



**Genesee County Metropolitan Planning Commission  
Metropolitan Alliance Committee (METRO)**

**Genesee County Administration Building  
Human Resources (HR) Training Room (G51)  
1101 Beach Street, Basement/Ground Level  
Flint, Michigan 48502**

**Wednesday, January 25, 2023  
7:00 P.M.**

**AGENDA**

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes  
\*\*\*A. Minutes of the December 21, 2022 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
- IX. Committee Reports
- X. Old Business
- XI. New Business  
\*\*\*A. FY 2023-2026 Transportation Improvement Program (TIP)  
Amendment #5 (attached)  
  
\*\*\*B. FY 2023 Safety Performance Measure Targets (attached)

C. FY 2022 Annual Status Report of TIP Projects (attached)

D. Genesee County Road Commission (GCRC) Road Condition Presentation

XII. Other Business

XIII. Announcements

A. Federal Certification Review Notification

XIV. Adjournment

**\*\*\* Action Item**

**NEXT MEETING – February 15, 2023 at 7:00 P.M.**

**GENESEE COUNTY METROPOLITAN ALLIANCE**  
**Regular Meeting Minutes**  
**Wednesday, December 21, 2022, 7:00 p.m.**

**MINUTES**

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, December 21, 2022, in an in-person meeting in the Harris Auditorium of the Genesee County Administration Building.

**I. CALL TO ORDER**

Chairperson Johnson called the meeting to order 7:00 p.m.

**II. PLEDGE OF ALLEGIANCE**

Chairperson Johnson led the Pledge of Allegiance.

**III. ROLL CALL**

Members present and absent were noted as follows:

**UNIT REPRESENTED**

**MEMBERS PRESENT**

**MEMBERS ABSENT**

Genesee County

City of Burton

City of Clio

City of Davison

City of Fenton

City of Flint

City of Flushing

City of Grand Blanc

City of Linden

City of Montrose

City of Mt. Morris

City of Swartz Creek

Mark Richard

John Gilbert

Nate Henry

Commissioner Meredith Davis

Commissioner Debra Newman

Greg Hull

Tom Martinbianco

Duane Mosher

Eric Wiederhold

Mayor Tim Bishop

Patricia Lockwood

Skip Bancroft

Sean Sage

Mayor Sheldon Neeley

John Daly

Mark Adas

Brooke Good

Chris Douglas

Susan Soderstrom

Don Becker

Ray Culbert

Danielle Cusson

Dennis Heidenfeldt

Argentine Township

Brian Saad  
Leslie Renckly  
Rebecca Nemecheck  
Shirley Kautman-Jones  
Paulette Johnson  
Katie Vick  
Shelley Thompson  
Tom Spillane  
Matthew Karr  
Travis Howell  
Patrick Miller

Atlas Township

Clayton Township

Davison Township

Fenton Township

Kade Katrak

Andrew Marko  
Robert Kesler  
Karyn Miller

Flint Township

John Whiteside

Flushing Township

Tracey Tucker  
Bill Bain  
Frederick Thorsby  
Mary Ann Price  
Rocky Fowler  
Lee Purdy  
Diane Hyrman

Forest Township  
Gaines Township

Genesee Township

Tod Sorensen

Grand Blanc Township

Robin Ackerman  
Joel Feick

Montrose Township

Loren Crandell

Mark Emmendorfer  
Tom Tithof

Mt. Morris Township

Robert Johnson

Michele Loper  
Dewayn Allen

Mundy Township

Kimberly Jimenez

Shane Towne  
Debra Ridley  
Leonard Marden  
Rachel Stanke

Richfield Township  
Theftford Township  
Vienna Township  
Goodrich Village

Cathrine Thompson

Sherry Moore  
Angie Adamec  
Melissa Schluentz  
Vadice Burgett  
Joan Skias

Otisville Village  
Otter Lake Village  
Lennon Village  
Gaines Village

Samuel Stiff  
Bruce Ferris  
Valerie Delauty  
Andy Pickard

Federal Highway Admin

Gen Cty Drain Comm  
Gen Cty Road Comm  
GCMPC

Alex Patsy  
Derek Bradshaw

Jeff Wright

Mass Trans Authority

Shawnice Dorsey

Christine Durgan  
Ed Benning

Mich Dept of Trans

Jay Reithel

Anita Boughner

Steven Katenhus  
Trevor Block

**OTHERS PRESENT:** Jason Nordberg and Renate Soto.

#### **IV. MINUTES OF THE OCTOBER 19, 2022 MEETING**

**Motion: Action:** Approve, **Moved by** John Whiteside, **Supported by** John Gilbert, to approve the minutes of the October 19, 2022 meeting as presented.

