



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

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

**Thursday, November 2, 2023
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the October 5, 2023 Regular Meeting (attached)
- IV. Old Business
 - A. FY 2025 List of Approved Safety Projects (attached)
- V. New Business
 - A. 2024 State Safety Performance Measures (attached)
 - B. FY 2024-2026 Transportation Alternatives Program (TAP) Allocation Adjustments (attached)
 - ***C. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #12 (handout)
 - D. US-23 Corridor Traffic Study Update (attached)
 - ***E. 2024 Meetings Dates (attached)
 - F. I-75 Corridor Study – Atkins (presentation)
 - G. I-475 Reconstruction Update – MDOT (presentation)
- VI. Other Business
- VII. Announcements

VIII. Adjournment

*****Action Item** NEXT MEETING – December 7, 2023 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, October 5, 2023 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, October 5, 2023 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Vice-Chair Eric Johnston called the meeting to order at approximately 1:35 p.m.

II. ROLL CALL

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

Present: Andrea Schroeder, Chris Gehringer, Eric Johnston, Mark Adas, Max Gierman and Michelle King

Absent/Excused: Adam Zettel, Alex Patsy, Amber Abbey, Brian Saad, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaides, Craig Williams, Curtis Armstrong, Dan Eashoo, Dave Miller, David Dorr, Derek Bradshaw, Don Mayle, Ellen Glass, Emily Alexander, Eric Weiderhold, Frederick Thorsby, James Slezak, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Lynn Markland, Mary Ann Price, Michael Pifer, Neil Rankin, Paul Fortino, Rachel Stanke, Robert Bincsik, Rod McGaha, Scott Bennett, Shawnice Dorsey, Sheri Wilkerson, Shirley Kautman-Jones, Thomas Spillane, Tonya Ketzler, Vadice Burgett, Vicki Fishell, Vince Lorraine and Wendy Jean-Buhrer.

Others Present: Sheila Taylor, McKenna Dutkiewicz, Kris Garris, Trevor Vincke, Don Grice, Robert Johnson, Melinda Johnson and Renate Soto.

III. MINUTES

*****A. Minutes of the September 7, 2023 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Mark Adas, to approve the minutes of the September 7, 2023 regular meeting as presented.

Motion carried unanimously.

IV. OLD BUSINESS

None

V. NEW BUSINESS

*****A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #11**

Ms. McKenna Dutkiewicz stated this amendment changes one (1) MDOT bridge project, changes one (1) local traffic operations GPA, and abandons seven (7) projects, in the FY

2023-2026 TIP. Six of the projects that were abandoned are part of Genesee County's illustrative list and are expected to be fully funded in FY 2027 of the next TIP cycle. At this time, staff is recommending approval of Amendment #11 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Chris Gehringer, **Supported by** Mark Adas, to approve Amendment #11 to the FY 2023-2026 TIP as presented.

Motion carried unanimously.

Discussion ensued.

B. MDOT Final Group Transit Asset Management Plan

Mr. Kris Garris stated that GCMPC has received MDOT's final Group Transit Asset Management (TAM) Plan for rural transit agencies. The plan was developed according to federal requirements for performance based planning and programming. MPO's are asked to acknowledge receipt of the plan. Staff is providing it to this committee for review and can be found at the link provided in today's agenda packet. There is no action required on this item, it is for information only. Questions can be directed to Ellen E. Kent, Supervisor of the Grant Management and Compliance Unit of the MDOT Office of Passenger Transportation at 517-256-9590 or kentel@michigan.gov.

C. 2023 Trail Prioritization Workshop Update

Mr. Garris stated that back in July, the 2023 Genesee County Regional Trails Prioritization workshop was held to update the non-motorized network, establish priorities for development and review available funding opportunities. All local units of government, trail organizations, and local stakeholders were invited. The results of this workshop reaffirmed Trail Priorities, documented changes and newly built infrastructure, and established new trail priorities moving forward. Included in the agenda packet are all the updated Trail Prioritization maps created as a result of the workshop and will be included in the Genesee County 2050 Long Range Transportation Plan (LRTP). Mr. Garris reviewed the maps with the Committee.

VI. OTHER BUSINESS

Ms. Andrea Schroeder inquired about holding today's meeting, voting on items and if there was a quorum required and/or established for today's meeting. Ms. Sheila Taylor stated the quorum requirements are as follows: "A quorum for the transaction of business shall consist of not less than five (5) members from three (3) different agencies of governmental units." Ms. Taylor stated that a quorum had been established for today's meeting.

