

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

**Conference Call Meeting
Due to Coronavirus Concerns**

**Dial-in Number: (312) 626-6799
Participant Code: 866 436 801#**

**Thursday, November 5, 2020
1:30 P.M.**

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

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the October 2, 2020 Regular Meeting (attached)
- IV. Old Business
 - A. Genesee County Roundabout Implementation Study Update (attached)
- V. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment # 12 (attached)
 - B. 2021 Safety Performance Measure Targets (attached)
 - ***C. 2021 Meeting Dates (attached)
 - ***D. FY 2021 Unified Work Program (UWP) Amendment 1 (attached)
 - E. FY 2021 Federal Funding Allocations Update
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

***** Action Item**

NEXT MEETING – December 3, 2020 at 1:30 P.M.

TECHNICAL ADVISORY COMMITTEE MEETING
Thursday, October 1, 2020, 1:30 p.m.

MINUTES

The Technical Advisory Committee met at 1:30 p.m. on Thursday, October 1, 2020, via Zoom Conference due to Coronavirus concerns.

I. Call to Order

Chairperson Johnston called the meeting to order at 1:34 p.m.

Chairperson Johnston advised of changes to the agenda. When approving the minutes, approve all past minutes at one time. Under New Business, the Rowe Roundabout Implementation Study Update will be moved to Item A, so the presenters do not have to stay on the call through the remainder of the meeting.

Motion: Action: Approve, **Moved by** Robert Johnson, **Supported by** Andrea Schroeder, to approve the changes to the October 1, 2020 Technical Advisory Committee meeting as presented.

Motion carried unanimously.

II. Roll Call

Present: Alex Patsy, Andrea Schroeder, Andy Harris, Chad Young, Derek Bradshaw, Eric Johnson, Fred Peivandi, Jay Reithel, Larry Green, Lynn Markland, Mark Adas, Max Gierman, Michael Pifer, Robert Johnson, Scott Bennett, Shawnice Dorsey, Tim Elkins, and Trevor Block.

Absent/Excused: Aaron Dawson, Adam Zettel, Betty Wideman, Amber Abbey, Bonnie Mathis, Brian Saad, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dave Miller, David Dorr, Don Mayle, Ed Benning, Ellen Glass, Emily Alexander, Eric Weiderhold, Frederick Thorsby, Gary Stevens, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Sam Stiff, Sheri Wilkerson, Steven Furh, Steve Katenhus, Teresa Onica, Thomas Spillane, Vicki Fishell, and Wendy Jean-Buhrer.

Others Present: Jason Nordberg, Sharon Gregory, Zachary Sompels, and Debby Compton.

III. Minutes

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

*****B. Minutes of the April 2, 2020 Regular Meeting**

*****C. Minutes of the June 4, 2020 Regular Meeting**

*****D. Minutes of the August 6, 2020 Regular Meeting**

Motion: Action: Approve, **Moved by** Larry Green, **Supported by** Michael Pifer, to approve the minutes of the March 5, 2020, April 2, 2020, June 4, 2020, and August 6, 2020, regular meetings as presented.

Motion carried unanimously.

IV. Old Business

None

V. New Business

A. Rowe: Roundabout Implementation Study Update

Jack Wheatley and Cheryl Gregory of Rowe Professional Services Company presented a PowerPoint to the committee with a question and answer session following the presentation.

Chairperson Johnston thanked Mr. Wheatley and Ms. Gregory for their presentation.

*****B. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #11**

Sharon Gregory stated that this is revised Amendment #11. Most of the changes are MDOT changes. The City of Fenton had one change. They received TAP money for their non-motorized path, which caused an increase in that project. MDOT has a new project, a pavement marking job on I-75 north and I-69 west. Their revised project is an asphalt project on I-75 north from the Genesee County line to Dort Highway. The project is not getting deleted, but it is getting reprogrammed with a new job number. At this time, staff is recommending endorsement of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #11 from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Michael Pifer, **Supported by** Larry Green, to recommend endorsement of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #11 to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

*****C. FY 2022 Safety and High Risk Rural Road Projects**

Zachary Sompels stated that in May the Michigan Department of Transportation (MDOT) released their Call for Safety projects. Staff requested that anyone applying send us a copy of their application as well so staff could prioritize the applications using the MDOT Time of Return analysis. Staff received twelve (12) local safety projects all from the Genesee County Road Commission.

At this time, staff is recommending approval from the Technical Advisory Committee to the Genesee County Metropolitan Alliance for the prioritized list of FY 2022 Safety and High Risk Rural Road Projects.

Motion: Action: Approve, **Moved by** Michael Pifer, **Supported by** Scott Bennett, to recommend approval of the prioritized list of FY 2022 Safety and High Risk Rural Road Projects to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

D. Asset Management Readiness Scale Update

Zachary Sompels stated that Region V partnered with the Michigan Infrastructure Council (MIC) to create "The Scale" which is a tool to measure and understand the proficiency of water assets such as wastewater, drinking water, and stormwater. Region V is offering a \$1000.00 grant to eligible agencies who have not yet filled out the scale. The list of qualifying agencies was included in the agenda packet to the committee. Mr. Sompels advised that staff is available to help with any questions.

