance measure targets for 2020/2021 as required by FTA. The PTASP is attached here for your reference.

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt the MTA's Public Transportation Agency Safety Plan (PTASP).

Public Transportation Agency Safety Plan Template for Bus Transit

The Federal Transit Administration (FTA) is providing the *Public Transportation Agency Safety Plan Template for Bus Transit* and accompanying *Reference Guide* to assist with the development of a Public Transportation Agency Safety Plan (Safety Plan) for bus transit modes. Use of this template is voluntary. The template and reference guide are intended for use by States and operators of public transportation systems that are required to draft a Safety Plan in accordance with 49 C.F.R. Part 673 (Part 673). The full text of Part 673 is available at <http://www.transit.dot.gov/PTASP>.

Certain requirements in Part 673 do not apply to small public transportation providers¹. The relevant sections in this template are noted in red to indicate where requirements differ. Transit operators that are subject to Part 673 may choose to include additional sections beyond what is required in Part 673.

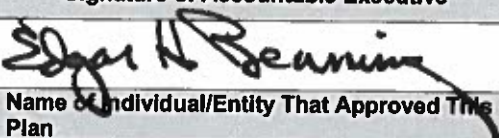
Under Part 673, a transit agency is required to maintain documents that describe its Safety Plan, including those related to implementation and results from processes and activities. Also, a transit operator may have existing documentation that describes processes, procedures, and other information required in Part 673. You may reference these documents in your Safety Plan by specifying the document names and locations within the appropriate sections of the plan.

1. Transit Agency Information

Transit Agency Name	Mass Transportation Authority – Flint Michigan		
Transit Agency Address	1401 S. Dort Highway, Flint MI 48503		
Name and Title of Accountable Executive	Edgar Benning – CEO/General Manager		
Name of Chief Safety Officer or SMS Executive	Luke Randolph – SMS Officer & Safety/Risk Management Manager		
Mode(s) of Service Covered by This Plan	DR PT, DR DO, MB DO	List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5310, 5311, 5339(a)
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Directly Operated: Fixed Route Service, Regional Service, Peak Service, Your Ride (Para-Transit) Service, Rides-to-Wellness (Same-Day Service)		
Does the agency provide transit services on behalf of another transit agency or entity?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Description of Arrangement(s)

Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	NA
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2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Mass Transportation Authority – Flint MI	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
		11.20.2020
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	MTA Board of Directors	11-19-2020
	Relevant Documentation (title and location)	
Resolution #21-11 Flint, MI		
Certification of Compliance	Name of Individual/Entity That Certified This Plan	Date of Certification
	Relevant Documentation (title and location)	

Version Number and Updates			
<i>Record the complete history of successive versions of this plan.</i>			
Version Number	Section/Pages Affected	Reason for Change	Date Issued

Annual Review and Update of the Public Transportation Agency Safety Plan

Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

In February the MTA Safety Committee, chaired by the SMS Officer, will review the SMS program along with all Safety related SOPs and recommend any required actions/updates. In March the review and recommendations will be reviewed with the CEO/General Manager, and the executive management team, for approval. In May the review and recommendation will be reviewed with the Board of Directors for approval. Process starting in February of 2022.

3. Safety Performance Targets

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

SPT Category		2017	2018	2019	5 Year Average	Targets
Total number of Fatalities		0	0	0	0	0
Fatality Rate per 10,000,000 VRM		0	0	0	0	0
Total Number of Injuries		25	34	27	28.7	28
Injury Rate per 10,000,000 VRM		30.41	40.03	29.20	33.2	33
Total Number of Safety Events		31	31	38	33.3	33
Safety Event Rate per 10,000,000 VRM		37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	MB	7297	5481	7884	6887.3	6800
	DO	161028	31248	25889	72721.7	70000
Annual VRM		8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.3	

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

MDOT Representative stated that all safety performance targets for large transit agencies will provide their own targets.

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
		Michigan – MDOT
Targets Transmitted to the	Metropolitan Planning Organization Name	Date Targets Transmitted

Metropolitan Planning Organization(s)	Genesee County MPO	11/15/2020

4. Safety Management Policy

Safety Management Policy Statement

Include the written statement of safety management policy, incorporating safety objectives.

MTA-Flint is committed to Safety Management Systems (SMS) as a systematic and comprehensive approach to identifying safety hazards and risks associated with transit system operations and related maintenance activities. MTA's safety goal will always be zero accidents and injuries in and around our system. MTA-Flint has adopted a Safety Management Systems (SMS) framework as an explicit element of the agency's responsibility by establishing a safety policy; identifying hazards and controlling risks; goal setting, planning and measuring performance. Furthermore, MTA-Flint has adopted SMS as means by which to foster agency-wide support for transit safety by establishing a culture where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety. The intent of SMS is to address all applicable requirements and standards as set forth in the FTA's Public Transportation Safety Program and National Public Transportation Safety Plan.

Safety Beliefs

- Safety is a core business value.
- Safety excellence is a key component of our mission.
- Safety is a source of our competitive advantage; our business will be strengthened by making safety excellence an integral part of all our public transportation activities; and
- Accidents and serious incidents are preventable and do not occur out of the blue; they are preceded by precursors (events, behaviors, and conditions) that can be identified, assessed and mitigated through physical, administrative and behavioral defense strategies.

Safety Culture

MTA-Flint believes safety promotion is critical to the success of SMS by ensuring that the entire organization fully understands and trusts the SMS policies, procedures, and structure. It involves establishing a culture that recognizes safety as a core value, training employees in safety principles, and allowing open communications of safety issues.

Positive safety culture must be generated from the top-down. The actions, attitudes, and decisions at the policy-making level must demonstrate a genuine commitment to safety. Safety must be recognized as the responsibility of each employee with the ultimate responsibility for safety resting with the CEO/General Manager and Governing Board of MTA-Flint. Employees must trust that they will have management support for decisions made in the interest of safety while recognizing that intentional breaches of safety will not be tolerated.

Safety Objectives

MTA-Flint has established a set of safety objectives to help us assess our safety performance and the effectiveness of our SMS. Our objectives include the following:

- Continuously examining our operations for hazards, through active employee reporting, management audits and the review and analysis of data;
- Clearly explaining for all staff their accountabilities and responsibilities for the development and operation of MTA-Flint SMS;

- Ensuring that employees charged with implementing the agency’s SMS processes, methods and activities are adequately trained and assessed and only assigned tasks commensurate with their skills and experience;
- Providing MTA-Flint employees and contractors with formal, ongoing SMS communications; and
- Continuously improving MTA-Flint safety performance through the management of the processes that ensure effective safety risk mitigations are implemented in a timely manner.

Safety Reporting

MTA-Flint is committed to the safest transit operating standards possible. To achieve this, it is imperative that MTA-Flint has uninhibited reporting of all accidents, incidents and occurrences which may compromise the safe conduct of our operations. To this end, every employee and contract service provider is responsible for the communication of any information that may affect the integrity of transit safety. Such communication must be completely free of any form of reprisal.

Safety Management Policy Communication

Describe how the safety management policy is communicated throughout the agency’s organization. Include dates where applicable.

Once the final document is drafted and signed as a policy, MTA will provide official training to all employees on SMS, its policy and procedures. All trainees will be required to sign-off that they understand the process and their role in it. MTA’s SMS will be available on our common drive and posted on all communication boards. Period safety updates will be sent out through the employee communication system and posted, and will appear in the monthly employee newsletters.

Authorities, Accountabilities, and Responsibilities

Describe the authorities, accountabilities, and responsibilities of the following individuals for the development and management of the transit agency’s Safety Management System (SMS).

Accountable Executive	<p>Edgar Benning – CEO/General Manager, who is the Accountable Executive, has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Controls and directs human and capital resources needed to develop and maintain the ASP, SMS, and Transit Asset Management Plan; Ensures that MTA’s SMS is effectively implemented throughout the system; • Ensures action is taken to address substandard performance in MTA’s SMS; • Monitors MTA’s safety performance; • Accepts safety risk associated with hazards or mitigates unacceptable safety risk; and • Assumes ultimate responsibility for carrying out MTA’s ASP and SMS. • Designates a Chief Safety Officer with a direct line of reporting to the Accountable Executive; • Issues annual SMP statement and safety objectives • Ensures that MTA’s SMS is effectively implemented throughout the system; • Ensures action is taken to address substandard performance in MTA’s SMS; • Monitors MTA’s safety performance; • Accepts safety risk associated with hazards or mitigates unacceptable safety risk; and • Assumes ultimate responsibility for carrying out MTA’s ASP and SMS. <p>The Accountable Executive designates the Chief Safety Officer as the position with the authority and responsibility for day-to-day implementation and operation of MTA’s SMS. The Chief Safety Officer holds a direct line of reporting to the Accountable Executive. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Leads the development and update of MTA’s ASP • Develops MTA’s SMS policies and procedures; • Monitors day-to-day implementation and operation of MTA’s SMS
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	<ul style="list-style-type: none"> • Establishes and maintains MTA's safety data information management and reporting systems.
<p>Chief Safety Officer or SMS Executive</p>	<p>Luke Randolph (SMS Officer/Safety Manager) - Chairs the SMS Committee, Management of Change Committee, and Accident and Incident Review Board:</p> <ul style="list-style-type: none"> o Coordinates the activities of the committees with other members; o Develops agendas and sets topics for discussion; o Keeps and distributes minutes of committee meetings; o Maintains documentation and decisions made by committees. <ul style="list-style-type: none"> • Develops and distributes quarterly report on MTA's progress in meeting the safety objectives specified in the SMP statement; • Develops and distributes reports that monitor and analyze trends in hazards and safety events; • Develops and issues Safety Reporting Bulletins and manages MTA's mandatory and voluntary safety reporting programs; • Provides information and analysis on reports made through the mandatory reporting program and voluntary employee safety reporting program (ESRP) • Ensures personnel who have submitted voluntary reports are notified of the receipt of the report and are informed about the disposition of the report; • Develops and issues MTA's annual safety performance targets (in coordination with the Accountable Executive); • Identifies deficiencies and substandard performance in MTA's SMS, notifies the Accountable Executive, and works with the Accountable Executive to develop action plans to address the identified deficiencies; • Advises the Accountable Executive on SMS progress and status; and • Supports MTA departments in managing safety risk by providing Safety Risk Management (SRM) expertise and conducting and overseeing Safety Assurance activities.
<p>Agency Leadership and Executive Management</p>	<p>Leadership and Executive Management have authorities and responsibilities for day-to-day implementation and operation of MTA's SMS as it applies to their respective business units. In addition, they support systemwide SMS implementation as requested by the Chief Safety Officer and SMS Committee.</p> <p>Specific authorities, responsibilities and accountabilities for Agency Leadership and Executive Management under this plan include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Allocating resources within respective business units to accomplish safety objectives identified in the SMP statement and to address substandard performance in the SMS; • Overseeing the safety of day-to-day operations and SMS implementation in their respective business units; • Coordinating with the Safety Department on the implementation of SMS in their respective business unit and providing subject matter expertise as requested; and • Modifying policies consistent with implementation of the SMS and other safety regulations
<p>Key Staff</p>	<p>Key Staff includes those positions that directly oversee MTA's Operating Divisions, Control Center and Maintenance Facilities, as well as MTA's Human Resources, Technical Training and Procurement Departments. Specific authorities, responsibilities and accountabilities for Key Staff under this plan include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Complying with SMS programs and processes; • Supporting development, implementation, and operation of MTA's SMS; • Maintaining documents that support SMS implementation; • Reviewing and investigating employee reports, in coordination with the Chief Safety Officer and/or SMS Committee, and documenting results in MTA's reporting system;

- Providing subject matter expertise to support implementation of MTA’s SMS; and
- Verifying compliance with safety requirements and reporting deviations to the Safety Department.

Employee Safety Reporting Program

Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).

MTA – Flint has developed several ways MTA employees can voluntarily report safety conditions:

- MTA-Flint Web Page- Anyone can report safety concerns, including employees. This can be accomplished anonymously or with contact information. MTA Director of Marketing manages the web page.
- Safety Drop Box- Safety drop boxes are located at each department area and service centers. Safety concerns can be submitted anonymously. Safety Manager and HR Manager manages the drop-boxes
- Telephone Hotline- MTA has a designated phone number for employees to call in from an outside number or an internal four-digit extension. The Safety Manager and HR Manager manages the Hotline.
- Open Door Policy – Employees can directly report safety or other concerns to any MTA supervisor, manager, COO and/or the CEO/General Manager.

Mandatory Reporting

- MTA requires its employees to report the occurrence of safety events meeting the thresholds specified in MTA SOP’s Rulebook. This includes safety events as defined in section 6.2 and FTA’s PTASP regulation, §673.5.
- Employee’s are required to report all safety events that involve all damage, injury and/or close call.

Employee Discipline

- Appropriate employee disciplinary actions will be taken when an employee violates any established laws, regulations, policies, procedures, rules and/or union contract requirements.

Employee Exclusion from Protection:

- Knowingly and purposely defying an established federal, state and/or local law and/or regulation.
- Knowingly and purposely defying an MTA policy, procedure, rule and/or union contract requirement.
- Knowingly placing one’s self and/or others in direct danger.
- Accidents where it is clearly the MTA Operator that is at fault.

5. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.*

Safety Hazard Identification – This process starts with recognizing a process inside MTA that has the potential of harm or loss to people and/or property. Once the process is identified to carry risk, the process must be assessed to verify the risk is expectable or needs to be mitigated.

Local/State/Federal resources and data will be utilized as sources for hazard information.

Safety Hazard Identification at MTA is conducted in several ways:

- Process of change throughout our systems (Routes, Buildings, Vehicles,). Whenever changes are made in our system, a Hazard Identification Assurance document will be filled out with any changes that could affect safety.
- Risk Assessment work sheets conducted by management and employees for day-to-day activities.
- Safety Talks and employee safety reporting

Safety Hazard Assessment & Prioritization:

- Safety hazards will be prioritized by the following cause results, in the following order: Injury/Death, damage to equipment/facilities/infrastructure, service disruptions and then others.

Reaction to Identified Hazards:

- Based upon the severity of the hazard identified, the appropriate action will be taken, which could include, but is not limited to: Reporting of the hazard, all-stop pending permanent correction, all-stop pending temporary correction and/or increased/additional training.

MTA has invested in a web based EHS system (Intelex) that covers accident/event reporting, Near Miss, Risk Assessment, Training, and Customer Complaints/Accommodations. Intelex has a built-in Risk assessment matrix that quantifies risk severity and mitigation documentation.

The primary objective of risk mitigation strategies in the MTA SMS program is to implement risk controls that reduce the likelihood/severity of each identified specific risk. It is critical that MTA has clear and accurate data to assess and mitigate all safety risk. That is why MTA invested in a data driven web based EHS platform. MTA will always avoid risk when possible, but often risk is unavoidable. Risk reduction starts in the planning of each process using experts in the department to help plan a reduced action plan.

Safety Risk Mitigation –

- Risk Avoidance: Sidestep Mishap Occurrence
- Risk Reduction: Reduce Likelihood/Severity of Occurrence
- Risk Transfer: Transfer Ownership of a Specific Risk to Another Party
- Risk Assumption: Treat the Mishap Occurrence as Acceptable

Identified Hazards:

- All identified hazards will be reported through MTA's EHS platform and given a V5 rating with a mitigation plan. All risk mitigation will be documented in Intelex (EHS Platform).
- MTA's Maintenance Department will perform, monthly, MIOSHA/OSHA based Hazard Assessments with corrective action to follow. Currently, this will be performed on paper and filled in department.
- Safety/Risk Manager will review the overall process and conduct regular audits of compliance. The results of the audits will be presented to the safety committee and the executive management team. Identified non-conformances and/or newly developing safety issues will be immediately addressed to mitigate the possible safety concerns.