VII. ANNOUNCEMENTS

Vice-Chair Johnston announced that Randy Dellaposta has recently been appointed to the position of Managing Director, recently held by retiring Fred Peivandi, of the Genesee County Road Commission. Mr. Chris Gehringer added that Vice-Chair Johnston is now in the position of Deputy Managing Director.

Mr. Trevor Vincke stated that MDOT will be presenting a virtual question and answer session on the I-475 Planning and Environmental Linkages (PEL) study from 5pm – 6pm

tonight. The link to attend this session was sent via email earlier today to all Committee members.

VIII. ADJOURNMENT

Vice-Chair Johnston adjourned the meeting at approximately 1:47 pm.

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

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 2, 2023

SUBJECT: FY 2025 List of Approved Safety Projects

During the month of October, the Michigan Department of Transportation (MDOT) released an approved list of Highway Safety Improvement Projects (HSIP) and High-Risk Rural Road (HRRR) Projects to all local road agencies for the 2025 fiscal year. The Genesee County Road Commission received four (4) project awards across the two grant programs totaling \$880,200 in federal funds.

Staff will have an amendment when projects have been added to JobNet and update the Genesee County Transportation Improvement Program (TIP) to include these safety projects.

If you have any questions regarding the approved safety projects, please feel free to contact Mr. Kristofor Garris at (810) 766-6564 or by email at kgarris@geneseecountymi.gov.

| No. | Lead Agency | Project Name | Work Description | Project Est | Federal HSIP | Federal HSIP – PE | Local (Construction) |
|-----|--------------------------------|--|---|--------------|--------------|-------------------|----------------------|
| 12 | Genesee County Road Commission | Carpenter Road at Belsay Road Beacon Installation | Ground Mounted Solar Beacon Installation | \$28,000.00 | \$25,200.00 | - | \$2,800.00 |
| 14 | Genesee County Road Commission | Davison at Irish Road Signal and ADA Upgrades | Signal Modernization and ADA Upgrades | \$250,000.00 | \$225,000.00 | - | \$25,000.00 |
| 13 | Genesee County Road Commission | Wilson at Clio Road Reconstruct Approaches, Add Left Turn Lane | Approaches Reconstruction and Addition of Left Lane | \$300,000.00 | \$270,000.00 | - | \$30,000.00 |

| No. | Lead Agency | Project Name | Work Description | Project Est | Federal HRRR | Federal HRRR – PE | Local (Construction) |
|-----|--------------------------------|--|--|--------------|--------------|-------------------|----------------------|
| 12 | Genesee County Road Commission | Seymour Road between Whitney Road and Ray Road | Road Reconstruction, High Friction Surface, Pavement Marking | \$400,000.00 | \$360,000.00 | - | \$40,000.00 |

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 2, 2023

SUBJECT: 2024 State Safety Performance Measures

On October 17th, The Michigan Department of Transportation (MDOT) provided Metropolitan Planning Organizations (MPOs) with the statewide safety targets for the calendar year 2024 as required to meet annual performance measure requirements of the FAST Act. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2023 Statewide Safety Targets last year. GCMA has until February 27, 2024 to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline condition being 2018-2022.

| Safety Performance Measure (5-year rolling average) | Baseline Condition (2018-2022) | Calendar Year 2024 State Safety Targets |
|--|---|--|
| Fatalities | 1061.6 | 1109.2 |
| Fatality Rate Per 100 million Vehicle Miles Traveled (VMT) | 1.099 | 1.152 |
| Serious Injuries | 5,681.8 | 5,785.0 |
| Serious Injury Rate Per 100 million VMT | 5.863 | 5.999 |
| Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle) | 734.0 | 710.8 |

Staff is in the process of reviewing local crash trends in Genesee County and will see how they relate to the statewide trends. Staff's recommendation on the 2024 Safety Performance Targets will be brought through this committee for approval in December. We have included the State safety targets and a letter from MDOT to the MPO.