VI. Other Business

None

VII. Announcements

Jason Nordberg announced to the committee that staff is in the process of cross-training. Jacob Maurer will now be doing the Transportation Improvement Program (TIP) and Sharon Gregory will be assisting Jacob with the transition. Along with the Rideshare Program and Region V Program, Sharon will also work to develop the new Air Quality Awareness Program.

Derek Bradshaw advised that staff normally will handle the TIP on a two to four-year basis. Mr. Bradshaw advised that Sharon handled the TIP for seven (7) years and programed over a half billion dollars in that time. Sharon was thanked for all her work on the TIP in those seven years.

Don Mayle thanked Sharon and said it was a pleasure working with her on the TIP.

Max Gierman announced that the resolution for the Fast Act was signed last night. Obligation authority will be available through December 11, 2020.

Don Mayle advised that it is the full amount of allocation for a year, but the obligation authority is only the first quarter's portion through December 11th.

Jason Nordberg stated that this means staff is able to obligate only a quarter of the projects for the year until they pass another continuing resolution, or they pass full legislation. So, if everyone were to submit their projects right now, only a quarter of them would be able to move forward until they increase that authority.

Everyone was encouraged to submit their projects early to try to meet deadlines early.

Don Mayle stated that they fully expect them to pass more resolutions as the December date gets closer. Get your projects in line and as the obligation authority comes in more projects will get obligated.

Alex Patsy announced that the Genesee County Road Commission's Dort Highway project from Cook Road north into the interchange was approved. That project should be complete mid-November. Dan's Excavating was approved to start the south half of that job from Baldwin Road up to Cook Road and that should be complete by end of July next year.

VIII. Adjournment

Chairperson Johnston adjourned the meeting at 2:14 p.m.

Motion: Action: Approve, **Moved by** Scott Bennett, **Supported by** Michael Pifer, to approve the adjournment of the October 1, 2020, Technical Advisory Committee meeting.

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

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: November 5, 2020

SUBJECT: Update on Roundabout Implementation Study of Genesee County Intersections

During the month of November, Rowe Professional Services Company will be working on the secondary analysis of the intersection data. The analysis started with approximately 3,600 intersections. Your input is needed regarding any Genesee County intersection that you think would benefit from a roundabout. If you have noticed any safety or congestion issues at a certain intersection, or if you are aware of any plans or developments that might impact an intersection, please let me know as soon as possible. A December meeting will be scheduled to discuss the findings of the analysis. Also, please check out our Facebook page which has information on the Roundabout Study. It can be found at: www.facebook.com/GeneseeCountyRIS and then click the page "Like" button.

If you have any questions or need more information on the Roundabout Study please contact Sharon Gregory at sgregory@geneseecountymi.gov or 810-766-6545.

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: November 5, 2020

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 12**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 12. This amendment changes one (1) project and deletes one (1) project to the FY 2020-2023 TIP.

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

The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS). See attached.

At this time, staff is recommending endorsement of attached Amendment # 12 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2020-2023 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
2020 2023	120049	GCRC	Hill Road	2.1	Fenton Rd. to Saginaw Rd., Grand Blanc Township	Traffic Signal upgrades at 8 intersections	CON	CMG	\$10,000 \$682,748	\$0	\$631,556 \$0	\$641,556 \$682,748	Project #120049 is being moved from FY 2020 to FY 2023. Funds for this project have been made available from the City of Flushing's abandoned project #207878.

Project Proposed to be Deleted with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2023	207878	City of Flushing	Flushing Rd.	0.4	E. Pierson Rd., Flushing Rd., and Flushing Rd./Main St.	FY 2023 Roundabout Construction	CON	CMG	\$682,748	\$0	\$0	\$682,748	This job is being deleted because the City Council of the City of Flushing voted unanimously to cancel the project.

CMG -- Congestion Mitigation & Air Quality - 100% Federal

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 12

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

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

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

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone NAAQS.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Zachary Sompels, Planner
Genesee County Metropolitan Planning Commission

DATE: November 5, 2020

SUBJECT: 2021 Safety Performance Measure Targets

On August 31st, The Michigan Department of Transportation (MDOT) submitted statewide safety targets for calendar year 2021 as required to meet performance measure requirements of the FAST Act annually. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2020 Statewide Safety Targets last year. GCMA has until February 27, 2021 (180 days after State targets are set) to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline through calendar year 2019 (rolling average), 2020 target (rolling average), followed by the 2021 target.

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

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 2021 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 zsompels@geneseecountymi.gov or 810-257-3010.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

October 14, 2020

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2021. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process as the safety performance area was discussed through the first half of this calendar year.

State Safety Targets for Calendar Year 2021:

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

Federal Law and regulations require that MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31st. MPOs are now required to decide on their MPO safety targets for calendar year 2021 no later than February 27, 2021.

MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

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

Metropolitan Planning Organization Directors
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October 14, 2020

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

Sincerely,

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

Eric Mullen, Manager
Statewide Planning Section

Enclosure(s)

cc. John Lanum

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 Michigan State Police Office of Highway Safety Planning (MSP-OHSP), 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: MSP-OHSP 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.

2021 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.

2020-2021 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 886 fatalities in CY 2020, and 967 in 2021.

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 linear model using the last eight years of data was used which projects a flattening pattern. The model predicts 4,960 serious injuries in CY 2020, and 5,409 in 2021.

