



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

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

**Thursday, June 6, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the May 2, 2024 Regular Meeting (attached)
- IV. Old Business
 - A. US-23 Corridor Study Update
- V. New Business
 - ***A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #17 (attached)
 - ***B. Flint MTA Public Transportation Agency Safety Plan and Safety Targets
 - C. FY 2025 Transportation Improvement Program (TIP) Update
 - D. FY 2026-2029 Transportation Improvement Program (TIP)
- VI. Other Business
- VII. Announcements
 - A. 2024 Michigan Transportation Planning Association Conference
- VIII. Adjournment

*****Action Item**

NEXT MEETING – July 11, 2024, at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, May 2, 2024 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, May 2, 2024 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Lynn Markland called the meeting to order at approximately 1:31 p.m.

II. ROLL CALL

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

Present: Alex Patsy, Amber Abbey, Andrea Schroeder, Derek Bradshaw, Ed Benning, Lynn Markland, Max Gierman, and Reggie Smith.

Absent/Excused: Adam Zettel, Brian Saad, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaidis, Clyde Edwards, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, David Dorr, Ellen Glass, Frederick Thorsby, James Slezak, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mary Ann Price, Michelle King, Neil Rankin, Paul Fortino, Rachel Stanke, Richard Bayus, Robert Bincsik, Rod McGaha, Scott Bennett, Shawnice Dorsey, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, Vince Lorraine, and Wendy Jean-Buhrer.

Others Present: Jacob Maurer, Kris Garris, McKenna Dutkiewicz, Dru Hajec, Dylan Campbell, Joanie Towarnicky, and Paige DeHate.

III. MINUTES

*****A. Minutes of the April 4, 2024 Regular Meeting**

Motion: Action: Approve, **Moved by** Reggie Smith, **Supported by** Andrea Schroeder, to approve the minutes of the April 4, 2024 regular meeting as presented.

Motion carried unanimously.

IV. OLD BUSINESS

*****A. FY 2025 Unified Work Program**

Mr. Maurer stated that for the FY 2025 Unified Work Program, the amount of federal funds programmed was similar to the previous fiscal year, increasing by around \$15,000. Mr. Maurer reviewed the funding breakdown as it relates to the MTA and how funding is split. Staff received feedback from local units on emphasis areas, this includes traffic operations at M-57 and I-75 from Vienna Township, and the addition of language related to NFC revision on Act 51 roads based on the adjusted census boundaries. Additionally, staff will be reviewing the non-motorized program and its documentation within Google

services. Mr. Maurer stated that several larger projects are being conducted this year: a TIP Call for Projects in the fall and an update to the Long Range Transportation Plan (LRTP) as an update to the Our County, Our Future document. At this time, staff is requesting that the Technical Advisory Committee provide a recommendation of approval for the FY 2025 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance and to authorize Derek Bradshaw to sign all contracts and agreements related to the work program.

Motion: Action: Approve, **Moved by** Ed Benning, **Supported by** Amber Abbey, to provide a recommendation of approval for the Unified Work Program as presented.

Motion carried unanimously.

V. NEW BUSINESS

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

Ms. Dutkiewicz stated this amendment abandons one project and makes change to one GPA in the FY 2023-2026 TIP. At this time, staff is recommending approval of Amendment #16 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Amber Abbey, to approve Amendment #16 to the FY 2023-2026 TIP as presented.

Motion carried unanimously.

VI. OTHER BUSINESS

*****A. Election of Officers**

Mr. Maurer stated that it is time for the annual election of officers for the Technical Advisory Committee. Mr. Maurer stated that the slate of officers has gone through a rotation where seats are held by Large Cities, Small Cities/Villages, the MTA, and the Road Commission. Mr. Maurer stated that the current proposed rotation of officers for 2024-2025 (a continuation of the current rotation) would be: Alex Patsy, Road Commission as Chair, Amber Abbey, Burton as Vice-Chair, Ed Benning, MTA as Secretary, and Lynn Markland, Small Cities/Villages on a bye.

Motion: Action: Motion to approve the election of Alex Patsy as Chairperson.

Moved by Alex Patsy, **Supported by** Ed Benning, to approve the election of Alex Patsy as Chairperson.

Motion: Action: Motion to approve the election of Amber Abbey as Vice-Chair.

Moved by Amber Abbey, **Supported by** Ed Benning to approve the election of Amber Abbey as Vice-Chair.

Motion: Action: Motion to approve the election Ed Benning as Secretary.

Moved by Ed Benning, **Supported by** Amber Abbey, to approve the election of Ed Benning as Secretary.

All Motions carried unanimously.