6. Safety Assurance

Safety Performance Monitoring and Measurement
<p><i>Describe activities to monitor the system for compliance with procedures for operations and maintenance.</i></p>
<ul style="list-style-type: none"> • MTA Safety Manager conducts by-monthly safety audits across the company's physical addresses with an OSHA based documented checklist (Cell Phone App). • Employee lost time is recorded monthly and a data report is reviewed by MTA management with corrective actions. • Data reports on bus events and public safety is pulled monthly and reviewed with corrective actions by MTA Management.
<p><i>Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.</i></p>
<p>The "Human" factor always has room for error and therefore needs to be audited for effectiveness. Every safety process in the SMS needs to be audited for safety assurance, reviewed and changes made for risk mitigation. Safety data reports will tell MTA by KPI category if the system is improving or not. Corrective action to follow any down turns in safety performance.</p>
<p><i>Describe activities to conduct investigations of safety events to identify causal factors.</i></p>
<p>MTA uses a web based EHS platform, with a risk management, near miss, injury, incident/accident investigation, mitigation and corrective actions reports, and tools built in. (Intalex) These reports, and risk assessments are continually reviewed by the Safety/Risk Manager with daily corrective actions. Data reports are pulled and reviewed by upper management, during weekly staff meetings, and the safety committee, during monthly meetings.</p> <p>The below diagrams represent the tools MTA uses for risk assessments and documentation. All risk assessments will be evaluated with corrective actions by the Safety/Risk Manager weekly. The Safety/Risk Manager will contact departmental experts to evaluate all events that require further follow up and expertise.</p>

New Incident Risk Assessment

Risk Assessment Details

* Assessment Date 10/15/2020 9:02 AM

Comment MTA Driver was rear-ended when making a right turn

Consequence / Impact

* Matrix EHS Incident Matrix

* Aspect People

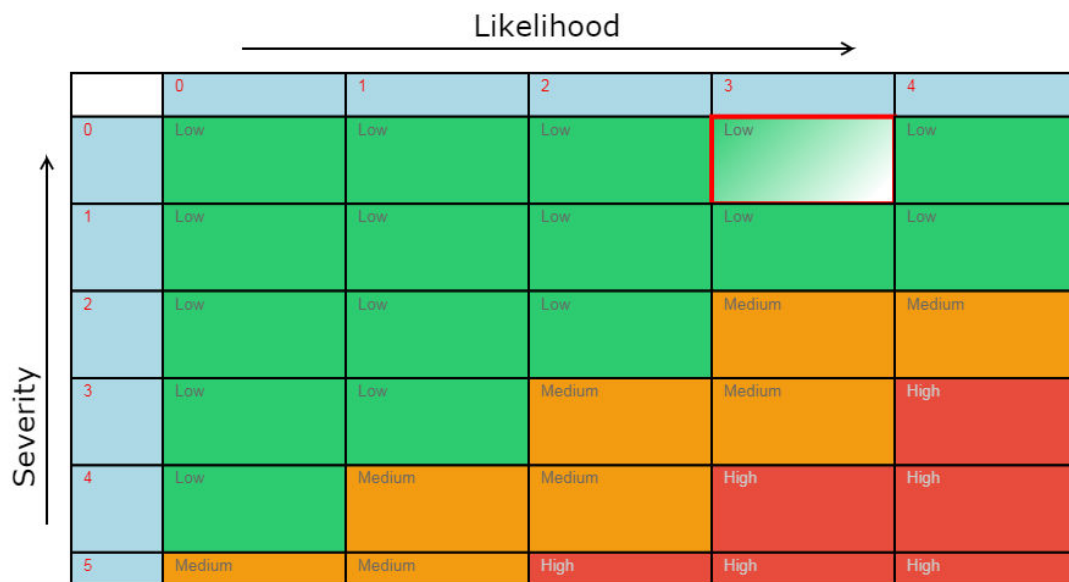
* Consequence No Injury or health effect

Likelihood

* Likelihood Has happened more than once

Rank Low
Risk Rank Acceptable

Risk Matrix



Describe activities to monitor information reported through internal safety reporting programs.

The Intellex reports and risk assessments are continually reviewed by the Safety/Risk Manager with daily corrective actions.

Management of Change

Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.

Managing change begins with a discussion of the types of changes being considered that could affect workplace safety and health, including effects that may not be obvious. Procedures for managing change is written and regularly reviewed to reduce the risk associated with any changes. Changes being considered must be thoroughly evaluated for how they affect employee safety and health. Sometimes there is a domino effect, where one change leads to more changes, and you will need to determine if the changes being considered will cause additional changes to operating procedures. A MOC program must specify what types of changes are to be managed. The Safety Committee will apply MOC parameters to physical alterations of equipment only or new operating procedures only – or both. A proper MOC system also requires that any change be evaluated before implementation. The level of evaluation can depend on the degree of change and how critical it is to the safety of our operations. Employees, as well as maintenance and contract workers, whose work will be affected by the change, must be informed and trained on the new equipment, process or whatever the change includes. This must be done before startup of the process or startup of the affected part of the process. Managing change also means updating any safety information, operating procedures or practices related to the new procedures. This type of work has proven to be a worthy practice that promotes and strengthens the Safety Committee's involvement.

Elements of an effective MOC Program are:

- Procedures that consider:
 - o The technical basis for the proposed change.
 - o Impact of the change on employee safety and health.
 - o Modifications to operating procedures.
 - o Time needed for the change.
 - o Authorization required for the proposed change.
- Steps taken to identify hazards before the changes are made.
- Identifying methods to screen and classify changes.
- Identifying the key hazards in changes.
- Identifying methods for documenting MOC reviews.
- Procedures to make approvals and authorizations workable.
- Plans to inform and train personnel about the changes.
- Methods for updating Process Safety Information, procedures and other Process Safety Management information.
- Steps for effective implementation.
- Procedures for reviewing and revising any existing MOC Program.

Safety and Safety Performance Communications:

Multiple appropriate forms of communicating safety and safety performance will be utilized and will include, but is not limited to, direct employee emails, posting board notices, newsletter articles, town-hall employee phone meetings, direct face-to-face employee meetings and special employee mailings.

Document/Records Retention and Availability:

All documents/records relating to the SMS program will be maintained for a minimum of 3 years. Documents that have been rendered obsolete will be identified as such and maintained for this period. These records will be available for audit by any Local/State/Federal entity having jurisdiction.

Continuous Improvement

Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.

Continuous Improvement starts with knowing what MTA's past safety performance was, and what was the KPI's for past performance. Once our safety gaps are recognized, re-train and train employees on safety gaps and safety communications across the organization.

7. Safety Promotion

Competencies and Training

Describe the safety training program for all agency employees and contractors directly responsible for safety.

Safety promotion ensures that MTA employees and contractors are aware of policies and procedures related to the safety of agency operations, and specifically as related to their areas of work. MTA's comprehensive safety training program applies to all MTA employees directly responsible for safety, including:

- Bus vehicle operators,
- Dispatchers,
- Maintenance technicians,
- Managers and supervisors,
- Agency Leadership and Executive Management,
- Chief Safety Officer and Safety Department, and
- Accountable Executive.

Training has been developed for each designated position throughout the agency, appropriate to the position's individual safety-related job responsibilities and role in the SMS. This training includes instruction and testing to verify initial competency, as well as refresher training and recertification requirements to ensure employees remain current on the agency's policies and procedures. Basic training requirements for MTA employees, including frequencies and refresher training, are documented in MTA's Training Department and the MTA Employee training file.

Note: All new hire employees go through a basic New-Hire Orientation, which includes:

- Drug & Alcohol
- Sexual Harassment
- Policies & Procedures
- Employee Handbook (Hourly/Salary)
- DOT Certifications (When Applicable)
- Material Safety Data Sheets
- PPE
- Hazard Assessment & General Safety
- Weekly Safety Training Talks
- Bloodborne Pathogens
- Employee Right-to-Know

Transit Operators

MTA utilizes the FTA's TSI safety training material for all new hire Paratransit and Fixed Route Operators.

The course covers the following topics:

- Policy and Procedure
- FTA/DOT/Harassment/ MIOSHA
- Introduction to Transit- Transportation Safety Institute Program
- Introduction to Vehicles
- Basic Maneuvering Skills
- Basic on the Road Skills
- Comprehensive State CDL Skills Test
- Written Test
- Completion of TSI Programming
 - a) Defensive Driving
 - b) Emergency Management
 - c) Customer Service
- Property Safety (safe walking/driving)
- Check In/Out Procedures
- Transit Vehicle/Fixed Route
- Lift Operation
- Securement Systems
- Destination Signs
- Radios
- Transfers
- Fare Box
- Emergency Equipment
- Defensive Driving Course – NSC

Maintenance/GMT's

- Bus Cleaning
- Bus Lift
- Diesel Mechanic, Paint/Body Shop Hands-on-Training
- Fueling
- CNG Fuel System
- Hi-Lo

Safety Communication

Describe processes and activities to communicate safety and safety performance information throughout the organization.

The Safety Department is responsible for using the safety information system to develop regular status reports on safety risk mitigations and conduct corrective actions for dissemination to the SMS Committee and Joint Labor and Management Safety Committees for discussion.

MTA uses its web based EHS platform to communicate real time safety performance reports through the end-user's dashboard on the Intellex site.

Additional Information

Supporting Documentation

Include or reference documentation used to implement and carry out the Safety Plan that are not included elsewhere in this Plan.

MTA SOP's and Guidelines for Safety:

- GM-810 Accident Reporting Guidelines
- FR-10.7 Accident and Events
- FR-10.14 CNG Bus Post Accident Procedure
- VIII-E Dispatch Accident Procedure
- VIII-C Accident Breakdown
- VIII-H Accident Notification
- Safety Manual Documents (HR Procedures)
- VI-B Safety Suggestions
- OPS-520 Safety Incentive
- FR-10.1 Safety Meetings
- MD 300-Daily Safety Talks

Definitions of Special Terms Used in the Safety Plan

Term	Definition

List of Acronyms Used in the Safety Plan

Acronyms	
5307	Urbanized Area Formula Grants
5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grants
5311	Rural Area Formula Grants
5339(a)	Bus and Bus Facilities Formula Grants
ASP	Agency Safety Plan
CDL	Commercial Driver's License
CEO	Chief Executive Officer
CNG	Compressed National Gas
COO	Chief Operating Officer
DOT	U.S. Department of Transportation (federal)
DR DO	Demand Response – Directly Operated
DR PT	Demand Response – Purchased Transportation
EHS	Environmental Health & Safety
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
GMT	General Maintenance Technician
HR	Human Resources
KPI	Key Performance Indicator
MB DO	Motor Bus – Direct Operated
MDOT	Michigan – Department of Transportation (state)
MIOSHA	Michigan – Occupational Safety and Health Administration (state)
MOC	Management of Change
MPO	Metropolitan Planning Organization
MTA	Mass Transportation Authority
NSC	National Safety Counsel
OSHA	Occupational Safety and Health Administration (federal)
PPE	Personal Protective Equipment
PTASP	Public Transportation Agency Safety Plan
SMP	Safety Management Plan
SMS	Safety Management System
SOP	Standard Operation Procedure
SPT	Safety Performance Targets
TSI	Transportation Safety Institute (U.S. Department of Transportation)
VRM	Vehicle Revenue Miles

RESOLUTION

Resolution by the Mass Transportation Authority Board of Directors to accept the MTA Public Transportation Agency Safety Plan for Bus Transit as presented.

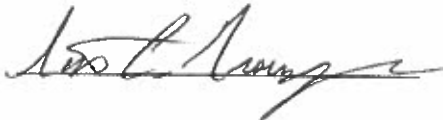
WHEREAS, the Mass Transportation Authority is required by the Federal Transit Administration (FTA) to develop and implement a Public Transportation Agency Safety Plan for bus transit modes.

WHEREAS, the Mass Transportation Authority is required to maintain documents that describe its Safety Plan, including those related to implementation, and results from processes and activities.

NOW, THEREFORE BE IT RESOLVED, by the Mass Transportation Authority Board of Directors to accept the MTA Public Transportation Agency Safety Plan for Bus Transit as presented.

CERTIFICATION

The undersigned duly qualified and acting as a member of the Board of Directors of the Mass Transportation Authority certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Mass Transportation Authority held on November 19, 2020.



November 19, 2020

Date

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Sharon Gregory, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

SUBJECT: *Transit Safety Performance Measures Adoption*

The Flint Mass Transportation Authority (MTA) has established their Transit safety performance measure targets for 2020/2021 as required by the Federal Transit Administration (FTA). These targets are based on the safety performance measures established under the National Public Transportation Safety Plan. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and

support the MTA's targets, or set their own targets. The measures/targets are below:

Transit Safety	2017	2018	2019	5-year Averages	2021 Targets
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0
Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33

Safety Event Rate per 10,000,000 VRM	37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	MB 7,297	5,481	7,884	6,887.3	6,800
	DO 161,028	31,248	25,889	72,721.7	70,000
Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

VRM is Vehicle Revenue Miles, MB is Motor Bus, and DO is Direct Operated

Staff has reviewed each of the targets provided by the MTA. At this time, staff is requesting the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt the Flint Mass Transportation Authority's (MTA) 2020/2021 Transit Asset Management (TAM) performance measures.

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 13**

In response to the Flint MTA's recent adoption of the Transit Safety Performance Measure Targets for 2020/2021, GCMPC staff is recommending we amend the current FY 2020-2023 TIP document. The proposed changes are located in Section 6, page 58, and Section 9, pages 77, 80, 81, 82 and 84. Staff has identified these

changes in red text in the attached document. A full update to Genesee County's TIP, including a new call for projects, will be completed in Fall 2021.

Also attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 13. This amendment adds one (1) project and deletes one (1) project to the FY 2020-2023 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed, and they 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 2020-2023 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). See attached.

At this time, staff is recommending endorsement of both the attached text amendment and attached projects' amendment (Amendment # 13) to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 13

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

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

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the FY 2020-2023 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 NAAQS.

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 13**

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
2022	n/a	Local Agencies	Local Traffic Operations And Safety GPA	n/a	Genesee County	Local Traffic Operations And Safety GPA	n/a	n/a	\$0 \$926,200	\$0	\$0 \$228,800	\$0 \$1,155,000	Add projects into GPA

Project Proposed to be Deleted with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2022	201953	MDOT	M-57	0.2	M-57 at Irish Rd.	Roundabout Installation	CON	HSIP	\$979,453	\$108,829	\$0	\$1,088,281	A Road Safety Audit was performed under the PE Phase and it was determined that the 4-way stop has helped to resolve to primary cause of high risk crashes at the project location.

HSIP -- Highway Safety Improvement Program

**FY 2020-2023 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

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

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2022	211844	GCRC	Lake Road at Webster Road	n/a	Lake Road at Webster Road	Sign mounted flashing beacons on Stop and Stop Ahead signs, reflective post sheeting, intersection pavement markings	CON	HSIP	\$18,400	\$0	\$4,600	\$23,000	Phase added to GPA
2022	211845	GCRC	Lapeer Road	n/a	Lapeer Road from approximately 400 feet west of Gale Road easterly 2,200 feet	Construct center left turn lane	CON	HSIP	\$600,000	\$0	\$190,000	\$790,000	Phase added to GPA
2022	211846	GCRC	Solar Beacons at 3 intersections	n/a	Irish Road at Coldwater Road; Irish Road at Mt. Morrish Road; Linden Road at Dodge Road	Install sign mounted flashing beacons on Stop signs	CON	HSIP	\$82,800	\$0	\$9,200	\$92,000	Phase added to GPA
2022	211814	GCRC	Seymour Road	n/a	Seymour Road curve approximately 1500' north of Farrand Road	High Friction Surface Treatment, sign enhancements, pavement markings	CON	HRRR	\$225,000	\$0	\$25,000	\$250,000	Phase added to GPA

HSIP -- Highway Safety Improvement Program

HRRR -- High Risk Rural Road

Transportation Improvement Program (TIP) & Air Quality Conformity Analysis

Fiscal Years 2020 - 2023

Proposed Amendment #1 - January 2021



Prepared by the Genesee County Metropolitan Planning Commission staff.