**Motion carried unanimously.**

#### **V. INTRODUCTION OF GUESTS**

NONE

#### **VI. PUBLIC COMMENT**

NONE

#### **VII. PUBLIC HEARING**

NONE

#### **VIII. FINANCES**

NONE

#### **IX. COMMITTEE REPORTS**

NONE

#### **X. OLD BUSINESS**

NONE

#### **XI. NEW BUSINESS**

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

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

funding to program for FY 2023 projects. He stated that staff emailed agencies with FY 2023 STP related road construction projects to inquire if any additional funding was needed and five agencies replied with interest. In following with past practices, staff calculated the percentage of federal funding originally allocated to each project that requested funding and the funding would be distributed based on those percentages. The identified increases were approved through the Technical Advisory Committee through an administrative modification.

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

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

**Motion: Action:** Approve. **Moved by** Mark Richard, **Supported by** Nate Henry, to approve Amendment #4 to the FY 2023-2026 Transportation Improvement Program as presented. Discussion ensued.

**Motion carried unanimously.**

**\*\*\*C. METRO Meeting Dates for 2023**

Chairperson Johnson reviewed the meeting dates for 2023.

**Motion: Action:** Approve. **Moved by** John Whiteside, **Supported by** John Gilbert, to approve the 2023 METRO meeting dates.

**Motion carried unanimously.**

**XII. OTHER BUSINESS**

NONE

**XIII. ANNOUNCEMENTS**

**A. Federal Certification Review Notification**

Mr. Nordberg explained that every 4 years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a certification review of the transportation planning process for the Flint Metropolitan Area. This review will be on February 8th and 9th, 2023 and will be done virtually. GCMPC has not been given an agenda yet but the review will likely include best practices, exchanging information and identifying improvement opportunities. A final report of this certification review is expected by May 2023.

**XIV. ADJOURNMENT**

Chairperson Johnson adjourned the meeting at 7:07 p.m.

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

Draft

## MEMORANDUM

**TO:** Members of the Genesee County Metropolitan Alliance

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

**DATE:** January 25, 2023

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

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 5. This amendment adds two (2) projects and abandons three (3) projects in the FY 2023-2026 TIP.

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

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

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

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

**Project Proposed to be Added with a TIP Amendment**

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	218138	GCRC	Torrey Rd	0.29	Torrey Road from Hill Road to Torrey Lane	Road Diet 4 to 3 lane Conversion, dedicated center left turn lane	CON	HSIP	\$120,000	\$0	\$30,000	\$150,000	This is a new project awarded 2024 Safety Funding.

**Projects Proposed to be Abandoned with a TIP Amendment**

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

**GPA Being Added With a TIP Amendment**

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

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

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

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

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

HRRR - High Risk Rural Road  
HSIP - Highway Safety Improvement

## Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

### Flint Limited Orphan Maintenance Area (Genesee and Lapeer Counties)

#### Amendment #5

1/5/23

A MITC-IAWG was conducted by email and responses are listed below. The group determined that all projects are exempt. Projects listed on next page.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie	Concur	
FHWA	Christina Ignasiak	Concur	
FTA	Susan Weber	Concur	
EGLE	Breanna Bukowski	Concur	
MDOT Conformity	Donna Wittl	Concur	
MDOT SPS	Max Gierman	Concur	
MDOT SPS Supervisor	Richard Bayus	Concur	
MPO	Jason Nordberg	Concur	
MDOT STIP	Mark Kloha		No Response
MDOT project level	Brad Peterson		No Response
MDOT SUTA modeling	Jon Roberts		No Response
MDOT- Bay Region	Jay Reithel	Concur	

## MEMORANDUM

**TO:** Members of the Genesee County Metropolitan Alliance

**FROM:** Kristofor Garris, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** January 25, 2023

**SUBJECT: 2023 Safety Performance Measure Targets**

On September 30<sup>th</sup>, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2023 as required to meet performance measure requirements of the Infrastructure Investment and Jobs Act (IIJA) annually. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2022 Statewide Safety Targets last year. GCMA has until March 29, 2023 (180 days after State targets are set) to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline through calendar year 2021 (5 year rolling average), 2022 target (5 year rolling average), followed by the 2023 target (5 year rolling average).