VMT values have been predicted for CYs 2019, 2020 and 2021. VMT estimates for CY 2020 are reduced due to COVID-19. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.040 for CY 2020, and 0.945 for CY 2021, and annual serious injury rates of 5.822 for CY 2020, and 5.287 for CY 2021. Results

from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 714 for CY 2020, and 799 for CY 2021.

The above annual forecasted values for CY 2020 and CY 2021 along with the actual values from CY 2017 to 2019 to determine the 2021 Targets (five-year rolling average) are shown in the 2021 Target Summary table. In addition, actual values dating back to CY 2011 are included as part of the determination of the 2019 baseline condition.

2021 Predictions (Targets)

Number of Fatalities	968.6
Rate of Fatalities per 100M VMT	0.982
Number of Serious Injuries	5,533.6
Rate of Serious Injuries per 100M VMT	5.609
Number of Non-Motorized Fatalities and Serious Injuries	771.2

Strategic Highway Safety Plan (SHSP)

While MDOT and MSP 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. Nearly 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 have decreased from 1,031 in 2017 to 985 in 2019 (as reported by FARS). This is reflected in the five-year average or target of 968.6 for 2021. For the same time serious injuries have decreased from 6,084 to 5,629 and is reflected in the five-year target of 5,533.6.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2019 are shown. Imagine what these could be if all participated in driving the numbers down.

**Targets Reported to FHWA
(5-Year Moving Average)**

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/ Serious Injury
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

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	974	0.951	5,586	5.455	740
2019	985	0.963	5,629	5.502	805

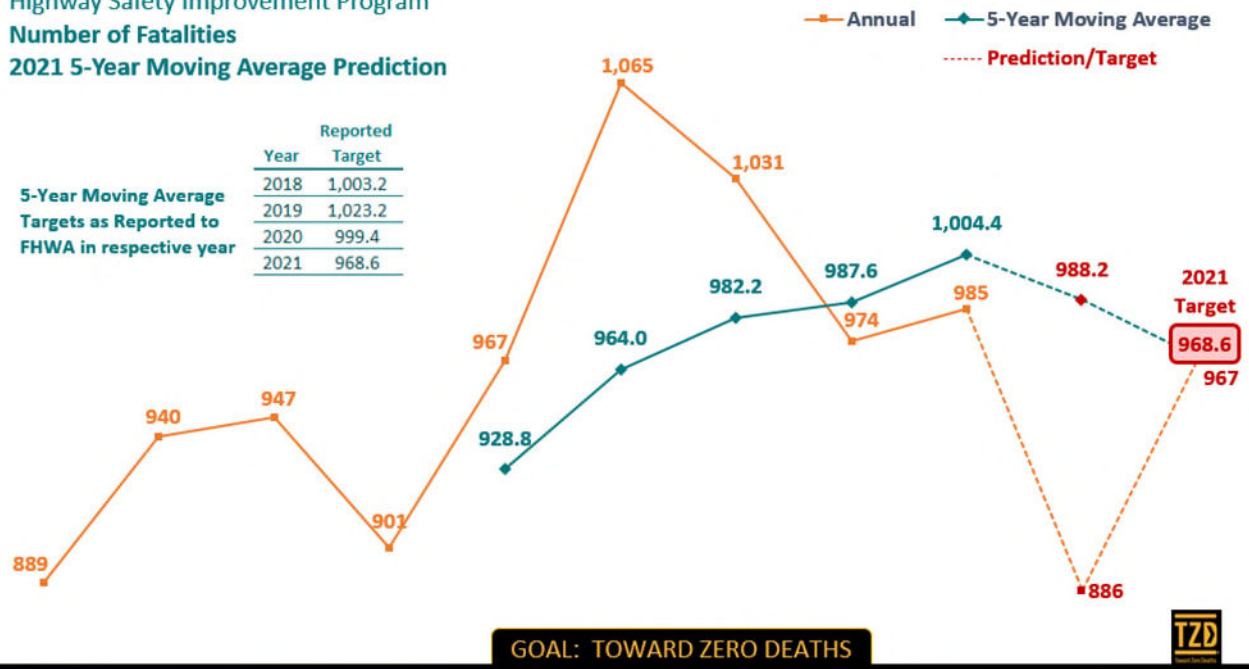
Reference:

- [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
 2021 5-Year Moving Average Prediction