Section 6: FY 2020-2023 Transportation Improvement Program (TIP) Project List

FY 2020-2023 TIP Performance Measure Related Projects

Below is a listing of the total amount of money programmed in the original approved FY 2020-2023 TIP that will make progress towards the performance measure categories listed below.

Project Category	Amount Programmed	Impact on Condition
Safety / Non-Motorized	\$24,275,316	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$114,312,344	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit (<i>Asset and Safety</i>)	\$67,793,767	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark <i>and improve safety</i>
Bridges	\$54,339,135	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion	\$13,311,673	Improve freight movement, reduce traffic congestion and associated user delay costs

The following table shows the average amount spent in a typical year for each performance measure category according to historical spending data outlined in the 2040 Long Range Transportation Plan. It should be noted that the funding in these categories can rise and fall in any given year due to large capital projects being implemented at the state or local level and varying levels of grants and discretionary funds awarded. For example, local agencies apply for funds for bridge, transit, safety, system performance and non-motorized programs which are competitive on a statewide level. These annual grant awards will be added to the funding amounts in the categories above.

Category	Average Annual Spending
Safety / Non-Motorized	\$3,119,695
Pavement Preservation	\$17,741,484
Transit (<i>Asset and Safety</i>)	\$15,974,448
Bridges	\$15,561,451
System Performance / Congestion	\$2,061,038

Section 9: Performance Measures

FAST Act Performance Measures

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

Within one year of the U.S. Department of Transportation final rules on performance measures, States are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. Any new TIP document or amendment must comply with performance reporting requirements beginning on May 27, 2018.

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

Current TIP Procedures for Selecting/Programming Projects and Addressing Performance Measures

Although specific federal guidance on performance measures had not been established at the time the 2040 Long Range Transportation Plan (LRTP) was developed, the Genesee County Metropolitan Alliance (GCMA) made efforts to collect data and begin tracking performance year-to-year (see Transportation Performance Tracking below). Through the LRTP, funding goals have been established that generally target the performance measure areas specified. Please see Appendix G for more information on the 2040 LRTP Category Spending Goals. Like other MPOs statewide, GCMA has and continues to face limitations in funding resources at the local, state, and federal levels and has established goals and objectives in the LRTP, particularly in the Financial Plan document to guide project selection.

During the TIP Call for Projects, road **and transit** agencies are requested to submit a TIP application to be considered for funding. TIP applications are scored and prioritized on how well they address and incorporate pavement conditions, multi-modal complete streets design elements, safety, transit, and area-wide impacts. The FY 2020-2023 TIP

projects is maintained on the TIP section of the GCMPC website, which includes safety projects and is updated continuously as projects are added.

GCMA will also continue to work towards the local safety policies and strategies identified in the [GLS Region V Traffic Safety Plan](#). We will continue to focus on the priority emphasis areas identified in the safety plan, such as intersection, lane departure, and pedestrian and bicycle safety. GCMA will continue to work with local, county, and state transportation agencies to develop projects that address priority emphasis areas in the regional safety plan. We will also continue to provide technical assistance to members, perform annual crash data analysis, and track our region's data for the safety performance measures.

Transit Performance (Asset and Safety)

Asset Management

MAP-21 mandated the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures, which include the following:

1. Rolling Stock - means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services
2. Equipment - means an article of non-expendable, tangible property has a useful life of at least one year
3. Facilities - means a building or structure that is used in providing public transportation
4. Infrastructure - means the underlying framework or structures that support a public transportation system

Safety

The MTA has developed a Public Transportation Agency Safety Plan (PTASP), as required by MAP-21, that includes the MTA's Transit Safety Performance Targets. These targets are based on the safety performance measures established under the National Public Transportation Safety Plan and include the following:

- the number of fatalities, injuries, safety events, and major mechanical system failures (Motor Bus and Direct Operated) per 10,000,000 Vehicle Revenue Miles (VRM).

To contribute towards reaching the transit performance targets (**Asset and Safety**), GCMA will continue ongoing coordination with the State, Flint Mass Transportation Authority (MTA), and other transit stakeholders to address areas of concern; and will plan and program projects that contribute toward meeting the transit performance targets. The Metropolitan Alliance will continue to work with the MTA to prioritize transit. Current projects programmed that should contribute to transit performance **and safety** including numerous transit vehicle replacements and facility upgrades. A listing of projects is maintained on the TIP section of the GCMPC website, which includes transit projects and is updated continuously as projects are added.

To date, GCMA has worked with the Flint Mass Transportation Authority (MTA) to report **Asset (State of Good Repair)** and **Safety** Targets to the Federal Transit Administration. GCMA has approved and adopted the following targets set by the Flint MTA:

Asset Class	Current Condition	2018 Target	2019 Target
Revenue Vehicles: Small Bus and Van, Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)
Revenue Vehicles: Large Bus Class, Motorbus	51% of our fleet past Useful Life Benchmark (ULB)	42% of our fleet to be past Useful Life Benchmark (ULB)	33% of our fleet to be past Useful Life Benchmark (ULB)
Service Vehicles	50% of our fleet past Useful Life Benchmark (ULB)	40% of our fleet to be past Useful Life Benchmark (ULB)	<40% of our fleet to be past Useful Life Benchmark (ULB)
Facilities – all Classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

Transit Safety	2017	2018	2019	5-year Averages	Targets
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0
Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33
Safety Event Rate per 10,000,000 VRM	37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	MB 7,297	5,481	7,884	6,887.3	6,800
	DO 161,028	31,248	25,889	72,721.7	70,000
Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

VRM is Vehicle Revenue Miles

MB is Motor Bus

DO is Direct Operated

Pavement and Bridge Condition Performance

The purpose of this final rule is to establish measures for State departments of transportation (State DOT) to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of the following: Pavements on the National Highway System (NHS) (excluding the Interstate System), bridges carrying the NHS which includes on- and off-ramps connected to the NHS, and pavements on the Interstate System. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The Genesee County Metropolitan Alliance (GCMA) will continue to prioritize pavement and bridge projects submitted by local road agencies for the Genesee County Transportation Improvement Program (TIP). GCMA staff continues to make a concerted effort to educate local road agencies on the latest statistics and data for the communities they represent. GCMA staff will continue to work with local, county, and state road transportation agencies to develop criteria for project prioritization working toward the pavement & bridge performance measures' goals and targets. We will also continue to provide technical assistance to members, perform annual crash data

Performance Area	Measure	Baseline Condition (FY 2017)	2-Year Target	4-Year Target
System Reliability	Level of Travel Time Reliability of the Interstate	85.1%	75.0%	75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70.0%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75

Summary Chart of Performance Measures and Target Adoption Status

Below is a summary of the performance measure areas and the current implementation status. A summary of the total amount of money programmed in the original approved FY 2020-2023 TIP that will make progress towards the performance measure categories is provided after the listing of projects in Section 6.

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of nonmotorized fatalities and nonmotorized serious injuries	Approved adoption of statewide targets (January 2019)
Bridge and Pavement Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets (September 2018)
System Performance and Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Approved adoption of statewide targets (September 2018)
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Not applicable to Genesee County
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2018; Approved adoption of TAM Plan (October 2018); Adoption of Safety Plan: (2021)

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

**SUBJECT: Amendment # 1 to the Genesee County 2045 Long Range
Transportation Plan**

The Genesee County 2045 Long Range Transportation Plan (LRTP) needs to be amended to add the following items:

- In the main document of the LRTP, staff has added text and graphics regarding the Mass Transportation Authority's (MTA) Public Transportation Agency Safety Plan (PTASP).
- The System Performance Technical Report has been updated with MTA's Safety Plan (PTASP) information regarding Transit Performance Measures/Targets.
- The Transit Technical Report has been updated with MTA's Safety Plan (PTASP) information regarding Transit Performance Measures/Targets.
- The LRTP 2045 Projects Technical Report has been updated by adding an Illustrative project. The project is MDOT's I-69/I-75 interchange modernization. The project is only illustrative meaning that no funding or year has been associated with the project. The estimated cost for the project is \$700,000,000. This will allow MDOT to move forward with looking at various options for the interchange and for continuing public participation.

Copies of these changes are identified in red text, outlined by a red box, and attached for your review.

This amendment meets the financial constraints of the 2045 LRTP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed, and they 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 2045 LRTP 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). See attached.

At this time, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance for Amendment # 1 to the Genesee County 2045 Long Range Transportation Plan.

Genesee

Genesee County, Michigan

Our County Our Future



A long range plan for transportation, housing,
and the environment

March 2020

Genesee County Metropolitan Alliance approval date:
May 20, 2020

Genesee County Board of Commissioners approval date:
April 22, 2020

Proposed 2021 Amendments

The Plan

Genesee County Metropolitan Planning Commission

System Reliability

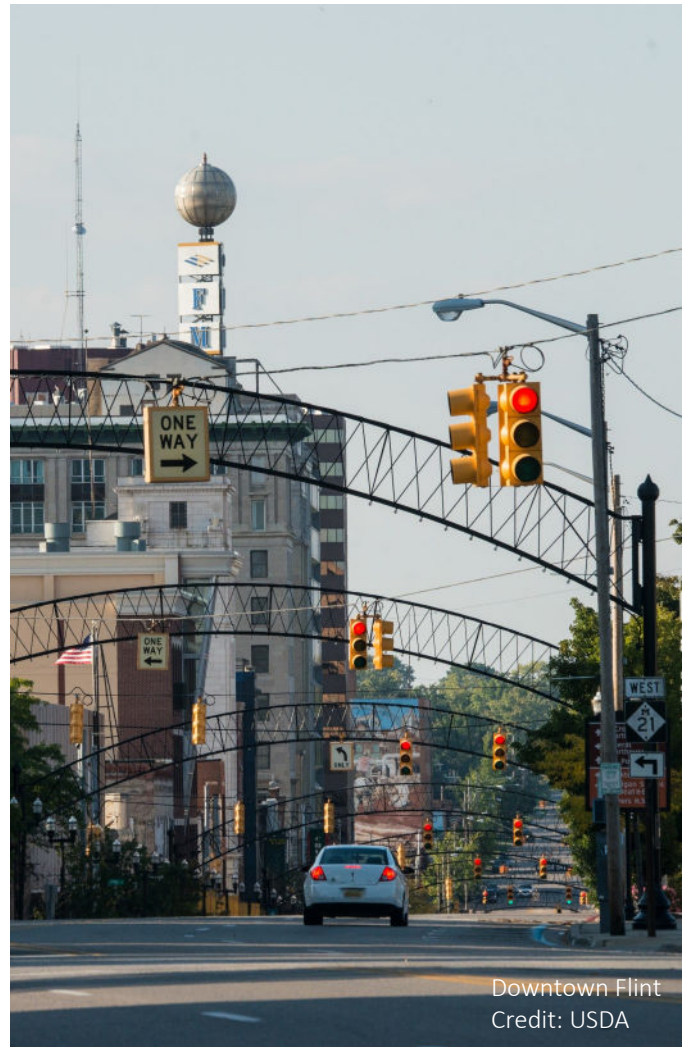
While the transportation network in Genesee County is relatively reliable, certain roadways are prone to increased congestion. The congestion management process (CMP) is used to identify system deficiencies that effect reliability, and to analyze projects that address the deficiencies. Only the most critical areas are considered for capacity increasing projects. Capacity improvement strategies may include shifting automobile trips to other modes such as transit and non-motorized, improving roadway operations through signal timing optimization, and adding thru-lane capacity. While there are a wide variety of projects, only the more significant capacity-related projects were identified on the map (Figure 4-3). Road and transit agencies will continue to be provided with the data necessary to identify areas with patterns of congestion and determine what level of improvement will have the greatest impact for a corridor. Staff will continue to work with agencies prior to each TIP and LRTP project selection cycles in order to review best potential CMP strategies for each project application. This in turn will contribute to an efficient transportation system and towards improving the economic vitality of our communities.

Bridge

In Genesee County, 77 percent of our bridges are considered in "fair" condition or worse (MI Local Technical Assistance Program). Even as bridges are reconstructed and their condition improves, older bridges will continue to deteriorate and fall out of the "good" category. Typical projects are preventative maintenance or rehabilitation. Common temporary fixes include weight restrictions or lane closures. Rehabilitation may cost less than full replacement, but a more expensive fix will eventually be needed. As an MPO, we will continue to monitor bridge conditions, prioritize projects and assist in applications for bridge funding. Staff will continue to educate citizens and local officials about the importance of taking action and the impact of closing or restricting bridges. A strategic approach must also be instituted by road agencies when applying for grants to prioritize the most important structures.

Transit: Asset Management and Safety

Current projects programmed will improve transit performance and safety including vehicle replacements and facility upgrades. Advancements in technology have made it cost-effective for the MTA to transition to a newer fleet. The MTA's ability to diversify their fuel sources helps to reduce costs, better maintain their current vehicles and facilities, as well as provide a safer and higher quality service to residents. GCMA will continue ongoing coordination with the State, MTA, and other transit stakeholders to address areas of concern, secure funding, and prioritize transit projects. Our technical and policy committees continue to recognize the importance of allotting federal funding for transit asset management and safety projects that will improve residents' access to core community resources. Roadway improvement project applications that incorporate transit elements such as bus stops and pull outs receive higher priority.



Downtown Flint
Credit: USDA

Transportation System Performance

FY 2020-2045 Financial Investment (in millions)

				Target		Trend	
			Baseline Condition				
Performance Area	Impact on Condition	Measures	2017	2019			
<i>Safety</i>	Reduced potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities in relationship to vehicle miles traveled (VMT)	Number of fatalities	981	1023	↑	\$114	
		Rate of fatalities (per 100 million VMT)	1	1	↑		
		Number of serious injuries	5355	5407	↑		
		Rate of serious injuries (per 100 million VMT)	5	5	↓		
		Number of nonmotorized fatalities and serious injuries	744	760	↑		
<i>Pavement</i>	Improvement in surface condition and the international roughness index (IRI). Eliminate issues with cracking, rutting, and faulting on the interstate and non-interstate national highway system (NHS)	Percent Interstate pavement in good condition	57%	48%	↓	\$4,323	
		Percent Interstate pavement in poor condition	5%	10%	↑		
		Percent Non-Interstate NHS pavement in good condition	50%	44%	↓		
		Percent Non-Interstate NHS pavement in poor condition	19%	25%	↑		
<i>System Reliability</i>	Improvement in freight movement, reduction in traffic congestion, and associated user delay costs	Interstate travel time reliability	85%	> 75%	↓	\$730	
		Non-Interstate travel time reliability	86%	> 70%	↓		
		Freight travel time reliability	1.38	< 1.75	↑		
<i>Bridge</i>	Reduction in the number of structurally deficient and functionally obsolete bridges on national highway system (NHS)	Percent NHS Bridges in good condition	33%	26%	↓	\$152	
		Percent NHS Bridges in poor condition	10%	7%	↓		
<i>Transit Asset Management</i>	Reduction in percentage of vehicles, equipment, and facilities that are past useful life benchmark (ULB)	Revenue Vehicles: small bus and van; demand response - past ULB	1%	1%	↔	\$58	
		Revenue Vehicles: large bus class; motorbus - past ULB	51%	33%	↓		
		Service Vehicles - past ULB	50%	< 40%	↓		
		Facilities - all classes - past ULB	0%	0%	↔		
<i>Transit Safety</i>	Reduced potential for transit vehicle injuries, safety events, and major mechanical system failures. Maintain zero total fatalities	Total Number of Fatalities	0	0	↔		
		Fatality Rate per 10,000,000 VRM (Vehicle Revenue Miles)	0	0	↔		
		Total Number of Injuries	25	28	↑		
		Injury Rate per 10,000,000 VRM	30	33	↑		
		Total Number of Safety Events	31	33	↑		
		Safety Event Rate per 10,000,000 VRM	38	36	↓		
		Total Number of Major Mechanical System Failures - Motor Bus	7,297	6,800	↓		
		Total Number of Major Mechanical System Failures - Direct Operated	161,028	70,000	↓		
Annual VRM			8,221,649				

Figure 4-4

*Condition measures and investments are rounded numbers.