Should you have any questions regarding these performance measures, please feel free to contact me at kgarris@geneseecountymi.gov or at (810)766-6564.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 17, 2023

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 2024. 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 2024:

| Safety Performance Measure (5 year rolling average) | Baseline Condition (2018-2022) | 2024 Targets (2020-2024) |
|---|---|-------------------------------------|
| Fatalities | 1,061.6 | 1,109.2 |
| Fatality Rate Per 100 million Vehicle Miles Traveled (VMT) | 1.099 | 1.152 |
| Serious Injuries | 5,681.8 | 5,785.0 |
| Serious Injury Rate per 100 million VMT | 5.863 | 5.999 |
| Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle) | 734.0 | 710.8 |

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, 2023. MPOs are now required to decide on their MPO safety targets for calendar year 2024 no later than February 27, 2024.

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

Metropolitan Planning Organization Director
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October 17, 2023

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 517-243-3554 or LanumJ@michigan.gov.

Sincerely,

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

Don Mayle, Manager
Statewide Planning Section

Enclosure

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

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 align as much as possible when 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 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 “coordinated” 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 the five.

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.

2024 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.

2023-2024 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. The UMTRI change model predicts 1,109 fatalities in 2023 and 1,092 fatalities in 2024.

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 5,882 serious injuries in 2023 and 5,849 in 2024.

VMT values have been predicted for CYs 2022, 2023 and 2024. VMT estimates predict VMT has recovered to pre-2020 levels. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.107 for CY 2023, and 1.077 for CY 2024, and annual serious injury rates of 5.870 for CY 2023 and 5.768 for CY 2024. Results from the UMTRI model (the fatality and serious injury

relationship) were also used to generate non-motorized forecasted annual values of 722 for CY 2023 and 696 for CY 2024.

The above annual forecasted values for CY 2023 and CY 2024 along with the actual values from CY 2020 to 2022 to determine the 2024 Targets (five-year rolling average) are shown in the 2024 Target Summary table. In addition, actual values dating back to CY 2018 are included as part of the determination of the 2022 baseline condition.

2024 Predictions (Targets)

| | |
|---|---------|
| Number of Fatalities | 1,109.2 |
| Rate of Fatalities per 100M VMT | 1.152 |
| Number of Serious Injuries | 5,785 |
| Rate of Serious Injuries per 100M VMT | 5.999 |
| Number of Non-Motorized Fatalities and Serious Injuries | 710.8 |

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 (TZD). 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 and serious injuries. By incorporating safety into all facets of transportation, Michigan can achieve this vision. 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 eliminating serious 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, installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, vulnerable road user improvement projects, 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 increased in 2020 and 2021 to a high of 1,136 and declined again in 2022 to 1,123. This is reflected in the five-year average or target of 1,109.2 for CY 2024. For the same time, serious injuries rose to a high of 5,979 in CY 2021 leading to the five-year average of 5,785 for CY 2024.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2022 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA

| Year | Fatality Rate | Serious Injury | Serious Injury Rate | Non-Motorized Fatality/Serious | |
|------|---------------|----------------|---------------------|--------------------------------|-------|
| Year | Reported | Reported | Reported | Reported | |
| Year | Target | Target | Target | Target | |
| 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 |
| 2024 | 1,109.2 | 1.152 | 5,785.0 | 5.999 | 710.8 |

Targets as reported to FHWA for the respective year

Annual Crash Data

| Year | Fatality | Fatality Rate | Serious Injury | Serious Injury Rate | Non-Motorized Fatality/Serious Injury |
|------|----------|---------------|----------------|---------------------|---------------------------------------|
| 2014 | 901 | 0.925 | 4,909 | 5.040 | 691 |
| 2015 | 967 | 0.989 | 4,865 | 4.974 | 761 |
| 2016 | 1,065 | 1.074 | 5,634 | 5.679 | 740 |
| 2017 | 1,031 | 1.013 | 6,084 | 5.976 | 798 |
| 2018 | 977 | 0.954 | 5,586 | 5.455 | 740 |
| 2019 | 986 | 0.965 | 5,629 | 5.508 | 794 |
| 2020 | 1,086 | 1.258 | 5,433 | 6.295 | 742 |
| 2021 | 1,136 | 1.175 | 5,979 | 6.183 | 674 |
| 2022 | 1,123 | 1.141 | 5,782 | 5.876 | 720 |

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](#)