VII. ANNOUNCEMENTS

A. Genesee County Recycle Days

Mr. Maurer announced that our very popular Recycle Days events will be begin this month and registration for the first event on May 21 will open on Tuesday, May 7 at 9am. Mr. Maurer noted that appointment slots are filled quickly and if you are unable to get one, you will be able to sign up for a reminder for the next event. Mr. Bradshaw provided

an update on the Regional Recycling Center. Demolition of the construction site is slated for 2024 and an architect will be brought on board soon to begin planning site construction. Mr. Bradshaw emphasized that Genesee County residents can use the facility at no cost. Discussion ensued.

VIII. ADJOURNMENT

Chairperson Markland adjourned the meeting at approximately 1:47 pm.

Respectfully submitted,
Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: June 6, 2024

SUBJECT: US-23 Corridor Study – Progress Update

Genesee County Planning Commission staff met with US-23 Consultant, Rowe Professional Services, in May to discuss study progress and upcoming developments. Rowe released a Public Input Survey for the US-23 Corridor Traffic Study. The survey can be found on the GCMPC homepage or by going to the link <https://survey123.arcgis.com/share/e7b8b857e02c44579c4fd7ea83ed4951>.

Rowe will be meeting with Steering Committee members to provide additional updates on June 6th and show the official Study website.

If you have any questions on the Study, please feel free to contact McKenna Dutkiewicz at mdutkiewicz@geneeecountymi.gov or (810) 766-6562.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: June 6, 2024

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 17**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 17. This amendment abandons one (1) project, adds one (1) project, changes one (1) GPA, and changes five (5) projects in the FY 2023 – 2026 Transportation Improvement Program.

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 #17 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 # 17**

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
2024	216068	Mass Transportation Authority	Transit Capital	0.00	Areawide	FY 2024 Section 5307 Vehicles	NI	5339	\$850,634	\$212,659	\$0	\$1,063,293	Phase Abandoned

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
2024	216277	Montrose	Feher Dr	0.24	N. Saginaw St to Ray St	Asphalt Reconstruction	CON	STU, HIP, STL MXE	\$538,068 \$0	\$0	\$134,517 \$672,585	\$672,585	Part of Federal Buyout program. Reprogrammed funding into local for tracking purposes only.
2024	216183	GCRC	W Mount Morris Rd	0.50	Gillette Rd to McKinley Rd	Road Reconstruction	CON	STU MXE	\$436,650 \$0	\$0	\$293,716 \$730,366	\$730,366	Part of Federal Buyout program. Reprogrammed federal funding into local funding for tracking purposes only.
2025	217036	City of Flint	W 2nd St	0.00	West Second Street over Swartz Creek	Bridge Replacement	PE	LBBI	\$0	\$26,689	\$0	\$26,689	Phase budget increased over 24%
2024	216177	GCRC	Linden Rd	0.00	Pierson Rd to Carpenter Rd	Asphalt Reconstruction	CON	STU MXE	\$873,301 \$0	\$0	\$371,027 \$1,244,328	\$1,244,328	Part of Federal Buyout program. Reprogrammed federal funding into local funding for tracking purposes only.
2024	216174	GCRC	E Cook Rd	0.00	Embury Rd to Holly Rd	Roadway Widening with Geometric Safety Upgrades	CON	STU MXE	\$1,016,054 \$0	\$0	\$462,238 \$1,478,292	\$1,478,292	Part of Federal Buyout program. Reprogrammed federal funding into local funding for tracking purposes only.

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		City of Linden	Broad St	0.00	Hickory St to City Limits	Full cold mill of existing pavement, curb and gutter repair as needed.	CON	STUL	\$385,000	\$0	\$96,250	\$481,250	New Small Urban Project

GPA's Being Changed With a TIP Amendment

Year	GPA Type	Agency	Project	Length	Limits	Description	Phase	Federal	State	Local	Total Cost	Comments
2024	Transit Capital	Genesee County		0	Genesee County	Transit Capital	n/a	\$13,495,717 \$14,256,359	\$3,373,932 \$3,564,093	\$0	\$16,869,649 \$17,820,452	FY 2024 Transit Capital

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

2025 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	221295	Flint MTA	Transit Capital	Areawide	0.00	5339 - CTF Bus and Bus Facilites	NI	5339	\$760,642	\$190,161	\$0	\$950,803	New project

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Dru Hajec, Planner
Genesee County Metropolitan Planning Commission

DATE: June 6, 2024

SUBJECT: **Adoption of MTA’s Public Transportation Agency Safety Plan (PTASP) and Safety Performance Targets**

The Mass Transportation Authority (MTA) has completed its Public Transportation Agency Safety Plan (PTASP) which is required by the Federal Transit Administration (FTA). The PTASP helps transit operators better manage safety risks through the development and implementation of proactive safety management systems. MTA’s PTASP describes its 2024 Safety Performance Targets, Safety Management Policy, Risk Management Process, Safety Assurance and Safety Promotion. The PTASP can be found on the GCMPC website: [MTA Safety Plan](#)