**Arrows indicate if the condition is trending up or down. Green arrow indicates a favorable trend, blue indicates no change, and gray indicates a negative trend.

Transportation System Performance Report

President Obama signed the Fixing America’s Surface Transportation (FAST) Act into law in 2015. It continues the establishment of a performance and outcome based program, originally started in the previous legislation, the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for MPOs to invest funding in projects that will make progress toward the achievement of national goals. Performance goals are required in these areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

Each year, states must set performance targets for the identified performance measures. MPOs then have 180 days to support the statewide targets, or to set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. Any new Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP) document or amendment must comply with performance reporting requirements beginning on May 27, 2018. There are also transit targets that must be met: rolling stock, equipment, facilities, and infrastructure.

Various sections of this plan, Genesee: Our County Our Future, have addressed performance measures. The following information is a summary of the performance measures information in those sections.

Pavement Condition Performance Measures

States must set performance targets for pavement condition. The targets are: Percent of Interstate Pavement in Good Condition, Percent of Interstate Pavement in Poor Condition, Percent of Non-Interstate NHS Pavement in Good Condition, and Percent of Non-Interstate NHS Pavement in Poor Condition. Metropolitan Planning Organizations were required to establish targets either by supporting the statewide targets or creating unique local targets. In October 2018, the Genesee County Metropolitan Alliance (GCMA) elected to support the statewide pavement targets as shown in the table below. The 2-Year target for the percentage of non-interstate NHS in good condition projects a decrease from 49.7% to 46.7%. The 2-Year target for the percentage of non-interstate NHS in poor condition projects an increase from 18.6% to 21.6%. The 4-Year targets show the same trend—the percentage of NHS in good condition is projected to decrease, while the percentage of NHS in poor condition is projected to increase.

Additional funding is needed to reverse the trend and improve pavement conditions.

GCMA will continue to prioritize pavement projects submitted by local road agencies for the Genesee County TIP, and will keep on making a concerted effort to educate local road agencies on the latest statistics and data for the communities they represent. As we work toward the goals and targets



of the pavement performance measures, GCMA will continue working with local, county, and state road transportation agencies to develop criteria for project prioritization. We will also keep on providing technical assistance to members, collect and analyze pavement conditions, and track our region’s data for the pavement performance measures. Pavement condition performance measures are

included in the pavement section of the Genesee: Our County, Our Future plan.

Bridge Performance Measures

States are required to set targets for two bridge condition performance measures: the percentage of National Highway System (NHS) bridge deck area in good condition, and the percentage of NHS bridge deck area in poor condition. In October 2018, the Genesee County Metropolitan Alliance elected to support the statewide bridge targets established as shown in the table on the next page.

The statewide target for percentage of NHS Deck Area in Good Condition is projected to be lower than the 2017 baseline condition. This is a realistic target given the current funding levels and the number of bridges expected to deteriorate during this time. Even as bridges are reconstructed and their condition improves, older bridges will continue to deteriorate and fall out of the “good” category. Going forward, additional sources of bridge funding will be necessary to reverse the current deterioration trend. As an MPO, we will continue to monitor bridge conditions, prioritize projects and apply for bridge funding to help meet Performance Measure targets statewide. Bridge performance measures are incorporated in the bridge section of the Genesee: Our County, Our Future plan.

Pavement Condition Performance Measure	% of Interstate Pavement in Good Condition	% of Interstate Pavement in Poor Condition	% of Non-Interstate NHS in Good Condition	% of Non-Interstate NHS in Poor Condition
Baseline Condition (2017)	56.8%	5.2%	49.7%	18.6%
2-Year Target	n/a	n/a	46.7%	21.6%
4-Year Target	47.8%	10%	43.7%	24.6%

Bridge Performance Measure	Baseline Condition (CY 2017)	2-Year Target	4-Year Target
Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%



Safety Performance Measure	Baseline through 2017	2018 State Safety Target	2019 State Safety Target
Fatalities	981.40	1,003.20	1,023.20
Fatality Rate (per 100 million VMT)	1.00	1.02	1.02
Serious Injuries	5,355.00	5,136.40	5,406.80
Serious Injury Rate (per 100 million VMT)	5.47	5.23	5.41
Non-Motorized Fatalities & Serious Injuries	743.60	743.60	759.80

System Reliability Performance Measures

States are required to set targets for three system reliability performance measures. In October 2018, the MPO agreed to support the three statewide targets as shown in the table to the right.

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

System Reliability Performance Measure	Baseline Condition (CY 2017)	2-Year Target	4-Year Target
Level of Travel Time Reliability of the Interstate	85.1%	>75.0%	>75.0%
Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	>70.0%
Freight Reliability Measure on the Interstate	1.38	<1.75	<1.75

Safety Performance Measures

States are required to set targets for Safety Performance measures. In January 2019, the Genesee County Metropolitan Alliance (GCMA) elected to support the statewide Safety PM targets as shown in the table above.

To contribute towards reaching statewide targets GCMA will continue ongoing coordination with the State and other safety stakeholders to address areas of concern and will plan and program projects that contribute toward meeting the State safety targets. GCMA will continue to prioritize safety projects submitted by road agencies for the local safety program. GCMA provides support for projects through a list of projects sorted by time-of-return provided to MDOT during the annual call for local safety projects.

GCMA will also continue to work towards the local safety policies and strategies identified in the Genesee-Lapeer-Shiawassee (GLS) Region V Traffic Safety Plan. Continued focus will be on the priority emphasis areas identified in the safety plan, such as intersection, lane departure, and pedestrian and bicycle safety. We will also continue to provide technical assistance to members, perform annual crash data analysis, and track our region's data for the safety performance measures. Safety Performance Measures are incorporated into the Safety sections of the Genesee: Our County, Our Future plan.

Transit Performance Measures



In December of 2017, GCMA elected to support the transit asset management performance targets that the Mass Transportation Authority (MTA) had established as required by the Federal Transit Administration (FTA). **In 2021 GCMA elected to support the MTA transit safety**

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

Transit Asset Class	Current Condition	2018 Target	2019 Target
Revenue vehicles: small bus and van; Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)
Revenue vehicles: Large bus class; motorbus	51% of our fleet past Useful Life Benchmark (ULB)	42% of our fleet to be past Useful Life Benchmark (ULB)	33% of our fleet to be past Useful Life Benchmark (ULB)
Service vehicles	50% of our fleet past Useful Life Benchmark (ULB)	40% of our fleet to be past Useful Life Benchmark (ULB)	<40% of our fleet to be past Useful Life Benchmark (ULB)
Facilities—all classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

Transit Safety	2017	2018	2019	5-year Averages	2021 Targets
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0
Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33
Safety Event Rate per 10,000,000 VRM	37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	MB 7,297	5,481	7,884	6,887.3	6,800
	DO 161,028	31,248	25,889	72,721.7	70,000
Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

Moving Forward with Performance Measures

GCMA will continue to analyze progress toward the performance goals using the Annual Listing of obligated projects to illustrate spending in each category (including bridges, safety, road restoration, non-motorized facilities, transit, etc.). The Annual Listing from FY 2018 can be accessed by going to our website at www.gcmpc.org. Obligated/completed projects will be evaluated to determine whether they contribute towards each performance goal. GCMA will fully implement these performance goals during the FY 2020-2023 TIP and 2045 LRTP development process. GCMA will also maintain a System Performance Report which will be displayed on our website and will be continuously updated with data on these performance measures. Furthermore, staff will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data. The table below identifies the status of performance measures as of the date this report was drafted.

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of nonmotorized fatalities and nonmotorized serious injuries	Approved adoption of statewide targets (January 2019)
Bridge and Pavement Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets (September 2018)
System Performance and Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Approved adoption of statewide targets (September 2018)
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Not applicable to Genesee County
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2018; Approved adoption of TAM Plan (October 2018); Adoption of Safety Plan: (2021)

Below is a listing of the total amount of money programmed in the originally approved 2045 LRTP, represented by the Genesee: Our County, Our Future plan, that will make progress towards the performance measure categories listed below.

Project Category	Amount Programmed	Impact on Condition
Safety / Non-Motorized	\$ 114.91	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$ 4,323.18	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit	\$ 729.56	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$ 152.14	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion	\$ 57.89	Improve freight movement, reduce traffic congestion and associated user delay costs
Total	\$ 5,377.68	

The table is represented as millions of dollars

The following table shows the average amount spent in a typical year for each performance measure category for the 25-year period covered by the plan. It should be noted that the funding in these categories can rise and fall in any given year due to large capital projects being implemented at the state or local level and varying levels of grants and discretionary funds awarded. For example, local agencies apply for funds for bridge, transit, safety, system performance and non-motorized programs which are competitive on a statewide level. These annual grant awards will be added to the funding amounts in the categories above.

Category	Average Annual Spending
Safety / Non-Motorized	\$ 4.60
Pavement Preservation	\$ 172.93
Transit	\$ 29.18
Bridges	\$ 6.09
System Performance / Congestion	\$ 2.32
Total	\$ 215.12

The table is represented as millions of dollars



Transit

An integral part in building healthy, livable communities is in part rooted in the quality of their public transportation system. This not only means being able to offer residents transportation access to one's job, medical appointment, or classroom; but the ability to adapt and address challenges of the community in which they serve. Genesee County's mass-transit system, operated by the Flint Mass Transportation Authority (MTA), is setting the pace by offering a wide range of services including: work transportation around the region, specialized services for seniors and persons with disabilities, and pilot projects to increase access to healthy food choices and medical care.¹

Transit Service Overview

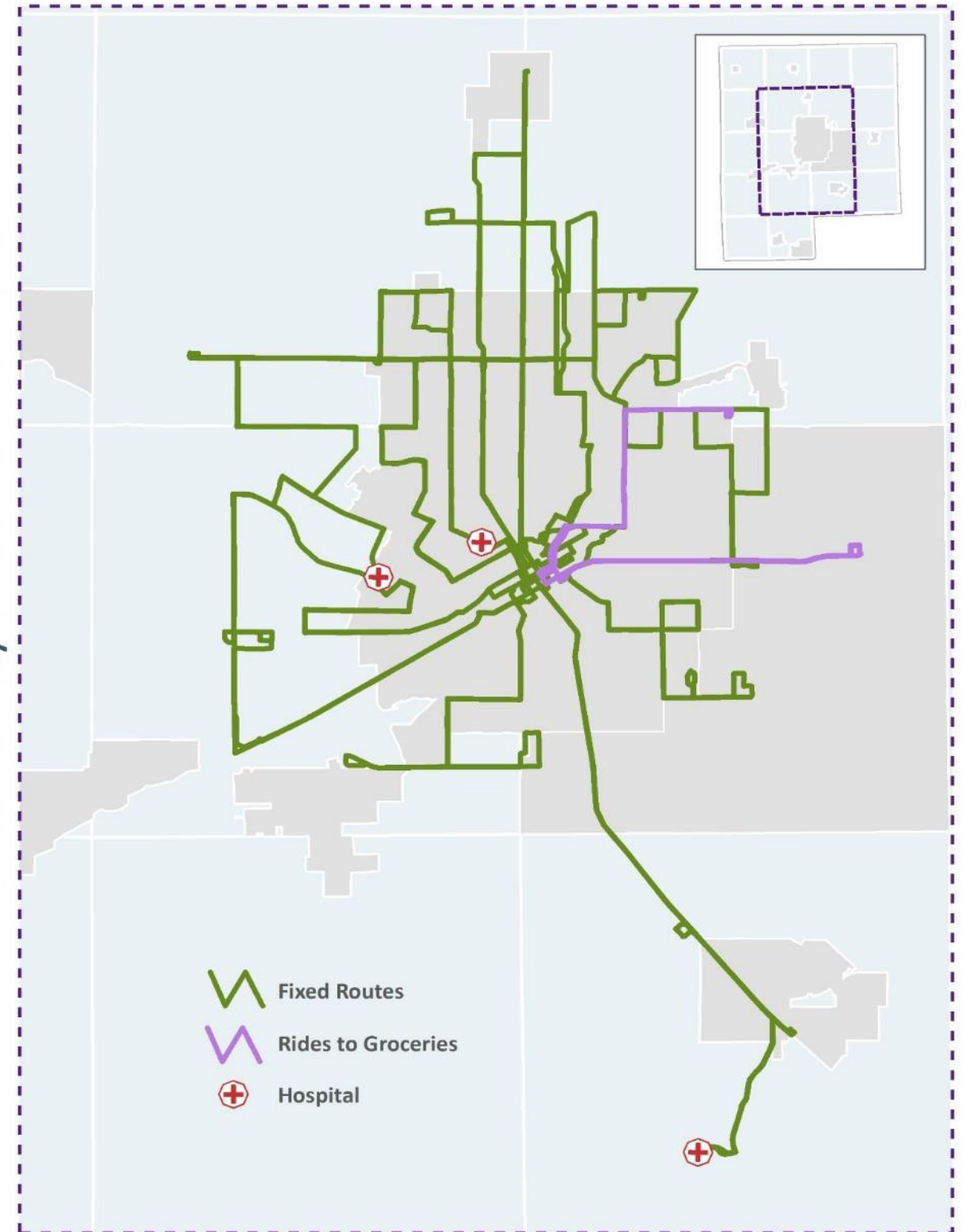
The Mass Transportation Authority is the countywide transportation provider for Flint and Genesee County, Michigan. The MTA family of services includes fourteen primary fixed routes operating seven days a week; peak period routes that augment the primary routes at high demand times; regional service taking Genesee County residents to employment in other counties; and countywide paratransit services. MTA also provides Your Ride Demand Response transit services throughout Genesee County for the

elderly, elderly disabled, mentally disabled and for those passengers who do not have access to the fixed route services.

Scheduling: The MTA uses a combination of fixed routes and demand response Your-Ride services to provide full access to individuals that require transportation to work. The existing transit service is operated locally out of the MTA Administration and Operations facility located at 1401 S. Dort Hwy, Flint, MI and the MTA Transfer Center in downtown Flint. MTA is seeking to become a regional authority, providing a regional hub to encompass several surrounding counties, including Lapeer, Shiawassee, Saginaw, Genesee, Tuscola, Sanilac, Huron, Livingston and Oakland counties.

Hours of Operation: The services begin at 4:30 a.m. and operate throughout the day and end at 1:00 a.m. The scheduling for local Your-Ride demand response transit service within Genesee County is handled through dispatch. All fixed routes depart from the downtown Transfer Center and have a time schedule that runs on the half hour from 6:30 a.m. to 9:30 p.m. Monday through Sunday. Scheduling for regional transit service is with specific times and locations for arrivals and

Genesee County Fixed Transit Routes



Source: ¹Transforming Mobility in Genesee County - Five Year Plan, MTA, pg. 3, 2018

departures depending on the destination. Most of the regional route times are set according to working shifts to accommodate the workers as well as the employers. All regional routes depart from the Transfer Center in downtown Flint.

Agreements: MTA has inter-local agreements with the Greater Lapeer Transportation Authority, Shiawassee Area Transit Authority, SMART, DDOT, Saginaw, Oakland, and Livingston Essential Transportation Services. This makes it possible to take individuals across service boundaries to provide direct access to jobs.