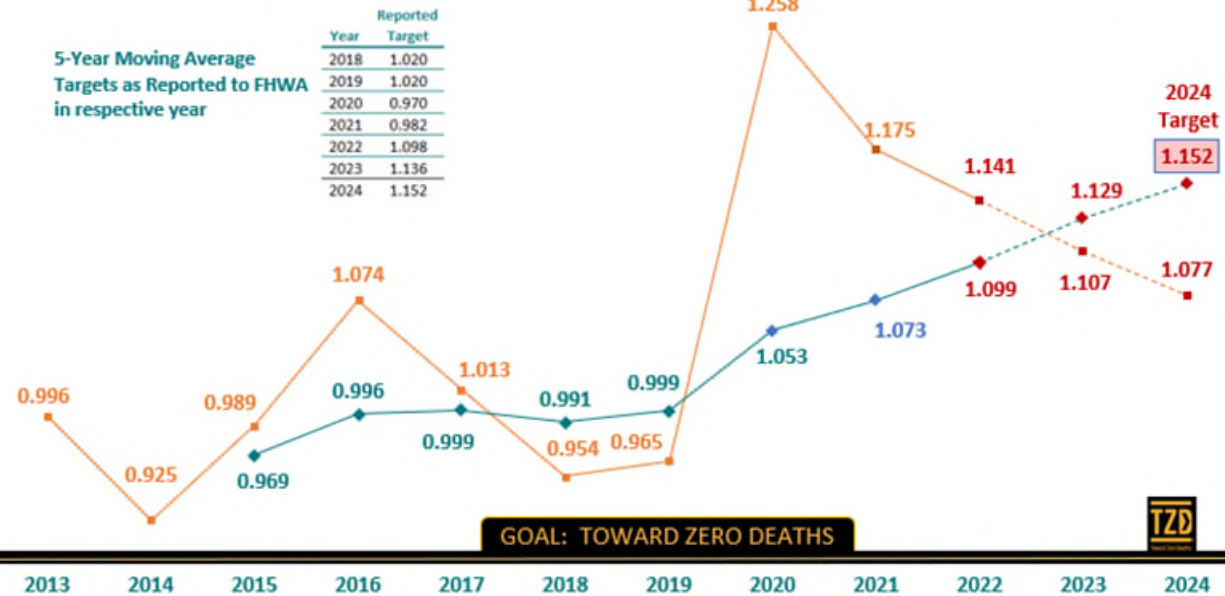
Highway Safety Improvement Program
Number of Fatalities
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

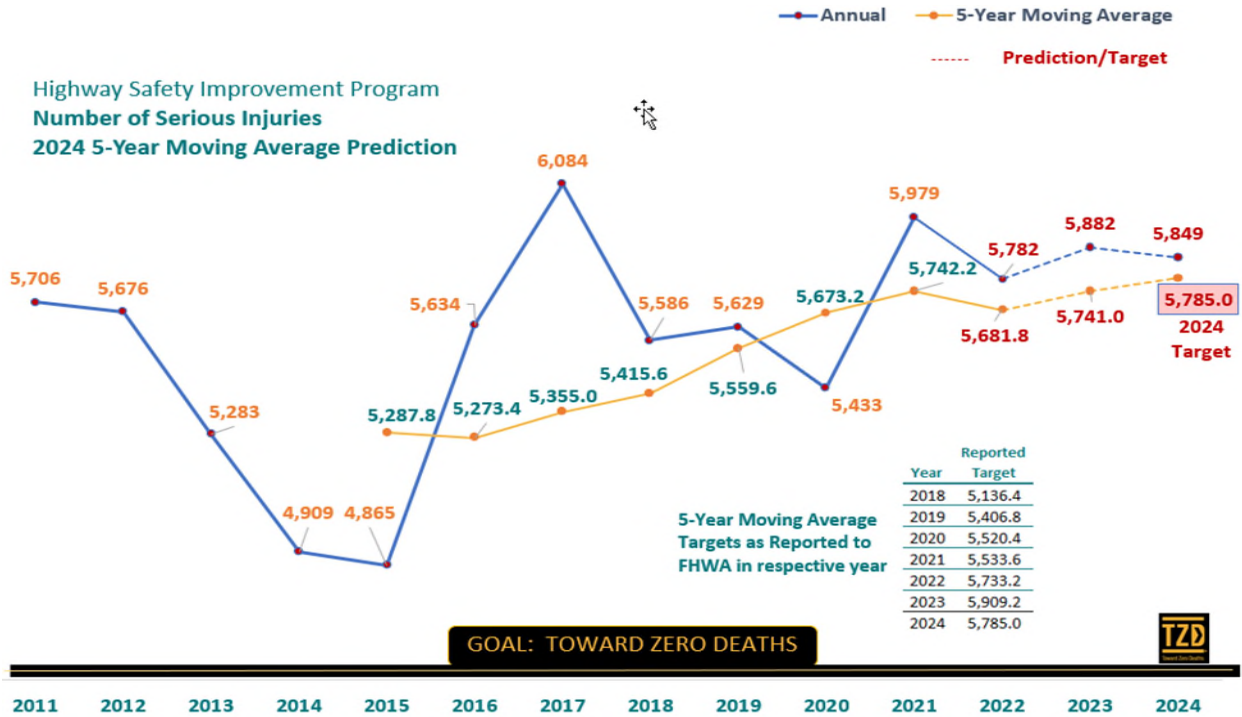
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2024 5-Year Moving Average Prediction