5-Year Moving Average Targets as Reported to FHWA in respective year

Year	Reported Target
2018	1,003.2
2019	1,023.2
2020	999.4
2021	968.6



2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

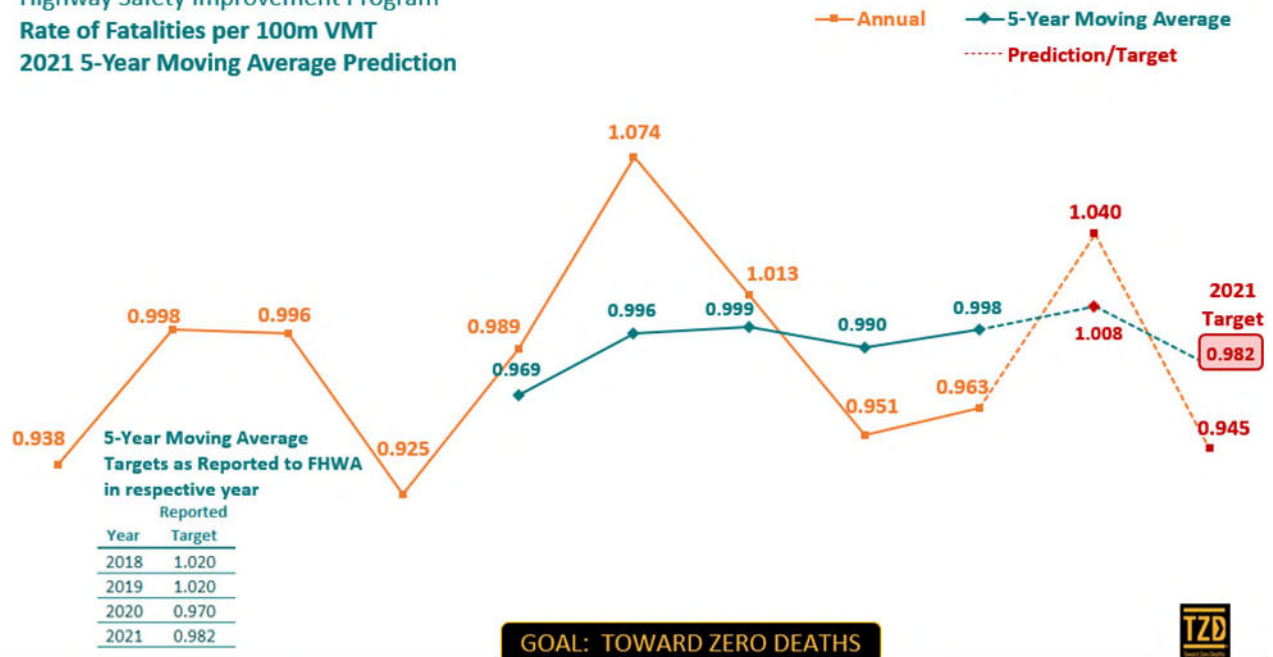
NOTE: 2020 and 2021 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2021 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2021 5-Year Moving Average Prediction

5-Year Moving Average Targets as Reported to FHWA in respective year

Year	Reported Target
2018	1.020
2019	1.020
2020	0.970
2021	0.982

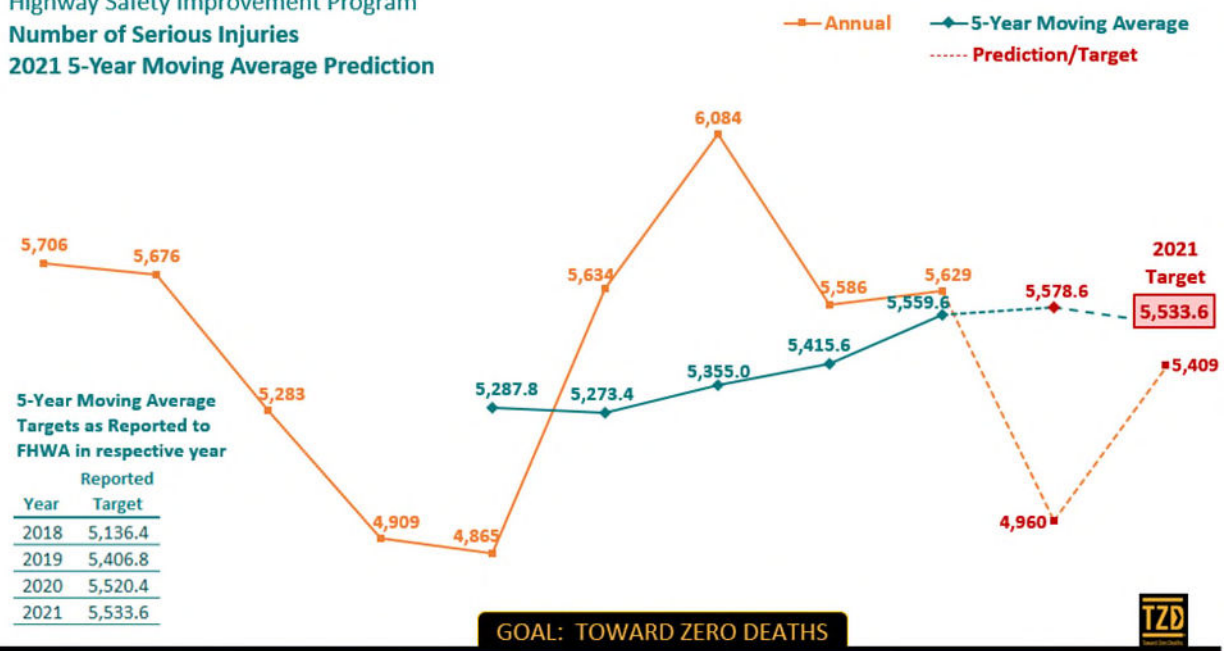


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

NOTE: 2020 and 2021 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2021 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2021 5-Year Moving Average Prediction