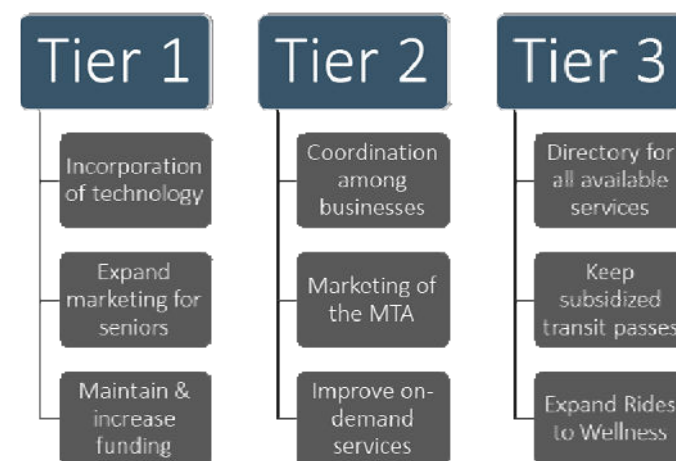
Community Input

To ensure transit needs of all Genesee County residents are adequately met and funding can be directed to where it is most needed, the MTA facilitates monthly local advisory council (LAC) meetings with area agencies, county departments, and residents. Furthermore, GCMPC and the Flint MTA recently co-authored the latest version of the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) in 2018. This document along with all supporting materials is included as a technical report within the *Genesee: Our County, Our Future* document and can be viewed at www.ourfuturegenesee.org.

The Coordinated Plan focuses on three populations in Genesee County: the elderly, persons with disabilities and persons of low income. Individuals in these three groups tend to have a greater need for public transit services, or private transit services. In July 2018, the Coordinated Plan’s community workshop was held at the MTA’s Administration Building. Over 100 stakeholders representing various community service agencies were invited to participate. Unique to this workshop were agencies who had not participated previously. The first workshop task asked

community stakeholders to re-identify the transportation needs and existing gaps in transit services in Genesee County. The 2014 list of unmet needs was displayed on the projector and the groups were provided with large notepaper and markers to transcribe their revisions and developed new lists of unmet needs and gaps in services. Gaps identified were needs of the elderly and medical needs, needs of disabled individuals, needs of low-income individuals, needs for non-emergency medical transportation expansion, need for an expanded service area, and needs for improved technology.

Community stakeholders were then asked to develop strategies to meet those needs. Workshop participants reviewed the previous list of strategies and came up with a revised lists of potential strategies. For the final step, community stakeholders were asked to prioritize those strategies for funding and implementation. Many strategies received equal ranking by the stakeholders and were considered as such. Staff created the following diagram to help readers visualize the result. It’s important to note that a “tier 3” priority can take place before a “tier 1” if funding becomes available and there is enough community support.



Access to Core Services

The MTA’s ability to adapt to meet the needs of Genesee County residents is evident in the services they offer. During GCMPC’s 2018 stakeholder interviews, the MTA was repeatedly mentioned as an exceptional asset to the community. The Genesee County Travel Demand Model (TDM) estimates that 40% of all Genesee County households live within a half mile of a transit stop. Annually, over 333,000 trips are taken for employment purposes, 525,000 trips for medical services, and 290,000 rides for groceries. Recent statistics indicate the MTA has experienced a slight decrease in overall ridership, however there’s been a sharp increase in both regional ridership and same day services. The need for public transportation, or transit dependency, can be a result of various causes including limited access to a personal vehicle, age, income, or even physical limitations. According to the American Community Survey 5-year estimates, approximately 9% of all Genesee County households have no vehicle available. For these households, public transit may be their only transportation option. The following are highlights of some of the unique programs the Flint MTA currently offers to residents:

The Ride to Wellness program is a comprehensive non-emergency medical transportation program that provides same day service to riders going to health-related appointments. This program is an extension of the current para-transit service Your Ride that offers curb to curb services for persons who are unable to use the fixed-route service. Per request and approval, door to door service by a certified attendant is also available for residents. The Genesee County TDM estimates it will take all households on average 17 minutes to drive to a hospital. Furthermore, through a partnership between Genesee County and the MTA, a new health and wellness-related transportation

program was launched in 2018 to provide rides for veterans and their families. The on-demand service will take veterans to their medical appointments and all related trips; with connecting services to Detroit, Saginaw, and Ann Arbor.

The Ride to Groceries program was created in response to concerns about limited access to healthy foods and full-service grocery stores. Genesee County and particularly the Flint community has experienced the exodus of multiple grocery stores. Genesee County’s TDM estimates that 99% of all households are within a 10-minute drive of a convenience store or supermarket. This however, does not guarantee the store has fresh food, affordable food, nor that the household has personal transportation to get to the store. In addition to these services, the Senior Shopper routes provided by the MTA connects 10 different senior residences in Genesee County with further access to groceries and other shopping needs. Furthermore, in the wake of the Flint Water Crisis, the MTA with the support of numerous community agencies have expanded their routes and service schedules so that residents of the City of Flint would be able to access clean water and new filters at designated locations.

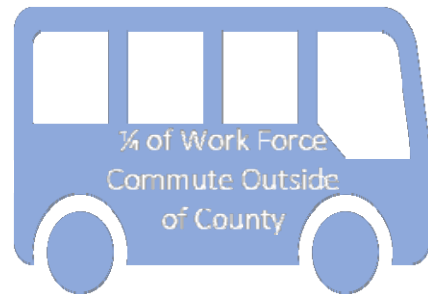


Studying Regional Mobility

Over the past five years, the MTA has completed two regional corridor studies along both I-75 and I-69 to better understand transit opportunities and potential limitations for commuters. Both the I-75 Transit Feasibility Study and the I-69 Corridor Transit Needs Study each looked to identify transit alternatives that would improve access to jobs, provide better connectivity to major destinations, and increase economic development opportunities. Genesee County in particular is home to a large labor force willing to commute longer distances for employment. Currently 25% or 39,167 of all Genesee County’s residents commute out of the County to reach employment. Moreover, the MTA has been approached by multiple large employers seeking to locate in the region and willing to pay for regional transit. To implement recommendations of these studies it will require cooperation among the MTA, MDOT, and FTA to identify capital and operating funds.

Beginning in early 2015, GCMPC and Metropolitan Planning Organizations from across the State undertook a

planning effort to document what is known about the need for regional transit mobility and the ability



for customers to use current transit services for cross county or cross system trips. A result of these discussions were a regional mobility plan for the seven-county I-69 Thumb Region that includes Genesee County. Next steps to improve county-to-county transit services were identified and distributed to all transit agencies for implementation. To learn more on the regional transit planning efforts as well as details on the

inter-agency agreements please review the 2016 Coordinated Mobility Plan for Prosperity Region 6 included as Appendix A to this report.

Advancing Transit Efficiency and Safety

Advancements in technology have made it cost-effective for the MTA to transition to a newer fleet, exceed the needs of the community, and become a model for transit efficiency across the nation. By 2020, 33 of MTA’s older diesel buses will be replaced with new Compressed Natural Gas (CNG) buses. To support this growing fleet, the MTA opened a second CNG fueling station in 2018 which has reduced refueling time by more than 50%. The MTA’s ability to diversify their fuel sources helps to reduce costs and provide a higher quality service.

Other initiatives currently underway include the installation of electronic fareboxes on the fixed-route system, imminent arrival software, online trip planning, and text notification alerts for paratransit customers. Future studies may include assessing electric powered vehicle infrastructure needs in Genesee County to support both electric cars and buses.

The MTA has started implementing its Public Transportation Agency Safety Plan (PTASP) according to federal requirements to reduce overall risk to the general public. MTA’s PTASP identifies a Safety Management Policy, a Risk Management Process, Safety Assurances, and a Safety Training Program. The PTASP includes Safety Performance Targets which are included in this report on page 5. The MTA’s PTASP is available for review in the transit technical report section of the Genesee: Our County, Our Future website at the following link: [https://mtaflint.org/assets/mta--safety-plan--\(sms\)---12-14-20.pdf](https://mtaflint.org/assets/mta--safety-plan--(sms)---12-14-20.pdf)

Genesee County Regional Transit Routes



Transit Financial Snapshot

Federal: Federal Revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the motor fuel tax collected from around the country is deposited in the Mass Transit Account of the Highway Trust Fund (HTF).

State: The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels. Act 51 stipulates that 10 percent of receipts into the Michigan Transportation Fund (MTF), after certain deductions, is to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF). This is analogous to the Mass Transit Account of the Highway Trust Fund at the federal level. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF. Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

Local: Major sources of local funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. The MTA collects fares from riders. This farebox funding totaled approximately \$5.94 million in FY 2018. The MTA also receives funds from a dedicated transportation millage. In FY 2018, the MTA received \$11.31 million from the millage. In FY 2018 the MTA received a total of \$17.25 for farebox and millage funding.

Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers

to the activities necessary to keep the system operating, such as driver wages and maintenance costs. Most expenses of transit agencies are operations expenses. The following table details the anticipated amounts to be expended on transit capital and transit operations for FY 2020 through FY 2045 in millions of dollars. For more information on transit financial forecasting and the different types of federal transit programs, please visit the Transportation Financial Report included as a technical report within the *Genesee: Our County, Our Future* planning document.

FY	Capital	Operations	Total
2020	\$7.65	\$13.97	\$21.63
2021	\$7.57	\$14.19	\$21.76
2022	\$7.78	\$14.42	\$22.20
2023	\$8.00	\$14.65	\$22.65
2024-2025	\$16.71	\$30.01	\$46.72
2026-2035	\$99.64	\$165.67	\$265.31
2036-2045	\$132.97	\$196.32	\$329.29
Total:	\$280.32	\$449.24	\$729.56

Performance Targets

The Flint Mass Transportation Authority (MTA) has established their transit asset management performance measure targets for 2018/2019 as required by the Federal Transit Administration (FTA). The Genesee County Metropolitan Alliance (GCMA) will continue ongoing coordination with the State, Flint Mass Transportation Authority (MTA), and other transit stakeholders to address areas of concern; and will plan and program projects that contribute toward meeting the transit performance targets. The Metropolitan Alliance will continue to work with the MTA to prioritize transit. Current projects programmed that should contribute to transit performance include numerous transit vehicle replacements and facility upgrades. A listing of projects is maintained at www.gcmpc.org, which includes transit projects

and is updated continuously as projects are added. The table below identifies each indicator, its current condition, and their performance targets.

First and Last-Mile Commute

The MTA has worked diligently over the past several years to ensure residents can use the transit system efficiently to meet core community services. One example of this effort is through solving the first and last-mile commute; or the journey from the one's home to the bus stop or from the bus stop to their destination. To date, the MTA has not only installed bicycle racks on all of their fixed-route buses but was one of the first sponsors of the Flint Bike Share system in 2017. Locating a bikeshare station at the Downtown Flint Transfer Center has provided residents with further access to employment, health, and recreation opportunities. Moving forward, the MTA is reviewing ways to incorporate a bike share pass with the purchase of the bus fare.



Asset Class	Current Condition	2018 Target	2019 Target
Revenue Vehicles: Small Bus and Van, Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)
Revenue Vehicles: Large Bus Class, Motorbus	51% of our fleet past Useful Life Benchmark (ULB)	42% of our fleet to be past Useful Life Benchmark (ULB)	33% of our fleet to be past Useful Life Benchmark (ULB)
Service Vehicles	50% of our fleet past Useful Life Benchmark (ULB)	40% of our fleet to be past Useful Life Benchmark (ULB)	<40% of our fleet to be past Useful Life Benchmark (ULB)
Facilities – all Classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)



The MTA approved their Public Transportation Agency Safety Plan (PTASP) after the original approval of the Genesee: Our County, Our Future Plan. The PTASP includes the MTA’s Transit Safety Performance Targets. The PTASP and transit safety targets were amended into the Genesee: Our County, Our Future Plan in 2021. These targets are based on the safety performance measures established under the National Public Transportation Safety Plan. The chart to the right includes these transit safety performance targets. The targets show the number of fatalities, injuries, safety events, and major mechanical system failures (Motor Bus-Direct Operated) per 10,000,000 Vehicle Revenue Miles (VRM). Like the transit asset management performance targets, The Genesee County Metropolitan Alliance (GCMA) will continue ongoing coordination with the State, Flint Mass Transportation Authority (MTA), and other transit stakeholders to address areas of concern; and will plan and program projects that contribute toward meeting all the transit performance targets.

Transit Safety	2017	2018	2019	5-year Averages	2021 Targets
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0
Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33
Safety Event Rate per 10,000,000 VRM	37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	MB 7,297	5,481	7,884	6,887.3	6,800
	DO 161,028	31,248	25,889	72,721.7	70,000
Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

VRM is Vehicle Revenue Miles
 MB is Motor Bus
 DO is Direct Operated

FY 2020-2023 EDC-Funded TIP Projects (to be included in the 2045 LRTP)					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
GCRC	Hill Rd.	Roadway Expand - 2 to 3 and 5 Lanes (at intersection)	S. Saginaw Rd to Center Rd	\$ 2,097,600	2020
GCRC	E Grand Blanc Rd.	Major Widening - Add a Continuous Center Turn Lane and Roundabout at Embury Rd. (2 and 4 to 3 and 5)	Grand Blanc Rd from Dort Hwy to Grand Blanc City Limits	\$ 2,415,000	2021
GCRC	E Baldwin Rd.	Reconstruction and Addition of Turn Lanes	Baldwin Rd from Holly Rd to 900 ft West	\$ 500,000	2022
GCRC	E Grand Blanc Rd.	Major Widening - Reconstruction and Addition of Turn Lanes (2 to 3)	Grand Blanc Rd from Fenton Rd to Dort Hwy	\$ 2,875,000	2022
GCRC	S Irish Rd.	Road Rehabilitation - Add Continuous Center Turn Lane (2 to 3 and 4 Lanes)	Irish Rd from Lippincott Rd to Bridge over Kearsley Creek	\$ 747,500	2023
Proposed 2045 LRTP Capacity Project					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
GCRC	Grand Blanc Rd.	Widen to 5 Lanes	Fenton Rd. to Grand Blanc City Limits	\$ 32,281,875	2045
Proposed 2045 LRTP Illustrative Capacity Projects					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
Swartz Creek	Morrish Rd.	Congestion Relief	Apple Creek to north of I-69	\$ 6,350,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Fenton Rd. to Dort Hwy.	\$ 12,000,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Holly Rd. to Saginaw Rd.	\$ 11,000,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Dort Hwy. to Holly Rd.	\$ 4,000,000	Illustrative
GCRC	Holly Rd.	Widen to 5 Lanes	Ray Rd. to Baldwin Rd.	\$ 4,500,000	Illustrative
GCRC	Grand Blanc Rd.	Widen to 5 Lanes	Torrey Rd. to Fenton Rd.	\$ 12,000,000	Illustrative
GCRC	Owen Rd.	Widen to 5 Lanes	Linden Rd. to Jennings Rd.	\$ 8,000,000	Illustrative
GCRC	Thompson Rd.	Widen to 5 Lanes	US-23 to Fenton Rd.	\$ 13,000,000	Illustrative
GCRC	Fenton Rd.	Widen to 5 Lanes	Thompson Rd. to Baldwin Rd.	\$ 6,000,000	Illustrative
Proposed 2045 LRTP Illustrative Capacity Project (LRTP Amendment #1)					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
MDOT	I-75 / I-69 Interchange Modernization	Interchange Modernization	US-23 to M-21, including I-75 / I-69 interchange	\$ 700,000,000	Illustrative