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

All Michigan public roads

Highway Safety Improvement Program
Number of Serious Injuries
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

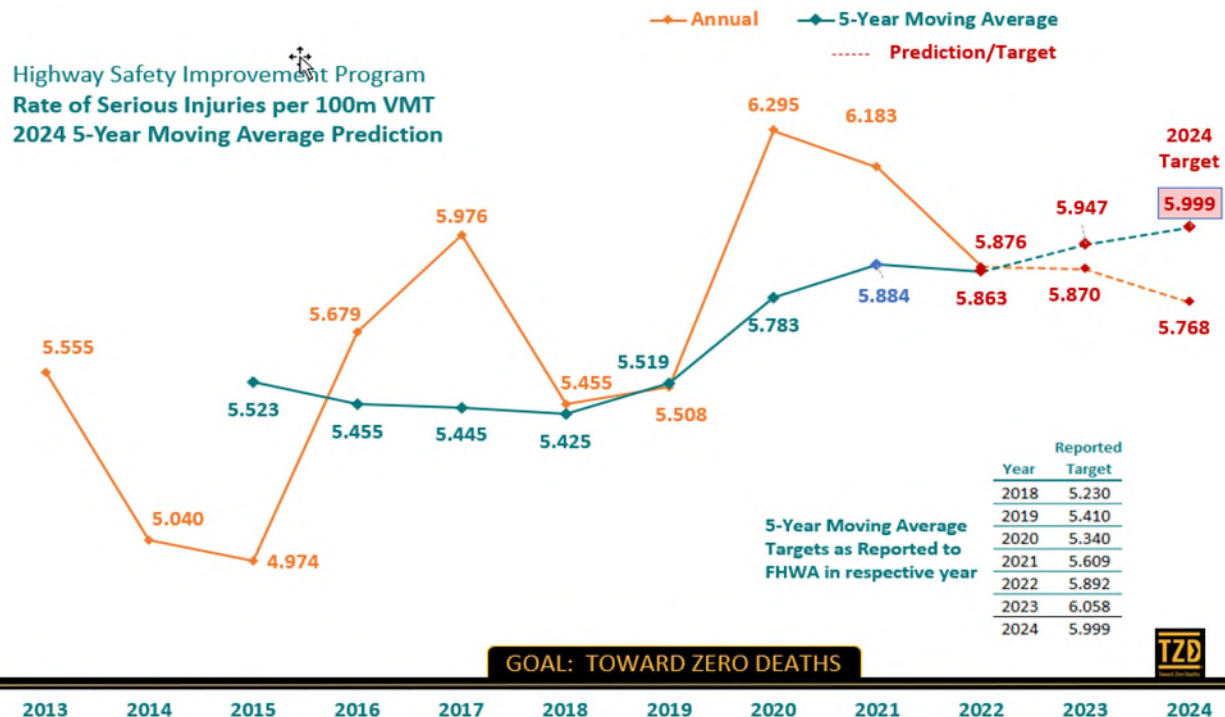


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

All Michigan public roads

Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



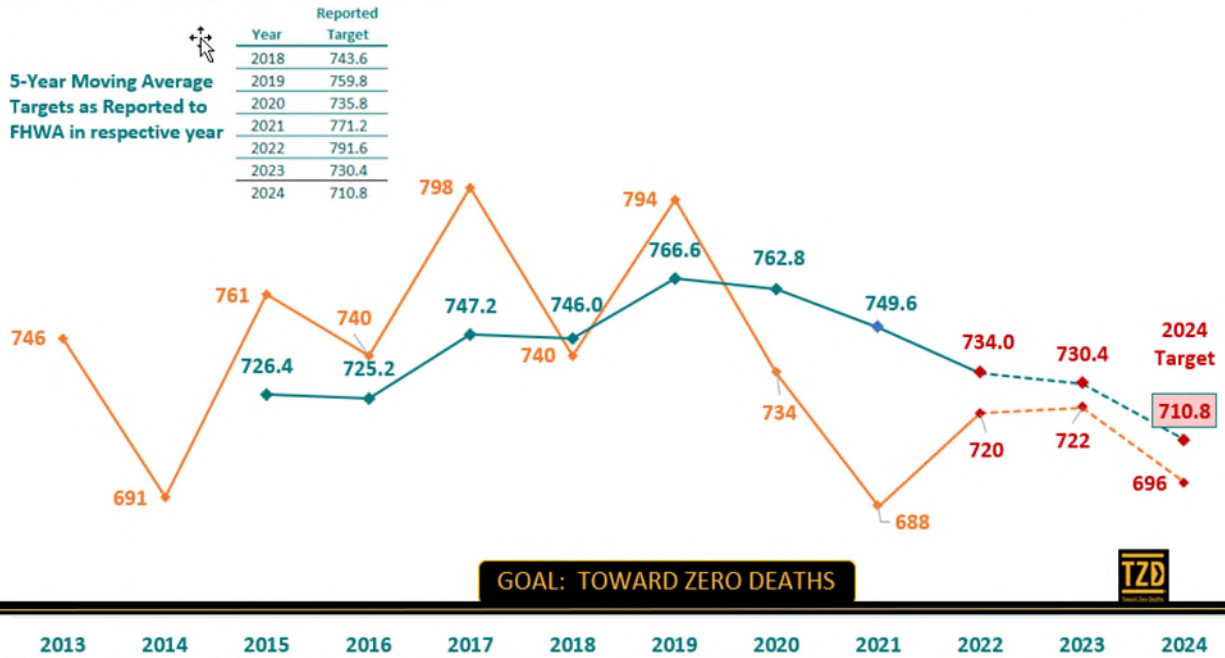
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

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

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2024 5-Year Moving Average Prediction

— Annual — 5-Year Moving Average
 Prediction/Target



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

All Michigan public roads

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 2nd, 2023

SUBJECT: **FY 2024-2026 Transportation Alternatives Program (TAP) Allocation Adjustments**

The Flint / Genesee County Transportation Management Area (TMA) received new Transportation Alternatives Program (TAP) allocation estimates for FY 2024 through FY 2026. Genesee County will see a reduction in TAP funding of approximately \$590,000 over the next three fiscal years. This is a direct result of shifts in urban population from 2010 to 2020 based on the 2020 Census Urban Boundary changes.

To remain fiscally constrained the federal funding programmed in fiscal years 2024-2026 must be reduced to match federal estimates. Staff is working with road agencies to ensure the new financial constraints are met.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 2nd, 2023

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 12**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 12. This amendment changes four (4) projects, abandons one (1) project, and adds two (2) projects to the FY 2023 – 2026 Transportation Improvement Program. The project being abandoned will be moved to FY 2027 due to the new Transportation Alternative Program estimates.

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

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

At this time, staff is recommending the approval of the attached Amendment #12 to the FY 2023-2026 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