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

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

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

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

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

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

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

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

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

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

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

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

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

*AN EQUAL OPPORTUNITY ORGANIZATION*

## State of Michigan Safety Targets for Calendar Year 2023

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

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Robert Johnson, Chairperson  
Genesee County Metropolitan Alliance

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Date



STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
 LANSING

GRETCHEN WHITMER  
 GOVERNOR

PAUL C. AJEGBA  
 DIRECTOR

September 30, 2022

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2023. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process for the safety performance measure.

**State Safety Targets for Calendar Year 2023:**

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

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


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

Metropolitan Planning Organization Director  
Page 2  
September 30, 2022

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style with a large initial "D" and "M".

Don Mayle, Manager  
Statewide Planning Section

Enclosure

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

# TRANSPORTATION PERFORMANCE MANAGEMENT

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

### SAFETY PERFORMANCE MEASURES

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

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

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

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

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

## TARGET SETTING COORDINATION

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

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

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

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

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

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

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

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

## MPO TARGET SETTING

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

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

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

## TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

## 2023 MICHIGAN SAFETY TARGETS

### Existing Trend

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

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

### Exogenous Factors

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

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

## 2022-2023 Target Overview

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

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

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

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

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

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

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

## 2023 Predictions (Targets)

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

## Strategic Highway Safety Plan (SHSP)

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

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

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

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

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

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

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

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

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

### Targets Reported to FHWA

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

Targets as reported to FHWA for the respective year

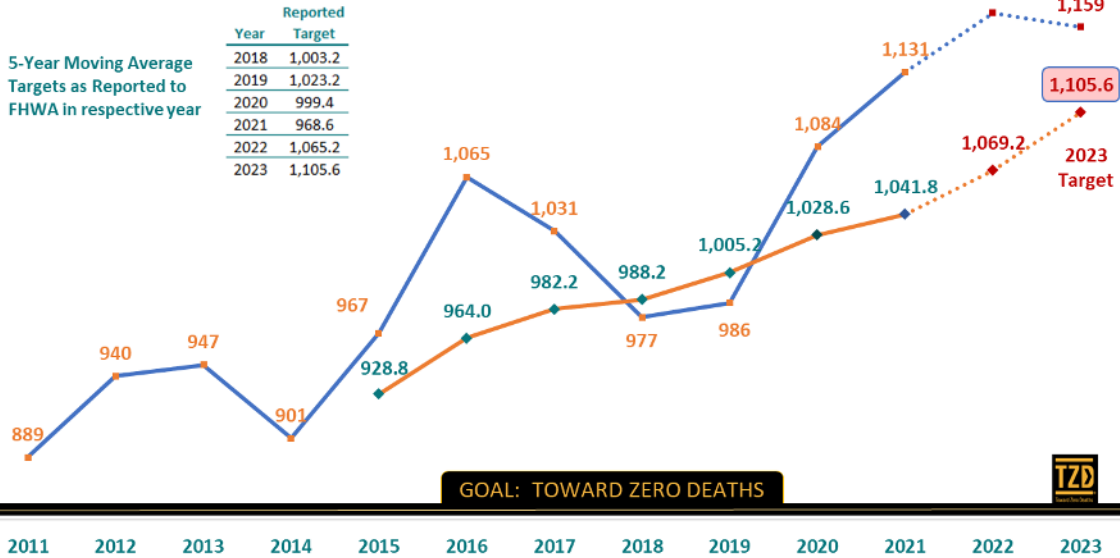
### Annual Crash Data

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Reported	Rate	Reported	Reported	Fatality/ Serious
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,084	1.256	5,433	6.295	740
2021	1,131	1.165	5,979	6.158	688

#### Reference:

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

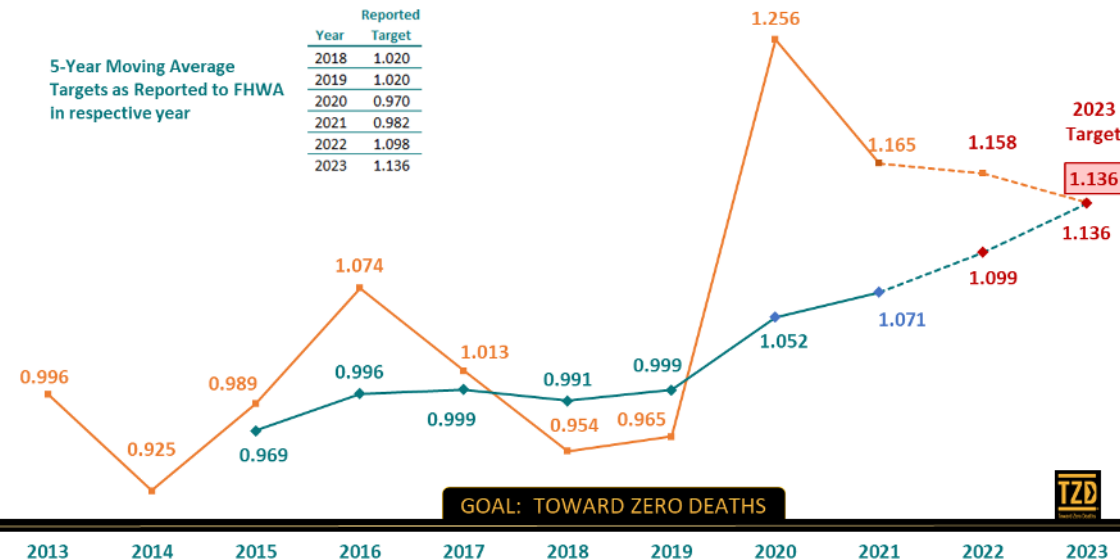
Highway Safety Improvement Program  
 Number of Fatalities  
 2023 5-Year Moving Average Prediction