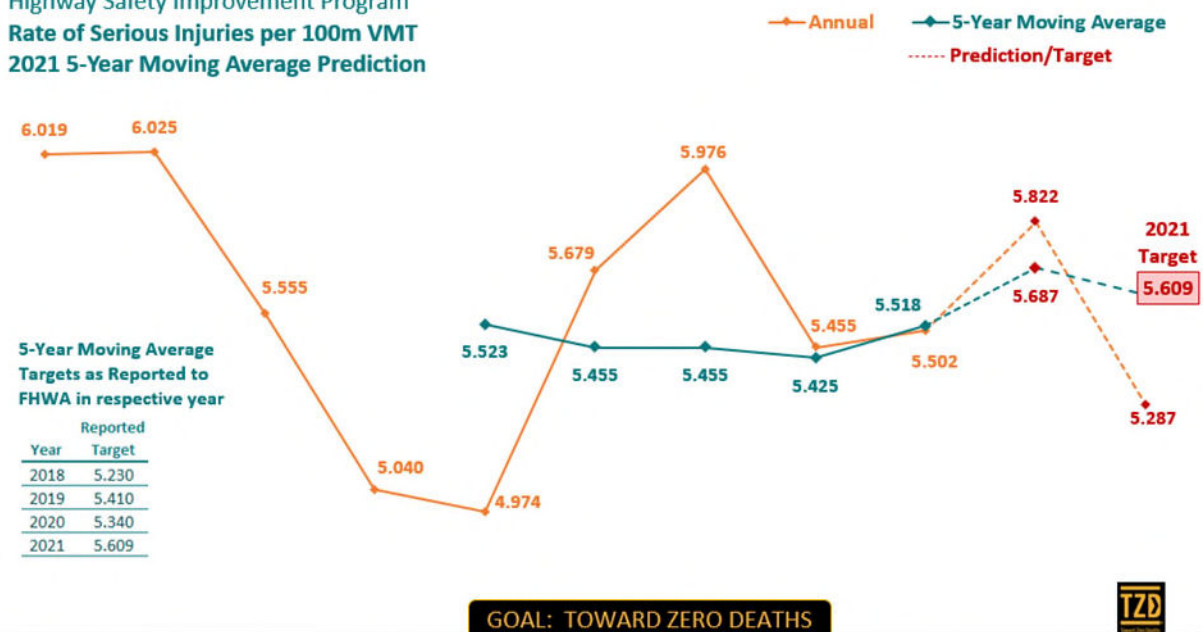


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

NOTE: 2020 and 2021 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2021 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
 2021 5-Year Moving Average Prediction

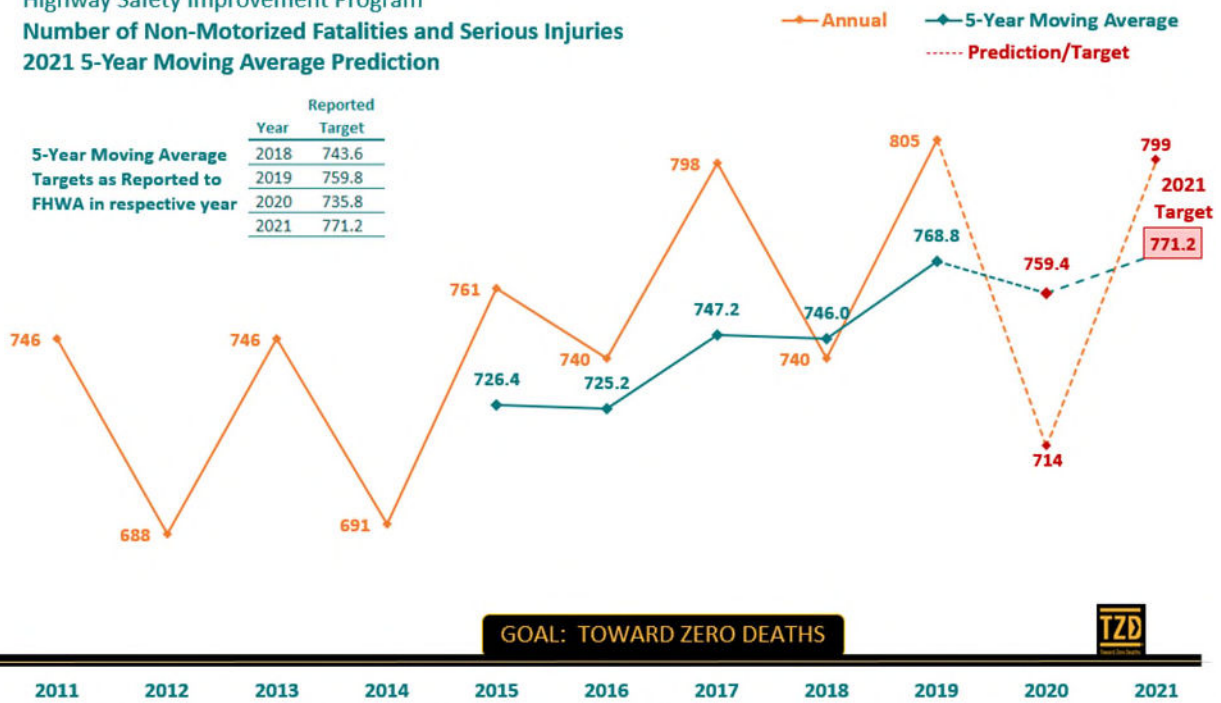


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

NOTE: 2020 and 2021 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2021 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
 2021 5-Year Moving Average Prediction