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
Road Agency	O&M	NA	Genesee County	O&M	\$28,867,306	2020
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$32,789,075	2020
Transit Agency	Transit	NA	Genesee County	Transit	\$4,891,341	2020
Burton	Center Rd	CON	Davison Rd. to North City Limits	Road resurfacing	\$1,798,973	2020
Burton	S Saginaw St	PE	Saginaw St. from Maple Ave. to Judd Rd.	Resurface	\$99,800	2020
Burton	S Saginaw St	PE	Saginaw St from Judd Rd to Bristol	Road Rehabilitation	\$87,000	2020
Fenton	W Shiawassee Ave	CON	Shiawassee Ave. from Bent Oak St. to Adelaide St.	Road Rehabilitation	\$510,932	2020
Flint	Miller Rd	PE	Miller Rd from Ballenger Hwy to Hammerberg Rd	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$210,876	2020
Flint	Saginaw St	CON	Court St. to Flint River	Road Reconstruction	\$3,464,980	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1101-<30 foot replacement bus with or without lift	\$247,553	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1409-administrative vehicle	\$75,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1113-bus rehab	\$100,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1302-bus shelter improvements	\$82,500	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1408-maintenance equipment (hoists, tools, etc.)	\$210,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1203-admin/maintenance facility improvements	\$463,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	\$1,030,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1404-computers (hardware and software)	\$866,260	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1801-preventative maintenance	\$3,105,000	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1103-35-39 foot replacement bus with or without lift	\$2,144,862	2020
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1108-35-39 foot expansion bus with or without lift	\$957,629	2020
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP10-State Match urban Agency	\$4,259,000	2020
Flint Mass Transportation Authority	Transit operating	NI	Areawide	3000-Operating Assistance	\$1,252,000	2020
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1501-JARC operating	\$600,000	2020
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1601-New Freedom operating	\$324,068	2020
Flushing	Main Street	CON	Main Street from Chamberlain Street to Pierson Road, city of Flushing	Re-stripe markings for a 4-3 lane conversion	\$48,194	2020
Flushing	N Seymour Rd	PE	Seymour Rd.	Road Rehabilitation	\$20,243	2020
Genesee County Road Commission	Clio Rd	CON	Wilson Rd. to Clio CTL	Road restoration and rehabilitation	\$678,288	2020
Genesee County Road Commission	Clio Rd	CON	Dodge Rd. to Wilson Rd.	Road restoration and rehabilitation	\$1,442,081	2020
Genesee County Road Commission	Davison Road	CON	Davison Road from Oak Road to Cummings Road, Genesee County	Lane widening, hot mix asphalt resurfacing, centerline rumble strips	\$400,000	2020
Genesee County Road Commission	Hill Rd	CON	S. Saginaw Rd to Center Rd	Roadway Expand - 2 to 3 and 5 (at intersection) Lanes	\$2,097,600	2020
Genesee County Road Commission	Lapeer Rd	CON	Big Swamp Drain to County Line Rd	Road restoration & rehabilitation	\$381,600	2020
Genesee County Road Commission	Linden Rd	CON	At Grand Blanc Rd	Reconstruct intersection as a Roundabout	\$801,945	2020
Genesee County Road Commission	Multiple Routes, Genesee County	PE	Multiple Routes, Various Locations, Genesee County	Restripe pavement markings to create headed-up left turn lanes	\$3,600	2020
Genesee County Road Commission	Multiple Routes, Genesee County	CON	Multiple Routes, Various Locations, Genesee County	Restripe pavement markings to create headed-up left turn lanes	\$36,000	2020
Genesee County Road Commission	N Irish Rd	CON	Irish Rd to N. Gale Rd	Non-Motorized Path	\$422,890	2020
Genesee County Road Commission	N Seymour Rd	CON	Seymour Rd from Beecher Rd to Potter Rd	Road Rehabilitation	\$532,765	2020
Genesee County Road Commission	Van Slyke Rd	CON	Maple Rd. to Bristol Rd.	Road restoration and rehabilitation	\$1,427,794	2020
Genesee County Road Commission	W Broad St	CON	This pathway goes from Chestnut Way to Haviland Beach Drive	Construct LAFF Pathway	\$1,116,479	2020

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
Genesee County Road Commission	W Grand Blanc Rd	CON	W Grand Blanc Road over Swartz Creek, Str# 2709, Genesee County	Bridge Replacement	\$2,040,000	2020
Genesee County Metropolitan Alliance	Ridshare	CON	Genesee & Lapeer Counties	Free Computerized Carpool and Vanpool Program	\$112,271	2020
GLS Region V Plan	Areawide	NI	FY2021 Michivan Genesee	FY2021 Michivan Genesee	\$38,955	2020
Grand Blanc	Multiple Routes, city of Grand Blanc	CON	Multiple Routes, Various Locations, city of Grand Blanc	Signal backplates, dilemma zone detection	\$318,650	2020
Mass Transportation Authority	Transit	NI	MTA service area	Purchase of 15 new propane powered cutaway buses	\$1,017,070	2020
MDOT	Bay Regionwide Longitudinal Pavement Markings	PE	Genesee County	Longitudinal pavement marking application on trunkline routes in Bay Region	\$6,839	2020
MDOT	Bay Regionwide Longitudinal Pavement Markings	CON	Genesee County	Longitudinal pavement marking application on trunkline routes in Bay Region	\$994,528	2020
MDOT	Bay Regionwide Pvmt Mrkg Retro Readings	CON	All of GCMPC MPO	Pvmt mrkg retroreflectivity readings on trunklines in Bay Region	\$7,866	2020
MDOT	Bay Regionwide Special Pavement Markings	PE	Genesee County	Special pavement marking application on trunkline routes in Bay Region	\$2,565	2020
MDOT	Bay Regionwide Special Pavement Markings	CON	Genesee County	Special pavement marking application on trunkline routes in Bay Region	\$246,240	2020
MDOT	Father Dukette Blvd	CON	Doyle-Ryder, Freeman, Neithercut, Pierce Schools	Bike/Pedestrian Facilities	\$664,008	2020
MDOT	I-475	CON	6 BRIDGES IN GENESEE COUNTY	Overlay - Epoxy (Warranty)	\$5,287,633	2020
MDOT	I-475 N	CON	Kearsley St. to Crapo St., City of Flint, Genesee County.	Sound Barrier Rehabilitation.	\$941,176	2020
MDOT	I-75	CON	2 Bridges In Genesee County	Overlay - Epoxy	\$838,995	2020
MDOT	I-75 N/Corunna Ramp	PE	I-75 NB Exit Ramp at M-21	Sight Obstruction Removal	\$79,121	2020
MDOT	I-75 S	CON	Various	RWIS	\$537,500	2020
MDOT	M-15	PE	from Potter Rd to Richfield Rd	Center Left Turn Lane	\$142,380	2020
MDOT	M-15	CON	M-15 over Bird County Drain	Culvert Replacement	\$1,131,290	2020
MDOT	M-21	ROW	Various Locations in Genesee, County	Traffic Signal Modernizations; connected vehicle installations.	\$5,000	2020
MDOT	M-54	CON	Coldwater Road to Mt. Morris Road	Two Course Mill & Resurface	\$4,510,000	2020
MDOT	M-54	CON	M-54 (Atherton to Lapeer) Signals	Signal Modernization and Synchronization at 4 Locations	\$678,027	2020
MDOT	M-54	CON	Genesee and Shiawasee County	Scour Protection	\$329,520	2020
MDOT	M-54	CON	Atherton Road to Leith Street	Milling and One Course HMA Overlay	\$6,441,620	2020
MDOT	M-57	CON	at Linden Road	HMA Overlay	\$96,140	2020
MDOT	M-57	PE	M-57 at Irish Road	Roundabout Installation	\$231,507	2020
MDOT	US-127BR	CON	M21 @ Ballenger Highway M-21 @ Dye Road M-21 @ Mansour, Home Depot Drive M-21 @ Zimmerman School M-54 @ Coldwater Road M-54 @ Mt Morris Road M-54 @ Stanley Road	Traffic Signal Modernizations; connected vehicle installations.	\$1,692,536	2020
MDOT	US-23 N	PE	Thompson Road to Baldwin Road	Tree Windscreen	\$117,930	2020
MDOT	US-23 S	CON	US-23 Freeway Signing Upgrade from Livingston Co Line to I-75	Freeway Signing Upgrade Contract	\$1,644,500	2020
MDOT	US-23 S/Thompson Ramp	CON	Thompson Road Interchange	Geometric Improvements	\$37,153	2020
Swartz Creek	Bristol Rd	CON	Bristol, Miller and Elms roads	Multi-use path construction	\$873,864	2020
Road Agency	O&M	NA	Genesee County	O&M	\$29,444,652	2021
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$38,716,543	2021
Road Agency	Safety	NA	Genesee County	Safety	\$2,016,090	2021
Transit Agency	Transit	NA	Genesee County	Transit	\$4,243,738	2021
Burton	E Maple Ave	PE	Maple Ave from Fenton Rd to Sandalwood St	Road Capital Preventive Maintenance	\$130,300	2021
Burton	N Belsay Rd	PE	Belsay Rd from Davison Rd to Potter Rd	Road Capital Preventive Maintenance	\$37,500	2021
Burton	S Grand Traverse St	PE	South Bound Grand Traverse from Bristol Rd to Hemphill Rd	Road Rehabilitation	\$52,700	2021

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
Burton	S Saginaw St	CON	Saginaw St. from Maple Ave. to Judd Rd.	Resurface	\$1,147,700	2021
Burton	S Saginaw St	CON	Saginaw St from Judd Rd to Bristol	Road Rehabilitation	\$1,000,500	2021
Fenton	W Silver Lake Rd	CON	Silver Lake Rd from West City Limits to Poplar St	Road Rehabilitation	\$2,512,653	2021
Flint	Fenton Rd	CON	Fenton Road over Thread Creek, Str# 2840, City of Flint	Bridge Replacement	\$1,902,000	2021
Flint	Miller Rd	CON	Miller Rd from Ballenger Hwy to Hammerberg Rd	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$2,108,754	2021
Flint	Robert T Longway Blvd	PE	Robert T. Longway Blvd from Chavez Dr to E. Boulevard Dr	Road Capital Preventive Maintenance	\$114,925	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1113-bus rehab	\$100,000	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1409-administrative vehicle	\$80,000	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1302-bus shelter improvements	\$82,500	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1407-security equipment - vehicles	\$82,500	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1203-admin/maintenance facility improvements	\$313,000	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1408-maintenance equipment (hoists, tools, etc.)	\$380,000	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	\$840,000	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1404-computers (hardware and software)	\$919,500	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1103-35-39 foot replacement bus with or without lift	\$1,841,625	2021
Flint Mass Transportation Authority	I-69	NI	areawide	SP1801-preventative maintenance	\$3,245,000	2021
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	FY 2021 CMAQ Purchase of buses	\$356,349	2021
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1112-sedan/car (revenue) expansion	\$957,629	2021
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1101-<30 foot replacement bus with or without lift	\$247,553	2021
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	3000-Operating Assistance	\$7,146,738	2021
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1501-JARC operating	\$600,000	2021
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1601-New Freedom operating	\$324,068	2021
Flushing	N Seymour Rd	CON	Seymour Rd.	Road Rehabilitation	\$193,995	2021
Gaines	Walnut St	CON	Walnut St from Gaines Village Limits to Park St	Road Rehabilitation	\$40,300	2021
Genesee County Road Commission	Belsay Rd	CON	Belsay Road over Thread Creek, Str# 2750, Genesee County	Miscellaneous Rehabilitation	\$560,000	2021
Genesee County Road Commission	E Bristol Rd	CON	Bristol Rd from Lang Rd to Atlas Rd	Road Rehabilitation	\$385,180	2021
Genesee County Road Commission	E Carpenter Rd	CON	Carpenter Rd.	Road Rehabilitation	\$1,319,050	2021
Genesee County Road Commission	E Cook Rd	CON	Dort Hwy Extension Pathway from Cook Rd to Baldwin Rd	Construct Dort Hwy Extension Multiuse Path	\$690,250	2021
Genesee County Road Commission	E Grand Blanc Rd	CON	Grand Blanc Rd from Dort Hwy to Grand Blanc City Limits	Major Widening - Add a Continuous Center Turn Lane and Roundabout at Embury Rd (2 and 4 to 3 and 5)	\$2,415,000	2021
Genesee County Road Commission	Mill Rd	CON	Mill Rd from Beecher Rd to Flushing Rd	Road Rehabilitation	\$115,000	2021
Genesee County Road Commission	N Seymour Rd	CON	Seymour Rd from Beecher Rd to Potter Rd	Road Rehabilitation	\$462,463	2021
Genesee County Road Commission	W Hill Rd	CON	Hill Rd from Torrey Rd to Van Slyke Rd	Road Rehabilitation	\$514,280	2021
Genesee County Road Commission	W Mount Morris Rd	CON	W. Mt Morris Rd from Elms Rd to Linden Rd	Road Rehabilitation	\$467,500	2021
Genesee County Road Commission	W Oakley St	CON	Bristol Rd.	FY 2021 CMAQ Signal Synchronization	\$275,669	2021
Genesee County Metropolitan Alliance	Beach St	NI	Areawide	FY 2021 Rideshare	\$100,000	2021
GLS Region V Plan	Areawide	NI	FY2022 Michivan Genesee	FY2022 Michivan Genesee	\$40,123	2021
Grand Blanc	E. Grand Blanc Rd.	NI	Citywide	FY 2021 Bikeshare Program	\$152,500	2021
MDOT	Bay Regionwide Longitudinal Pavement Markings	PE	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$6,840	2021

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
MDOT	Bay Regionwide Longitudinal Pavement Markings	CON	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$1,080,720	2021
MDOT	Bay Regionwide Retroreflectivity Readings	CON	All of GCMPC MPO	Retroreflectivity readings on trunklines in Bay Region	\$7,524	2021
MDOT	Bay Regionwide Special Pavement Markings	PE	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$3,420	2021
MDOT	Bay Regionwide Special Pavement Markings	CON	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$198,360	2021
MDOT	I-75 / US-23	PE	Various Freeway Ramps	Tree Clearing	\$41,067	2021
MDOT	M-15	CON	at Clark Street	Add center left turn lane	\$1,800,000	2021
MDOT	M-21	CON	over CSX Railroad (Abandoned)	Bridge Removal and Pedestrian Culvert Construction	\$1,489,040	2021
MDOT	M-21	CON	Various Locations in Genesee, County	Traffic Signal Modernizations; connected vehicle installations.	\$755,254	2021
MDOT	M-54	CON	M-54 (at Maple, Bristol and Atherton) Signals	Signal Modernization and Synchronization at 3 Locations	\$528,637	2021
MDOT	M-57	CON	M-57 Genesee Co	Non-freeway Signing Replacement	\$123,000	2021
MDOT	US-23	CON	13 Structures along US-23	Overlay - Epoxy (Warranty)	\$6,080,070	2021
MDOT	US-23NB	CON	Baldwin Road to Hill Road	Guardrail	\$1,454,747	2021
Road Agency	O&M	NA	Genesee County	O&M	\$30,033,545	2022
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$39,501,147	2022
Road Agency	Safety	NA	Genesee County	Safety	\$2,056,411	2022
Road Agency	Bridge	NA	Genesee County	Bridge	\$1,385,512	2022
Transit Agency	Transit	NA	Genesee County	Transit	\$3,865,130	2022
Burton	E Bristol Rd	PE	Bristol Rd from Fenton Rd to Saginaw St	Road Rehabilitation	\$137,600	2022
Burton	E Maple Ave	CON	Maple Ave from Fenton Rd to Sandalwood St	Road Capital Preventive Maintenance	\$927,796	2022
Burton	E Maple Ave	CON	Maple Ave from Sandalwood St to Saginaw St	Road Capital Preventive Maintenance	\$573,966	2022
Burton	N Belsay Rd	CON	Belsay Rd from Davison Rd to Potter Rd	Road Capital Preventive Maintenance	\$432,203	2022
Burton	N Genesee Rd	PE	Genesee Rd from Court St to Davison Rd	Road Rehabilitation	\$82,300	2022
Burton	S Grand Traverse St	CON	South Bound Grand Traverse from Bristol Rd to Hemphill Rd	Road Rehabilitation	\$607,389	2022
Fenton	Torrey Rd	CON	Torrey Rd from North Rd to City Limits	Road Rehabilitation	\$1,073,162	2022
Flint	Robert T Longway Blvd	CON	Robert T. Longway Blvd from Chavez Dr to E. Boulevard Dr	Road Capital Preventive Maintenance	\$1,151,787	2022
Flint	S Saginaw St	PE	Saginaw St from Atherton Rd to Oakley St	Road Capital Preventive Maintenance	\$47,359	2022
Flint	W 12th St	PE	W 12th St from Fenton Rd to Grand Traverse St	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$45,734	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1409-administrative vehicle	\$75,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1113-bus rehab	\$100,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1203-admin/maintenance facility improvements	\$300,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1302-bus shelter improvements	\$82,500	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1407-security equipment - vehicles	\$82,500	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1408-maintenance equipment (hoists, tools, etc.)	\$145,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	\$930,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1404-computers (hardware and software)	\$944,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1801-preventative maintenance	\$3,205,000	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1103-35-39 foot replacement bus with or without lift	\$2,341,684	2022