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

All Michigan public roads

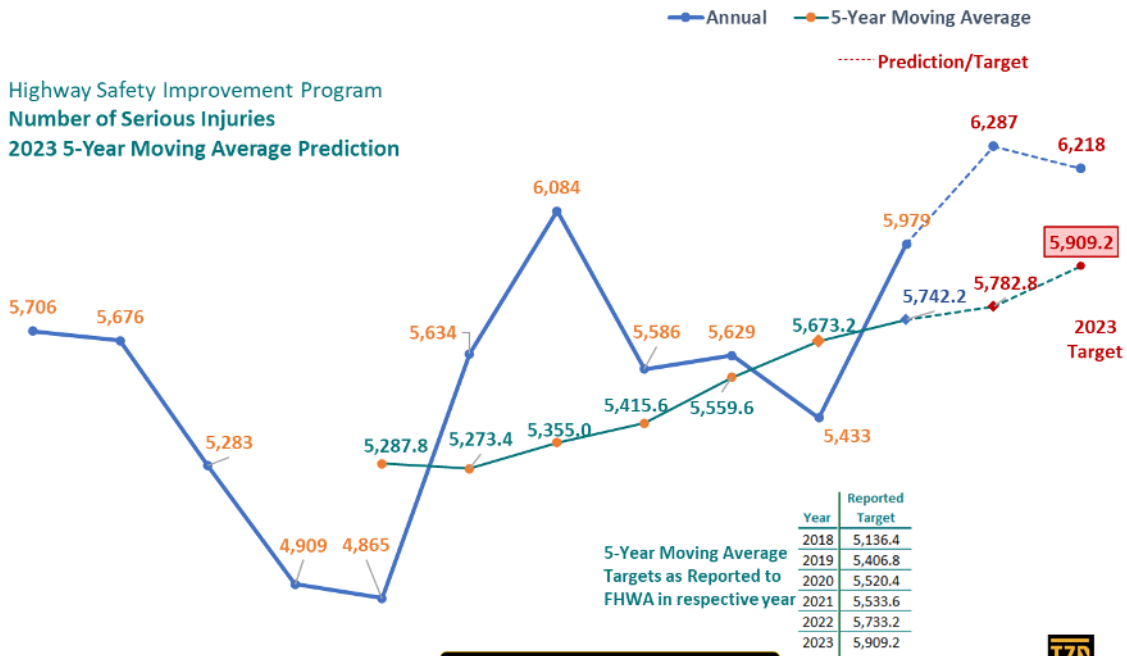
Highway Safety Improvement Program  
 Rate of Fatalities per 100m VMT  
 2023 5-Year Moving Average Prediction