NOTE: 2020 and 2021 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2021 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

**NOTICE OF 2021 REGULAR MEETINGS
OF THE
TECHNICAL ADVISORY COMMITTEE**

The proposed meeting dates during 2021 of the Technical Advisory Committee are as follows:

January 14, 2021 (2nd Thursday)

February 4, 2021

March 4, 2021

April 1, 2021

May 6, 2021

June 3, 2021

July 1, 2021

August 5, 2021

September 2, 2021

October 7, 2021

November 4, 2021

December 2, 2021

The meetings will be held on the first Thursday of each month at 1:30 p.m., in the Conference Room of the Genesee County Metropolitan Planning Commission, 1101 Beach Street, Room 223, 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.

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: Nov 5, 2020

SUBJECT: FY 2021 Unified Work Program (UWP) Amendment 1

Amendment 1 for the FY 2021 Unified Work Program (UWP) is proposing to shift funding from the TSM Activity Coordination (decrease by \$10,000) work item to the Model Maintenance and Analysis (increase by \$10,000) work item. There is no change to the total funding for the UWP.

Staff has attached pages of the UWP that will be affected by this amendment. Green highlighted cells indicate an increase in funding while red highlighted cells indicate a decrease. At this time staff is requesting that the Technical Advisory Committee provide a recommendation of approval for Amendment 1 to the FY 2021 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance.

will work to better integrate congestion management into the transportation model improving the CMP. Staff will also work to better integrate non-recurring congestion in the CMP.

Staff with the assistance of MDOT will use the model for data analysis related to the 2020-2023 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP).

Staff will also work with MDOT to run and update the current transportation model for various transportation studies. Staff will attend trainings in relation to transportation modeling.

Products

Updates to the model will include changes resulting from amendments to TIP and LRTP projects, and the release of updated transportation and/or socio-economic related data. Staff will run the model for alternative analysis and scenarios as necessary. A fully incorporated emissions model is in place to run conformity analysis as necessary and according to what our air quality conformity status dictates. Updates to the model will be documented and the calibration report will be kept up to date with any new procedures. Staff used model outputs, existing and projected levels of congestion, to identify congested corridors as part of the CMP. Staff will continue to use the model and its outputs for the CMP, and will improve and monitor this process.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$2,467
MTA	\$0
FHWA (PL)	\$11,127
MDOT (MTF)	\$13,324
TOTAL	\$26,919

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$13,594	240
MTA	\$0	0
MDOT	\$13,324	400
Consultant	\$0	0
TOTAL	\$26,919	640

development of performance targets and/or activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. Staff will continue to evaluate better ways to display performance measure related data such as web-based dashboards and system performance reports.

The 2045 LRIP includes a preliminary analysis of the Genesee County road network identifying potential locations that may be good candidates for future roundabouts. Staff will continue to work with local units of governments and a consultant to conduct a more detailed study of potential roundabout locations to better assess the feasibility of specific locations. The consultant will provide planning level computer simulations, renderings, and other aids for a select number of locations. This will help to identify and prioritize good locations for future roundabouts and will give local units of government planning tools and analysis to use to help gain support for projects. This study began in the 2020 FY and will continue into the 2021 FY.

Staff will be working with MDOT, the City of Flint, and other stakeholders on a corridor study of I-475 and M-21 in the City of Flint.

Products

Attendance of transportation related meetings including meeting preparation and work requested as staff of these meetings. Maintenance, update, and implementation of plans prepared under this work item including the Regional Trail Plan and I-475 extension feasibility study. Staff will work with a consultant to finalize a roundabout study of select locations in Genesee County. Any unanticipated products including those related to FAST Act implementation or new legislation as described above.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$108,194
MTA	\$0
FHWA (PL)	\$223,708
MDOT (MTF)	\$30,743
TOTAL	\$362,644

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$331,902	5,840
MTA	\$0	0
MDOT	\$30,743	920
Consultant	\$0	0
TOTAL	\$362,644	6,760