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1103-35-39 foot replacement bus with or without lift	\$957,629	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1101-<30 foot replacement bus with or without lift	\$247,553	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	FY 2022 CMAQ Project--Vehicle Purchase	\$426,718	2022
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	FY 2022 CMAQ Project--vehicle purchase	\$426,718	2022
Flint Mass Transportation Authority	transit operating	NI	Areawide	3000-Operating Assistance	\$7,146,738	2022
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1501-JARC operating	\$600,000	2022
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1601-New Freedom operating	\$324,068	2022
Flushing	E Main St	CON	E. Main St from Flint River/Main St Bridge to Mckinley Rd	Road Rehabilitation	\$211,080	2022
Genesee County Road Commission	E Baldwin Rd	CON	Baldwin Rd from Holly Rd to 900 ft West	Reconstruction and Addition of Turn Lanes	\$500,000	2022
Genesee County Road Commission	E Bristol Rd	CON	Bristol Rd from Lang Rd to Atlas Rd	Road Rehabilitation	\$665,000	2022
Genesee County Road Commission	E Grand Blanc Rd	CON	Grand Blanc Rd from Fenton Rd to Dort Hwy	Major Widening - Reconstruction and Addition of Turn Lanes (2 to 3)	\$2,875,000	2022
Genesee County Road Commission	E Mount Morris Rd	CON	E Mt. Morris Rd from Dort Hwy to Irish Rd	Road Rehabilitation	\$1,613,557	2022
Genesee County Road Commission	E Mount Morris Rd	CON	Teachout Trail from Richfield Park to M-15	Construct Teachout Trail Multiuse Path	\$985,768	2022
Genesee County Road Commission	E Stanley Rd	CON	Stanley Rd from Union St to Dort Hwy	Road Rehabilitation	\$259,322	2022
Genesee County Road Commission	Flushing Rd	CON	Flushing Rd from Eldorado Dr to Ballanger Hwy	Road Rehabilitation with Restriping 4 to 3 Lane Reduction	\$916,213	2022
Genesee County Road Commission	Perry Rd	CON	Perry Rd Trail from Whitetail Dr to Sidewalks West of Gale Rd	Construct Perry Road Multiuse Path	\$1,232,202	2022
Genesee County Metropolitan Alliance	Beach St	NI	Areawide	FY 2022 Rideshare	\$100,000	2022
Grand Blanc	Center Rd	CON	Center Rd from McFarland St to Brainard St	Reconstruction	\$1,082,386	2022
MDOT	Bay Regionwide Longitudinal Pavement Markings	PE	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$6,840	2022
MDOT	Bay Regionwide Longitudinal Pavement Markings	CON	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$1,080,720	2022
MDOT	Bay Regionwide Retroreflectivity Readings	CON	All of GCMPC MPO	Pavement marking retroreflectivity readings on trunklines in Bay Region	\$7,524	2022
MDOT	Bay Regionwide Special Pavement Markings	PE	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$3,420	2022
MDOT	Bay Regionwide Special Pavement Markings	CON	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$198,360	2022
MDOT	I-475	CON	I-69/I-475 Interchange	Overlay - Epoxy	\$14,990,214	2022
MDOT	I-475	CON	I-69 over I-475	Deck Replacement	\$7,251,948	2022
MDOT	I-69	CON	Fenton Road to M-54	Reconstruct Mainline & Overlay Ramps	\$54,236,062	2022
MDOT	M-15	CON	from Potter Rd to Richfield Rd	Center Left Turn Lane	\$1,566,178	2022
MDOT	M-54	CON	M-54 at Saginaw St	Signal Modernization and Synchronization	\$183,231	2022
MDOT	M-57	CON	M-57 at Irish Road	Roundabout Installation	\$1,088,281	2022
MDOT	M-57	CON	over Flint River	Overlay - Epoxy	\$1,225,641	2022
MDOT	NB I-475	CON	Atherton Rd to S of Thread Creek	High friction surface course	\$2,437,752	2022
Swartz Creek	Morrish Rd	CON	Morrish Road from Miller Rd to Bristol Rd	Road Rehabilitation	\$843,660	2022
Road Agency	O&M	NA	Genesee County	O&M	\$30,634,216	2023
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$40,301,788	2023
Road Agency	Safety	NA	Genesee County	Safety	\$2,097,540	2023
Road Agency	Bridge	NA	Genesee County	Bridge	\$1,413,222	2023
Transit Agency	Transit	NA	Genesee County	Transit	\$5,216,272	2023
Burton	E Bristol Rd	CON	Bristol Rd from Fenton Rd to Saginaw St	Road Rehabilitation	\$1,590,533	2023
Burton	N Genesee Rd	CON	Genesee Rd from Court St to Davison Rd	Road Rehabilitation	\$951,315	2023
Davison	W Flint St	CON	W. Flint St. from West City Limits to M-15 (State Rd.)	Road Rehabilitatin	\$529,170	2023

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
Fenton	Main St	CON	Main St from Leroy St to East City Limits	Road Rehabilitation	\$868,686	2023
Fenton	W Silver Lake Rd	CON	Silver Lake Rd Connector Trail from Jennings Rd to East Broad St	Construct Silver Lake Rd Connector Trail Multiuse Path	\$2,273,670	2023
Flint	S Saginaw St	CON	Saginaw St from Atherton Rd to Oakley St	Road Capital Preventive Maintenance	\$476,017	2023
Flint	W 12th St	CON	W 12th St from Fenton Rd to Grand Traverse St	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$459,683	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1409-administrative vehicle	\$75,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1113-bus rehab	\$100,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1203-admin/maintenance facility improvements	\$350,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1302-bus shelter improvements	\$82,500	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1407-security equipment - vehicles	\$82,500	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1408-maintenance equipment (hoists, tools, etc.)	\$210,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	\$1,030,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1404-computers (hardware and software)	\$866,260	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1801-preventative maintenance	\$3,105,000	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1112-sedan/car (revenue) expansion	\$2,257,862	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1112-sedan/car (revenue) expansion	\$957,629	2023
Flint Mass Transportation Authority	Transit Capital	NI	Areawide	SP1101-<30 foot replacement bus with or without lift	\$247,553	2023
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	3000-Operating Assistance	\$7,146,738	2023
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1501-JARC operating	\$600,000	2023
Flint Mass Transportation Authority	Transit Operating	NI	Areawide	SP1601-New Freedom operating	\$324,068	2023
Flushing	Flushing Rd	CON	E. Pierson Rd., Flushing Rd., and Flushing Rd./Main St.	FY 2023 Roundabout Construction	\$682,748	2023
Genesee County Road Commission	Detroit St	CON	Detroit St. - S. Cornell St. to Natchez/Peach Tree Dr.	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,316,582	2023
Genesee County Road Commission	Detroit St	CON	Detroit St from Carpenter Rd to S. Cornell Ave	Reconstruction with Restriping 4 to 3 Lane Reduction	\$1,316,582	2023
Genesee County Road Commission	E Bristol Rd	CON	Bristol Rd from Irish Rd to Lang Rd	Reconstruction	\$847,500	2023
Genesee County Road Commission	Holly Rd	CON	Holly Rd from Baldwin Rd to SB I-75 Ramps	Road Rehabilitation	\$346,774	2023
Genesee County Road Commission	Lennon Rd	CON	Lennon Rd from Linden Rd to Ducher Rd	Road Rehabilitation	\$228,871	2023
Genesee County Road Commission	Linden Rd	CON	Linden Rd from S. County Line to Linden City Limits	Road Rehabilitation	\$487,493	2023
Genesee County Road Commission	N Elms Rd	CON	Elms Rd from Potter Rd to River Rd	Road Rehabilitation	\$279,731	2023
Genesee County Road Commission	North Rd	CON	North Rd from Fenton City Limits to Rolston Rd	Road Rehabilitation	\$394,015	2023
Genesee County Road Commission	S Irish Rd	CON	Irish Rd from Lippincott Rd to Bridge over Kearsley Creek	Road Rehabilitation - Add Continuous Center Turn Lane (2 to 3 and 4 Lanes)	\$747,500	2023
Genesee County Road Commission	Silver Lake Rd	CON	Silver Lake Rd from Ripley St to Fenton City Limits	Road Rehabilitation	\$231,183	2023
Genesee County Road Commission	W Mount Morris Rd	CON	W. Mt. Morris Rd from Sheridan Rd to Gillette Rd	Road Rehabilitation	\$788,030	2023
Genesee County Metropolitan Alliance	Beach St	NI	Areawide	FY 2023 Rideshare	\$100,000	2023
GLS Region V Plan	Areawide	NI	FY2023 Michivan Genesee	FY2023 Michivan Genesee	\$45,507	2023
MDOT	Bay Regionwide Longitudinal Pavement Markings	PE	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$6,840	2023
MDOT	Bay Regionwide Longitudinal Pavement Markings	CON	All of GCMPC MPO	Longitudinal pavement marking application on trunklines in Bay Region	\$1,080,720	2023
MDOT	Bay Regionwide Retroreflectivity Readings	CON	All of GCMPC MPO	Pavement marking retroreflectivity readings on trunklines in Bay Region	\$7,524	2023
MDOT	Bay Regionwide Special Pavement Markings	PE	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$3,420	2023

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost	Fiscal Year
MDOT	Bay Regionwide Special Pavement Markings	CON	All of GCMPC MPO	Special pavement marking application on trunklines in Bay Region	\$300,960	2023
MDOT	I-475	CON	5 Structures on I-475	Deep Overlay and Epoxy Overlays	\$4,027,668	2023
MDOT	I-475	CON	2 Structures over I-475	Bridge Removal	\$1,361,008	2023
MDOT	I-475	CON	5 Structures on I-475	Deck Replacement	\$5,934,910	2023
MDOT	I-69 E/State Ramp	CON	M-15 at EB I-69 Exit Ramp	Signal Modernization, Timing and Turn Lane Addition	\$553,302	2023
MDOT	M-15	CON	over Paddison County Drain	Culvert Replacement	\$1,350,000	2023
MDOT	M-15	CON	Richfield Road to south of Dodge Road	Mill and Two Course HMA Overlay	\$6,083,851	2023
MDOT	Michivan	OPS	Areawide	FY2024 Michivan	\$47,367	2023
Road Agency	Studies	NA	Genesee County	Studies	\$279,305	2024-2025
Road Agency	Safety	NA	Genesee County	Safety	\$4,601,076	2024-2025
Road Agency	Bridge	NA	Genesee County	Bridge	\$2,911,803	2024-2025
Road Agency	Preservation	NA	Genesee County	Preservation	\$22,005,346	2024-2025
Road Agency	Congestion Relief	NA	Genesee County	Congestion Relief	\$1,016,048	2024-2025
Transit Agency	Transit	NA	Genesee County	Transit	\$46,719,959	2024-2025
Road Agency	Non-Motorized	NA	Genesee County	Non-Motorized	\$1,379,023	2024-2025
Road Agency	O&M	NA	Genesee County	O&M	\$63,118,739	2024-2025
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$83,037,804	2024-2025
MDOT	MDOT Preservation	NA	Genesee County	MDOT Preservation	\$98,243,796	2024-2025
Road Agency	Studies	NA	Genesee County	Studies	\$1,595,533	2026-2035
Road Agency	Safety	NA	Genesee County	Safety	\$26,239,837	2026-2035
Road Agency	Bridge	NA	Genesee County	Bridge	\$16,604,160	2026-2035
Road Agency	Preservation	NA	Genesee County	Preservation	\$125,476,795	2026-2035
Road Agency	Congestion Relief	NA	Genesee County	Congestion Relief	\$5,793,872	2026-2035
Transit Agency	Transit	NA	Genesee County	Transit	\$265,312,115	2026-2035
Road Agency	Non-Motorized	NA	Genesee County	Non-Motorized	\$7,863,687	2026-2035
Road Agency	O&M	NA	Genesee County	O&M	\$358,821,535	2026-2035
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$484,806,120	2026-2035
MDOT	MDOT Preservation	NA	Genesee County	MDOT Preservation	\$609,450,460	2026-2035
Road Agency	Studies	NA	Genesee County	Studies	\$2,012,049	2036-2045
Road Agency	Safety	NA	Genesee County	Safety	\$32,940,478	2036-2045
Road Agency	Bridge	NA	Genesee County	Bridge	\$20,838,103	2036-2045
Road Agency	Preservation	NA	Genesee County	Preservation	\$157,453,161	2036-2045
Road Agency	Congestion Relief	NA	Genesee County	Congestion Relief	\$7,271,269	2036-2045
Transit Agency	Transit	NA	Genesee County	Transit	\$329,288,630	2036-2045
Road Agency	Non-Motorized	NA	Genesee County	Non-Motorized	\$9,868,872	2036-2045
Road Agency	O&M	NA	Genesee County	O&M	\$437,751,114	2036-2045
Road Agency	Local Road System Maint (MTF)	NA	Genesee County	Local Road System Maint (MTF)	\$646,939,202	2036-2045
MDOT	MDOT Preservation	NA	Genesee County	MDOT Preservation	\$895,972,212	2036-2045
Genesee County Road Commission	Grand Blanc Rd.	CON	Fenton Rd. to Grand Blanc City Limit	Roadway Expand - Widen to 5 Lanes	\$32,281,875	2045
Total					\$5,377,683,819	

Illustrative listing of Projects

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost
Swartz Creek	Morrish Rd.	CON	Apple Creek to north of I-69	Congestion Relief	\$6,350,000
GCRC	Baldwin Rd.	CON	Fenton Rd. to Dort Hwy.	Widen to 5 Lanes	\$12,000,000
GCRC	Baldwin Rd.	CON	Holly Rd. to Saginaw Rd.	Widen to 5 Lanes	\$11,000,000
GCRC	Baldwin Rd.	CON	Dort Hwy. to Holly Rd.	Widen to 5 Lanes	\$4,000,000
GCRC	Holly Rd.	CON	Ray Rd. to Baldwin Rd.	Widen to 5 Lanes	\$4,500,000
GCRC	Grand Blanc Rd.	CON	Torrey Rd. to Fenton Rd.	Widen to 5 Lanes	\$12,000,000
GCRC	Owen Rd.	CON	Linden Rd. to Jennings Rd.	Widen to 5 Lanes	\$8,000,000
GCRC	Thompson Rd.	CON	US-23 to Fenton Rd.	Widen to 5 Lanes	\$13,000,000
GCRC	Fenton Rd.	CON	Thompson Rd. to Baldwin Rd.	Widen to 5 Lanes	\$6,000,000

Illustrative Listing of Projects (LRTP Amendment #1)

Responsible Agency	Project Name	Phase	Limits	Description	Total Cost
MDOT	I-75 / I-69 Interchange Modernization	CON	US-23 to M-21, including I-75 / I-69 interchange	Interchange Modernization	\$700,000,000

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 1

For

the Genesee County 2045 Long Range Transportation Plan (LRTP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

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

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the Genesee County 2045 LRTP 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 NAAQS.