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

All Michigan public roads

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



GOAL: TOWARD ZERO DEATHS

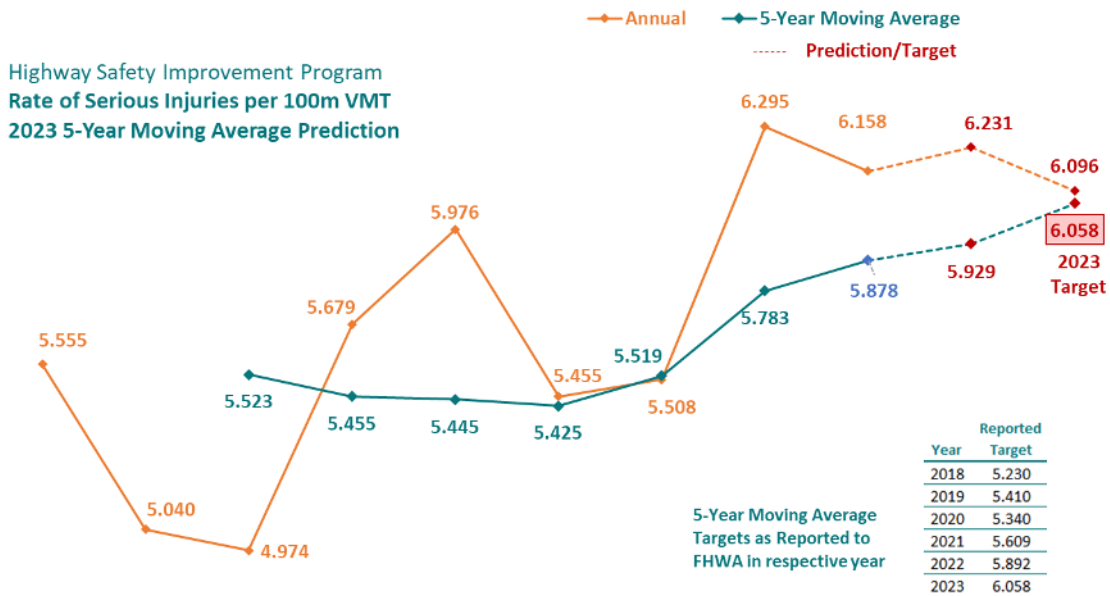


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

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

All Michigan public roads

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



GOAL: TOWARD ZERO DEATHS

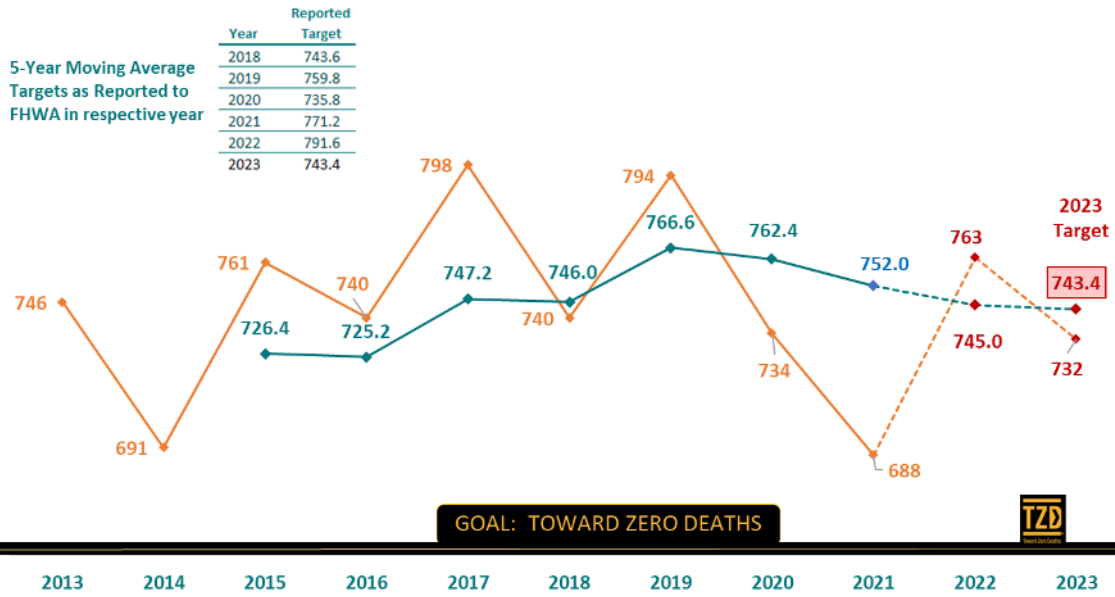


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

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

All Michigan public roads

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



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

All Michigan public roads



## MEMORANDUM

**TO:** Members of the Genesee County Metropolitan Alliance

**FROM:** Kristofor Garris, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** January 25, 2023

**SUBJECT: FY 2022 Annual Status Report of TIP Projects**

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

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

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

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

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

## Road Restoration/ Resurfacing

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

## Safety

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

## Transit

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

## Miscellaneous

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

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

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

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

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

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



U.S. Department  
of Transportation

December 9, 2022

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

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

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

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

Genesee County Metropolitan Planning Commission (GCMPC)

Federal Certification Review Notification

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

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

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

Sincerely,

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

Sincerely,

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

Kelley Brookins  
Regional Administrator  
Federal Transit Administration

GEF

Enclosure/s:

By e-mail

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

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

File Name: GCMPC Certification Review Notification Letter\_CI\_DEC092022.pdf