**FUNDING SOURCES
FISCAL YEAR 2021 UNIFIED WORK PROGRAM**

<u>Activities</u>	<u>GCMPC</u>	<u>PL</u>	<u>PL Transit</u>	<u>Carry Over--PL</u>	<u>Carry Over PL Transit</u>	<u>CMAQ*</u>	<u>HPP*</u>	<u>Subtotal (GCMPC)</u>	<u>MTF (MDOT)</u>	<u>Total</u>
III. DATA MANAGEMENT										
A. Data Management Systems	\$4,399	\$18,613	\$1,225					\$24,237	\$7,593	\$31,830
B. Data Inventory and Model Maintenance	\$2,467	\$9,308	\$1,819					\$13,594	\$13,324	\$26,919
Subtotal	\$6,866	\$27,921	\$3,044	\$0				\$37,831	\$20,917	\$58,749
IV. TSM PLANNING										
A. TSM Coordination	\$108,194	\$204,428	\$19,280					\$331,902	\$30,743	\$362,644
B. Transit Planning	** \$81,884	\$0	\$86,588		\$282,679			\$451,151	\$0	\$451,151
C. Ridesharing						\$62,373		\$62,373	\$0	\$62,373
D. Pavement Management	\$443	\$2,000						\$2,443	\$0	\$2,443
E. Safety Planning	\$2,772	\$12,500						\$15,272	\$0	\$15,272
F. Air Quality Awareness	\$12,475					\$49,898		\$62,373	\$0	\$62,373
Subtotal	\$205,767	\$218,928	\$105,868	\$0	\$282,679	\$112,271	\$0	\$925,513	\$30,743	\$956,256
V. LONG-RANGE PLANNING										
A. Update Long Range Transportation Plan	\$333	\$1,500						\$1,833	\$3,871	\$5,704
Subtotal	\$333	\$1,500	\$0	\$0	\$0			\$1,833	\$3,871	\$5,704
VI. PLANNING SUPPORT										
A. Program Management	\$49,303	\$211,001	\$11,340					\$271,644	\$13,101	\$284,745
B. Develop Unified Work Program	\$1,476	\$5,243	\$1,411					\$8,130	\$1,935	\$10,064
C. Prepare Transportation Improvement Program	\$43,188	\$149,251	\$45,512					\$237,951	\$3,870	\$241,821
Subtotal	\$93,967	\$365,495	\$58,263	\$0	\$0			\$517,725	\$18,906	\$536,631
GRAND TOTAL	\$306,933	\$613,844	\$167,175	\$0	\$282,679	\$112,271	\$0	\$1,482,902	\$74,437	\$1,557,339

**\$81,219 of match to be provided by the MTA

*CMAQ Funds are being requested under a separate application.

Amounts shown below represent Federal Funds equaling 81.85% of total.

Studies and other contracted services

MTA Transit Planning - Transit Studies \$25,000

Transit Emergency Management/Crisis Communications Plan - \$150,000

Contactless Fare Mediums Implementation Plan - \$191,267

Studies and other contracted services Obligated in FY 2018

TSM Coordination -- Roundabout Location Feasibility Study \$264,207

GCMPC-Genesee County Metropolitan Planning Commission Local Match

PL-Federal Funds for Planning Activities from the Federal Highway Administration

PL Transit-Federal funds for Transit Planning from Federal Transit Administration

Ridesharing-Congestion Mitigation and Air Quality funds.

MTF-Michigan Transportation Fund

HPP-High Priority Projects

Total GCMPC Funding for FY 2020: \$1,747,110 Total UWP Funding for FY 2020: \$1,821,546

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$4,399	\$19,838	\$24,237
2. Data Inventory and Model Maintenance	\$2,467	\$11,127	\$13,594
Subtotal	\$6,866	\$30,965	\$37,831
II. TSM Planning			
1. TSM Coordination	\$108,194	\$223,708	\$331,902
2. Transit Planning	\$81,883.89	\$369,267	\$451,151
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$443	\$2,000	\$2,443
5. Safety Planning	\$2,772	\$12,500	\$15,272
6. Air Quality Awareness	\$12,475	\$0	\$12,475
Subtotal	\$205,767	\$607,475	\$813,242
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$333	\$1,500	\$1,833
Subtotal	\$333	\$1,500	\$1,833
D. PLANNING SUPPORT			
1. Program Management	\$49,303	\$222,341	\$271,644
2. Develop Unified Work Program	\$1,476	\$6,654	\$8,130
3. Prepare Transportation Improvement Program	\$43,188	\$194,763	\$237,951
Subtotal	\$93,967	\$423,758	\$517,725
GRAND TOTAL	\$306,933	\$1,063,698	\$1,370,631

RESPONSIBLE AGENCIES					
UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
I. DATA MANAGEMENT					
A. Data Management Systems	\$24,237	\$7,593	\$0	\$0	\$31,830
B. Data Inventory and Model Maintenance	\$13,594	\$13,324	\$0	\$0	\$26,919
Subtotal	\$37,831	\$20,917		\$0	\$58,749
II. TSM PLANNING					
A. TSM Coordination	\$331,902	\$30,743	\$0	\$0	\$362,644
B. Transit Planning	\$3,665	\$0	\$0	\$447,486	\$451,151
C. Ridesharing	\$62,373	\$0	\$0	\$0	\$62,373
D. Pavement Management	\$2,443	\$0	\$0	\$0	\$2,443
E. Safety Planning	\$15,272	\$0	\$0	\$0	\$15,272
F. Air Quality Awareness	\$62,373	\$0	\$0	\$0	\$62,373
Subtotal	\$478,027	\$30,743	\$0	\$447,486	\$956,256
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$1,833	\$3,871	\$0	\$0	\$5,704
IV. PLANNING SUPPORT					
A. Program Management	\$271,644	\$13,101	\$0	\$0	\$284,745
B. Develop Unified Work Program	\$8,130	\$1,935	\$0	\$0	\$10,064
C. Prepare Transportation Improvement Program	\$237,951	\$3,870	\$0	\$0	\$241,821
Subtotal	\$517,725	\$18,906			\$536,631
GRAND TOTAL	\$1,035,416	\$74,437	\$0	\$447,486	\$1,557,339