FY 2023-2026 Transportation Improvement Program
Proposed Amendment # 12

Project Proposed to be Changed with a TIP Amendment

| Year | MDOT Job Number | Agency | Project | Length | Limits | Description | Phase | Fund Type | Federal | State | Local | Total Cost | Comments |
|------|-----------------|--------|------------------|--------|---------------------------------------|--|-------|-----------|-----------------------------------|-----------------------------------|-------------------------------------|---------------------------------------|--|
| 2026 | 216322 | MTA | I-69 W/Dort Ramp | 0.00 | Areawide | FY 2026 Carbon Reduction Vehicle | NI | CRU, CM | \$392,267 \$584,941 | \$98,067 | \$48,919 | \$490,334 \$731,927 | CMAQ funding was moved from JN 216323 onto this project. |
| 2024 | 216296 | GCRC | Grand Blanc Rd | 1.25 | Fenton Rd to 520 ft west of Porter Rd | Additional lane(s) less than 0.5 miles | AC | EDC | \$0 | \$936,000 \$990,783 | \$234,000 \$809,217 | \$1,170,000 \$1,800,000 | Budget increase to reflect new project estimates. |
| 2026 | 216251 | GCRC | Lapeer Rd | 0.23 | CL Ward Driveway to M-15 | Additional lane(s) less than 0.5 miles | CON | EDC | \$0 | \$386,688 \$10,000 | \$648,312 \$1,025,000 | \$1,035,000 | Funding from this project will be moved into JN 216296. |
| 2026 | 216323 | GCRC | Lennon Rd | 0.211 | Elms Rd/Lennon Rd | Roundabout | CON | CRU | \$611,295 \$81,947 | \$0 | \$653,705 \$1,574,401 | \$1,656,348 | Carbon Reduction funding has been adjusted based on June 2023 federal allocation estimates. CMAQ funding from this project will be moved to JN 216322 (Flint MTA) and JN 215337 (City of Burton) as requested by the TSM committee |

Project 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 |
|------|-----------------|--------|--------------------------------------|--------|----------------------------------|---------------|-------|-----------|-----------|-------|-----------|------------|--|
| 2026 | 216339 | GCRC | Owen Rd. Connector Trail - Phase One | 2.492 | Linden County Park to Eleanor Dr | Non-Motorized | CON | TAU | \$450,000 | \$0 | \$112,500 | \$562,500 | Project is moving to FY 2027 in the next TIP cycle and will be fully funded once funding is available. |

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 |
|------|-----------------|--------|-------------------|--------|--------------------------------------|---|-------|-----------|-----------|-------------|-------|-------------|---|
| 2025 | 216296 | GCRC | Grand Blanc Rd | 1.254 | Fenton Rd to 520ft west of Porter Rd | Additional lane(s) less than 0.5 miles | ACC | EDC | 0 | \$449,217 | | \$449,217 | This is a new phase added to JN 216296. |
| 2024 | 211655 | MTA | 6460-JARC Project | 0 | Areawide | FY 2021 Section 5307 operating under the JARC program w/MDHHS and MDLEO funding | NI | 5307 | \$300,000 | \$1,400,000 | \$0 | \$1,700,000 | This is a new project. |

CRU - Carbon Reduction
 CM - Congestion Mitigation & Air Quality
 TAU Transportation Alternatives Urban Areas > 200K Population
 5307 Section 5307 - UZA Formula
 EDC Economic Development - Category C

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jacob Maurer, Division Manager
Genesee County Metropolitan Planning Commission

DATE: November 2, 2023

SUBJECT: US-23 Corridor Traffic Study Update

The US-23 Corridor Traffic Study request for proposals (RFP) was released in late July over a 4-week period. Four consultants attended the required pre-bid meeting, however only one bid was received. The one candidate was then interviewed by the Study Evaluation Committee and scored according to the criteria in the RFP.

On October 18th the Genesee County Board of Commissioners approved and signed the contract for Rowe Professional Engineering Services to begin the US-23 Corridor Traffic Study. Staff provided the fully executed contract and resolution to the Michigan Department of Transportation (MDOT) for final authorization.

There will be both virtual and in-person outreach meetings scheduled over the next several months with an estimated completion date of September 2024.

If you have any questions on the Study, please feel free to contact me at jmaurer@geneseecountymi.gov or (810) 766-6545.

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**NOTICE OF 2024 REGULAR MEETINGS
OF THE
TECHNICAL ADVISORY COMMITTEE**

The proposed meeting dates during 2024 of the Technical Advisory Committee are as follows:

January 11, 2024 (2nd Thursday)

February 1, 2024

March 7, 2024

April 4, 2024

May 2, 2024

June 6, 2024

July 11, 2024 (2nd Thursday)

August 1, 2024

September 5, 2024

October 3, 2024

November 7, 2024

December 5, 2024

The meetings will be held on the first Thursday of each month at 1:30 p.m., in the Harris Auditorium of the Genesee County Administration Building, 3rd floor, 1101 Beach Street, Flint, Michigan 48502. Official minutes of meetings are kept and available for public inspection at the office of the Genesee County Metropolitan Planning Commission, telephone: (810) 257-3010.