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: January 14, 2021

SUBJECT: *FY 2020 Listing of Obligated 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 2020 (October 1, 2019 through September 30, 2020) is attached. These projects represent a \$72.5 million dollar investment into the Genesee County

transportation network. These investments include: \$11.4 million in Bridge Work, \$163,701 in Commuter Services, \$2.4 million in Non-Motorized Facilities, \$18.9 million in Road Restoration/Resurfacing, \$6.9 million in Safety, \$10.7 million in Transit Equipment and Services, \$1.6 million in Transit Facility Improvements, and \$20.4 million in other improvements. The complete list of TIP projects is available for review on our website at <http://gcmnpc.org/wp-content/uploads/2020/12/FY-2020-TIP-Annual-List.pdf>.

Please feel free to contact me at jmaurer@geneseecountymi.gov or (810) 766-6565 with any questions regarding the Annual Status Report of TIP Projects.

**Genesee County Metropolitan Alliance
Annual Status Report of the
Fiscal Year (FY) 2020 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 2020 (October 1, 2019 through September 30, 2020). The projects are grouped under the type of transportation improvement performed by individual agencies and represent a \$72,464,726 investment into the Genesee County transportation network.

Bridges	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
Genesee County Road Commission	W. Grand Blanc Rd.	Over Swartz Creek	0.1	Bridge Replacement	\$1,632,000	\$1,903,896	(\$271,896)	\$2,379,870
MDOT	I-75	Over the GTW Railroad and I-75	0.1	Miscellaneous Bridge Rehabilitation	\$1,028,573	\$989,434	\$39,139	\$1,099,372
MDOT	US-23	At 13 Structures along US-23	n/a	Miscellaneous Bridge Rehabilitation	\$6,767,683	\$6,482,591	\$285,092	\$7,920,087

Commuter Services	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
Genesee County Metropolitan Planning Commission	Rideshare Program	Genesee and Lapeer Counties	n/a	Carpool and Vanpool Matching Service	\$62,373	\$62,373	\$0	\$62,373
Genesee County Metropolitan Planning Commission	Air Quality Awareness Program	Genesee and Lapeer Counties	n/a	Public Outreach and Education Activities	\$49,898	\$49,898	\$0	\$62,373
MDOT	MichiVan Program	Areawide in Genesee County	n/a	MichiVan Marketing and Capital Program	\$38,955	\$38,955	\$0	\$38,955

Non-Motorized Facilities	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
Genesee County Road Commission	Flint River Trail	Irish Rd. to N. Gale Rd.	1.4	Non-Motorized Trail	\$317,168	\$317,168	\$0	\$412,094
Genesee County Road Commission	Argentine Pathway	Silver Lake Rd. / Lobdell Rd.: Chestnut Way to Haviland Beach Dr.	2.1	Non-Motorized Trail	\$1,093,551	\$1,093,551	\$0	\$1,219,843
MDOT	Doyle-Ryder, Freeman, Neithercut, Pierce Schools in the City of Flint	Within the vicinity of Doyle-Ryder, Freeman, Neithercut, Pierce Schools	n/a	Improve Pedestrian Facilities, Signage, and Signals	\$782,041	\$721,627	\$60,414	\$721,627

Road Restoration/Resurfacing	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
City of Burton	Center Rd.	Davison Rd. to North City Limits	1.0	Road Resurfacing	\$1,798,973	\$1,886,779	(\$87,806)	\$1,886,779
City of Fenton	W. Shiawassee Ave.	Bent Oak St. to Adelaide St.	0.6	Road Rehabilitation	\$351,578	\$346,269	\$5,309	\$847,277
City of Flint	Robert T. Longway Blvd.	Chavez Dr. to E. Boulevard Dr.	0.5	Road Capital Preventive Maintenance	\$760,000	\$734,493	\$25,507	\$778,108
Genesee County Road Commission	Hill Rd.	S. Saginaw Rd. to Center Rd.	0.9	Roadway Expand	\$0	\$0	\$0	\$2,920,167
Genesee County Road Commission	Van Slyke Rd.	Maple Rd. to Bristol Rd.	1.0	Road Restoration and Rehabilitation	\$1,131,077	\$1,048,869	\$82,208	\$1,281,453
Genesee County Road Commission	Clio Rd.	Wilson Rd. to Clio City Limits	0.5	Road Restoration and Rehabilitation	\$537,329	\$584,267	(\$46,938)	\$713,827
Genesee County Road Commission	Clio Rd.	Dodge Rd. to Wilson Rd.	1.0	Road Restoration and Rehabilitation	\$1,142,395	\$1,156,516	(\$14,121)	\$1,412,970
Genesee County Road Commission	Lapeer Rd.	Big Swamp Drain to County Line Rd.	1.5	Road Restoration and Rehabilitation	\$318,098	\$391,687	(\$73,589)	\$489,609
Genesee County Road Commission	N. Seymour Rd.	Beecher Rd. to Potter Rd.	1.0	Road Rehabilitation	\$333,720	\$333,720	\$0	\$628,556
Genesee County Road Commission	E. Mt. Morris Rd.	Dort Hwy. to Irish Rd.	6.0	Road Rehabilitation	\$1,290,845	\$1,183,013	\$107,832	\$1,445,343
Genesee County Road Commission	W. Hill Rd.	Torrey Rd. to Van Slyke Rd.	1.0	Road Rehabilitation	\$411,271	\$396,075	\$15,196	\$483,903
MDOT	M-54	Coldwater Rd. to Mt. Morris Rd.	2.0	Two Course Mill & Resurface and Road Diet	\$4,096,593	\$4,863,606	(\$767,013)	\$5,942,096
MDOT	Road Capital Preventive Maintenance	Various Routes throughout Genesee County	7.2	Asphalt Crack Treatment	\$67,016	\$67,016	\$0	\$81,877

Safety	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
City of Grand Blanc	Traffic Signal Modernization	Multiple Routes and Various Locations	n/a	Signal Backplates, Dilemma Zone Detection	\$286,785	\$297,025	(\$10,240)	\$330,028
Genesee County Road Commission	Countywide Special Pavement Markings	Multiple Routes and Various Locations	n/a	Restripe Pavement Markings to create Headed-Up Left Turn Lanes	\$32,400	\$39,997	(\$7,597)	\$44,441
Genesee County Road Commission	Davison Rd.	Oak Rd. to Cummings Rd.	0.5	Lane Widening, Hot Mix Asphalt Resurfacing, Centerline Rumble	\$360,000	\$438,273	(\$78,273)	\$486,970
Genesee County Road Commission	Traffic Signal Modernization	At 14 Various Intersections	n/a	Install Signal Backplates	\$82,800	\$75,225	\$7,575	\$83,584
Genesee County Road Commission	Linden Rd.	At Grand Blanc Rd.	0.1	Reconstruct Intersection as a Roundabout	\$631,556	\$819,679	(\$188,123)	\$910,754
MDOT	Regionwide	Various	n/a	Road Weather Information Systems (RWIS)	\$473,298	\$473,298	\$0	\$578,250
MDOT	US-23 NB	Baldwin Rd. to Hill Rd.	4.6	Install Guardrail	\$1,084,272	\$818,684	\$265,588	\$909,649
MDOT	M-54	At Frances Rd.	0.1	Traffic Signal Modernizations; Connected Vehicle Installations	\$162,678	\$162,678	\$0	\$162,678
MDOT	M-54	At Robert T. Longway Blvd. and Davison Rd.	0.1	Traffic Signal Modernization	\$678,027	\$639,919	\$38,108	\$639,919
MDOT	US-23 SB	Livingston Co. Line to I-75	12.6	Freeway Signing Upgrade	\$1,644,500	\$1,530,540	\$113,960	\$1,530,540
MDOT	Bay Region Pavement Markings	Various Routes throughout Genesee County	2.9	Longitudinal Pavement Marking Application on Trunkline Routes	\$895,075	\$895,075	\$0	\$994,528
MDOT	Bay Region Pavement Markings	Various Routes throughout Genesee County	4.5	Special Pavement Marking Application on Trunkline Routes	\$221,616	\$221,616	\$0	\$246,240
MDOT	Bay Region Pavement Markings	Various Routes throughout Genesee County	4.6	Pavement Marking Retroreflectivity Readings on Trunklines	\$4,514	\$4,514	\$0	\$5,015

Transit - Equipment & Services	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MTA	Enhanced Mobility of Seniors and Disabled Persons	Genesee County	n/a	Operating Expenses	\$167,172	\$0	\$167,172	\$334,344
MTA	Purchase Vehicles-5310	Genesee County	n/a	Purchase Cutaways	\$144,000	\$0	\$144,000	\$180,000
MTA	Purchase Replacement Vehicle -5310	Genesee County	n/a	Purchase Cutaways	\$75,000	\$60,198	\$14,802	\$93,750
MTA	Computer Hardware	Genesee County	n/a	Communication Equipment	\$340,000	\$0	\$340,000	\$425,000
MTA	Maintenance -5339	Genesee County	n/a	Rehabilitate/Renovate Buses	\$852,116	\$437,974	\$414,142	\$1,065,145
MTA	Computer Software	Genesee County	n/a	Computer Software, Upgrades & Licensing	\$1,140,000	\$280,121	\$859,879	\$1,425,000
MTA	Capital Maintenance Parts	Genesee County	n/a	Capital Maintenance Parts - Buses	\$960,000	\$0	\$960,000	\$1,200,000
MTA	Shop Equipment	Genesee County	n/a	Purchase Shop Equipment	\$120,000	\$0	\$120,000	\$150,000
MTA	Job Access Reverse Commute	Genesee County	n/a	Job Access Reverse Commute	\$300,000	\$0	\$300,000	\$600,000
MTA	Preventive Maintenance	Genesee County	n/a	Preventive Maintenance	\$2,484,000	\$0	\$2,484,000	\$3,105,000
MTA	Purchase Transit Vehicles -5339	Genesee County	n/a	Purchase Buses	\$817,314	\$0	\$817,314	\$1,021,643
MTA	Purchase Propane Cutaways-CMAQ	Genesee County	n/a	Purchase Propane Cutaways	\$813,656	\$0	\$813,656	\$1,017,070
MTA	Purchase Service Vehicles	Genesee County	n/a	Support Vehicles	\$60,000	\$39,349	\$20,651	\$75,000
MTA	Purchase/Repair Bus Shelters	Genesee County	n/a	Bus Shelters	\$20,000	\$0	\$20,000	\$25,000

Transit - Facility Improvements	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
MTA	Transit Facilities	Genesee County	n/a	Security and Signage	\$282,307	\$0	\$282,307	\$352,883
MTA	Transit Facilities	Genesee County	n/a	Upgrades to Facilities	\$1,014,229	\$0	\$1,014,229	\$1,267,786

Miscellaneous	Project Name	Limits	Length	Project Description	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***	Total Project Cost****
City of Burton	S. Grand Traverse St.	Bristol Rd. to Hemphill Rd.	0.5	Preliminary Engineering - Road Rehabilitation	\$42,144	\$43,135	(\$991)	\$52,700
City of Burton	S. Saginaw St.	Maple Ave. to Judd Rd.	0.6	Preliminary Engineering - Resurface	\$79,060	\$81,686	(\$2,626)	\$99,800
City of Burton	S. Saginaw St.	Judd Rd. to Bristol Rd.	0.6	Preliminary Engineering - Road Rehabilitation	\$68,920	\$71,210	(\$2,290)	\$87,000
City of Flint	Miller Rd.	Ballenger Hwy. to Hammerberg Rd.	1.4	Preliminary Engineering - Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	\$167,132	\$172,602	(\$5,470)	\$210,876
City of Flushing	Seymour Rd.	W. Pierson Rd. to Emily St.	0.2	Preliminary Engineering - Road Rehabilitation	\$16,036	\$16,569	(\$533)	\$20,243
MDOT	M-15	At Clark St.	0.2	Right-of-Way for Center Left Turn Lane	\$613,875	\$613,875	\$0	\$750,000
MDOT	M-15	Potter Rd. to Richfield Rd.	1.0	Preliminary Engineering - Add Center Left Turn Lane	\$116,538	\$116,538	\$0	\$142,380
MDOT	M-54	M-54 at Maple Ave. and M-54 at Bristol Rd.	0.0	Right-of-Way for Modernizing Signalized Intersections to Current Standards	\$10,000	\$10,000	\$0	\$10,000
MDOT	M-54	M-54 at Saginaw St.	0.0	Right-of-Way for Signal Modernization and Synchronization	\$5,000	\$5,000	\$0	\$5,000
MDOT	M-57	M-57 at Irish Rd.	0.2	Preliminary Engineering - Roundabout Installation	\$208,356	\$208,356	\$0	\$231,507
MDOT	M-21	Various Locations in Genesee County	0.0	Right-of-Way to Modernize Signalized Intersections	\$45,000	\$45,000	\$0	\$45,000
MDOT	I-75 N/Corunna Ramp	I-75 NB Exit Ramp at M-21	0.2	Preliminary Engineering - Sight Obstruction Removal	\$71,209	\$79,121	(\$7,912)	\$79,121
MDOT	US-23 N	Thompson Rd. to Baldwin Rd.	1.5	Preliminary Engineering - Tree Windscreen	\$106,137	\$117,930	(\$11,793)	\$117,930
MDOT	Regionwide	Genesee County	2.6	Preliminary Engineering - Longitudinal Pavement Marking Application on Trunklines	\$6,156	\$20,000	(\$13,844)	\$20,000
MDOT	Regionwide	Genesee County	2.0	Preliminary Engineering - Special Pavement Marking Application on Trunklines	\$3,078	\$10,000	(\$6,922)	\$10,000
MDOT	I-75 N	South Genesee County Line to M-54	3.3	Preliminary Engineering - Mill and One Course Asphalt Overlay	\$156,697	\$156,697	\$0	\$174,108
MDOT	M-15	At Coldwater Rd.	0.1	Preliminary Engineering - Vertical Curve Grade Reduction	\$72,000	\$72,000	\$0	\$80,000
MDOT	I-475	Bristol Rd. to Thread Creek and Flint River to Carpenter Rd.	5.3	Preliminary Engineering - Road Reconstruction and Bridge Replacement	\$0	\$0	\$0	\$10,357,143
MDOT	I-475	Thread Creek to Flint River and 10 Structure Locations	2.6	Preliminary Engineering - Road Reconstruction and Bridge Replacement	\$0	\$0	\$0	\$4,500,000
MDOT	I-475	Thread Creek to Flint River and 10 Structure Locations	2.6	Preliminary Engineering (Structures) - Road Reconstruction and Bridge Replacement	\$0	\$0	\$0	\$3,383,143

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

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

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

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

Below is a listing of the total amount of money programmed in FY 2020 from the FY 2020-2023 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 2020 Performance Measure Category Spending Summary		
Performance Measure Category	Amount Programmed	Impact on Condition
Safety/Non-Motorized	\$8,762,240	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$24,056,692	Improve surface condition and International Roughness Index (IRI), eliminate issues with cracking, rutting and faulting
Transit	\$12,337,621	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$25,139,614	Reduce number of structurally deficient and functionally obsolete bridges
System Performance/ Congestion	\$2,168,559	Improve freight movement, reduce traffic congestion and associated user delay costs
Total	\$72,464,726	

V. New Business

***A. MTA Flint Public Transportation Agency Safety Plan

***B. Transit Safety Performance Measures Adoption

***C. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #13

***D. Genesee County LRTP 2045 Amendment #1

E. FY 2020 Listing of Obligated Projects

VI. Other Business

VII. Announcements

VIII. Adjournment

*** **Action Item**

NEXT MEETING – February 4, 2021 at 1:30 P.M.

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