LABOR ESTIMATES UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMP HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
I. DATA MANAGEMENT					
A. Data Management Systems	440	240	0	0	680
B. Data Inventory and Model Maintenance	240	400	0	0	640
Subtotal	680	640	0	0	1320
II. TSM PLANNING					
A. TSM Coordination	5840	920	0	-	6760
B. Transit Planning	80	0	0	7,880	7960
C. Ridesharing	1120	0	0	0	1120
D. Pavement Management	40	0	0	0	40
E. Safety Planning	280	0	0	0	280
F. Air Quality Awareness	1120	0	0	0	1120
Subtotal	7360	920	0.0	7880	16160
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	40	120	0	0	160
Subtotal	40	120	0	0	160
IV. PLANNING SUPPORT					
A. Program Management	4800	400	0	0	5200
B. Develop Unified Work Program	160	40	0	0	200
C. Prepare Transportation Improvement Program	4200	120	0	0	4320
Subtotal	9160	560	0	0	9720
GRAND TOTAL	17240	2240	0	7880	27360

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: November 5, 2020

SUBJECT: FY 2021 Federal Funding Allocations Update

Last week the Michigan Department of Transportation (MDOT) released updated federal funding allocations for the 2021 fiscal year of the Genesee County Transportation Improvement Program (TIP). The updated allocations are approximately \$139,000 less than what was originally projected for FY 2021. To remain fiscally constrained the federal funding programmed in FY 2021 must be reduced to match the new amount available. Following past TIP practices each local TIP project received a reduction in federal funding proportional to the percentage of the total 2021 FY federal funding received by each project. For example, a project that was allocated 8% of the 2021 FY federal allocation for Genesee County received a reduction equal to 8% of the required amount. Local dollar amounts were increased to keep the total project costs the same.

Staff was able to make these changes administratively (see attached) and is providing this information as an update to the committee. If you have any questions, please reach out to myself directly at 810.766.6565 or jmaurer@geneosecountymi.gov.

FY 2021 Urban Road Projects

AGENCY	PROJECT	LIMITS	PHASE	ORIGINAL FEDERAL	ORIGINAL LOCAL
City of Burton	Saginaw St	Judd Rd - Bristol Rd	Con	\$ 800,103	\$ 200,397
City of Burton	Saginaw St	Maple Ave - Judd Rd	Con	\$ 917,819	\$ 229,881
City of Burton	Belsay Rd	Davison Rd - Potter Rd	PE	\$ 29,989	\$ 7,511
City of Burton	S. B. Grand Traverse St	Bristol Rd - Hemphill Rd	Con	\$ 485,911	\$ 121,478
City of Burton	Maple Avenue	Sandalwood St - Saginaw St	PE	\$ 39,825	\$ 9,975
City of Burton	Maple Avenue	Fenton Rd - Sandalwood St	PE	\$ 64,376	\$ 16,124
City of Fenton	Silver Lake Rd	West City Limits - Poplar St	Con	\$2,009,377	\$ 503,276
City of Flint	Miller Road	Ballenger Highway - Hammerberg Road	Con	\$1,745,787	\$ 436,447
City of Flushing	Seymour Road	South point of the West Pierson intersection-North point of the Emily Street intersecction	Con	\$ 155,138	\$ 38,857
GCRC	Carpenter Rd	N. Saginaw Rd - Harry St	Con	\$1,054,848	\$ 264,202
GCRC	Mill Rd	Beecher Rd - Flushing Rd	Con	\$ 91,966	\$ 23,034
GCRC	W. Mt. Morris Rd	Elms Rd - Linden Rd	Con	\$ 373,861	\$ 93,639

New Federal	\$7,634,493
Original Federal	\$7,769,000
Change in Allocation	\$ 134,507

% of FY 2021 FEDERAL	share of reduction	NEW FEDERAL	NEW LOCAL	Total (no change)
10.3%	\$13,852	\$786,251	\$214,249	\$1,000,500
11.8%	\$15,890	\$901,929	\$245,771	\$1,147,700
0.4%	\$519	\$29,470	\$ 8,030	\$ 37,500
6.3%	\$8,413	\$477,498	\$129,891	\$ 607,389
0.5%	\$690	\$39,135	\$ 10,665	\$ 49,800
0.8%	\$1,115	\$63,261	\$ 17,239	\$ 80,500
25.9%	\$34,789	\$1,974,588	\$538,065	\$2,512,653
22.5%	\$30,225	\$1,715,562	\$466,672	\$2,182,234
2.0%	\$2,686	\$152,452	\$ 41,543	\$ 193,995
13.6%	\$18,263	\$1,036,585	\$282,465	\$1,319,050
1.2%	\$1,592	\$90,374	\$ 24,626	\$ 115,000
4.8%	\$6,473	\$367,388	\$100,112	\$ 467,500

100% \$134,507 \$7,634,493

FY 2021 Rural Road Projects

AGENCY	PROJECT	LIMITS	PHASE	ORIGINAL FEDERAL	ORIGINAL LOCAL
GCRC	Bristol Rd	Lang Rd - Atlas Rd	Con	\$157,297	\$892,883

New Federal	\$ 646,614
Original Federal	\$ 652,000
Change in Allocation	\$ 5,386

REDUCTION	NEW FEDERAL	NEW LOCAL	TOTAL (no change)
\$5,386	\$151,911	\$898,269	\$1,050,180