Included in the PTASP are the Transit Safety Performance Targets (SPT) for 2024 as required by the FTA. These are revised using the five-year average for 2022. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and support the MTA’s targets, or set their own targets. The targets are below:

SPT Category	2019	2020	2021	2022	2023	2024
Total number of fatalities	0	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0	0
Total Number of Injuries	7	12	6	3	7	7
Injury Rate per 10,000,000 VRM	7.58	15.58	8.55	3.91	8.72	9
Total Number of Safety Events	31	18	28	11	15	21

Safety Event Rate per 10,000,000 VRM		33.55	23.37	39.89	14.34	18.68	26
Total Number of Road Calls (4M VRM)	MB	577	638	801	724	752	698
Total Number of Road Calls (6M VRM)	DO	220	329	388	226	311	295
Mean Distance Between Major Mechanical Failures	MB	6,932	6,270	4,994	4,751	5,319	5,653
Mean Distance Between Major Mechanical Failures	DO	27,273	18,237	15,464	18,711	19,293	19,796
Annual VRM		9,239,928	7,703,487	7,019,180	7,668,427	8,030,271	7,932,259

*VRM = Vehicle Revenue Miles, MB = Motor Bus, DO = Direct Operated

Once the 2024 Transit SPTs are adopted, they can be found within the Genesee County System Performance Report. This federally required report is updated annually and can be found at <https://gcmpc.org/system-performance-report/>.

Staff has reviewed the MTA's PTASP and concur with each of the targets provided. At this time, staff is requesting the Technical Advisory Committee (TAC) provide a recommendation of approval to the Metropolitan Alliance to adopt both the Flint Mass Transportation Authority's Public Transportation Agency Safety Plan (PTASP); and 2024 Transit Safety Performance Targets (SPT).

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: June 6, 2024

**SUBJECT: FY 2025 Transportation Improvement Program (TIP)
Update**

Fiscal Year (FY) 2025 officially starts on October 1, 2024. During the summer, staff will be contacting all road and transit agencies that have FY 2025 TIP projects to discuss them and see if any issues are anticipated. TIP project status meetings will be held to make sure all projects are moving forward in a timely manner. Obligational authority begins to run low in May or June and we anticipate that it will run low around this time in FY 2025. Please do all you can to make sure your projects are ready for obligation as early as possible in FY 2025.

The Transportation Systems Management (TSM) sub committee will meet this summer prior to the start of the new fiscal year to review TIP policies and procedures. In addition to preparing for the next TIP cycle, discussion will be had regarding project construction costs and if local federal funding sources will remain pro-rata in FY 2025.

The MDOT Local Agency Programs (LAP) project schedule for FY 2025 has not been released yet, so staff has attached the FY 2024 project schedule as a guide to show approximate key dates for the development of FY 2025 TIP projects. When the FY 2025 LAP project schedule is available, staff will pass that along. Please contact McKenna Dutkiewicz by phone (810) 766-6562 or e-mail mdukiewicz@geneeecountymi.gov regarding any questions related to FY 2025 TIP projects.

Local Agency Programs (LAP) FY 2024 Project Planning Guide June 2023

	LOCAL AGENCY SUBMITS ITS SECTION 106 and NEPA DOCUMENTATION (MDOT FORM 5323) TO LAP ENVIRONMENTAL, 2-6 MONTHS BEFORE GI SUBMITTAL. DATES SHOWN ARE APPROXIMATELY 4 MONTHS PRIOR TO GI SUBMITTAL DATES	FOR BRIDGE PROJECTS, LOCAL AGENCY SUBMITS TYPE, SIZE, AND LOCATION (TS&L) DOCUMENTS WHEN REQUIRED, TO LAP		LOCAL AGENCY SUBMITS ITS ACCEPTABLE GRADE INSPECTION (GI) DOCUMENTS TO LAP	APPROXIMATE GRADE INSPECTION (GI) MEETING DATE		LOCAL AGENCY SUBMITS ITS FINAL PROPERTY ACQUISITION CERTIFICATION (ATTACHMENT B)	LOCAL AGENCY SUBMITS ITS COMPLETE BIDDABLE PACKAGE TO LAP	LAP FORWARDS FINAL BID PROPOSAL PACKAGE TO SPECS & ESTIMATES	LETTING DATE
<p>LA begins Project Design, requests ProjectWise (PWZ) folders, contacts LA Environmental for Section 106 consultation, prepares NEPA Form 5323 and documents, and places them in PWZ between 2 and 6 months before GI submittal.</p> <p>LA also begins utility notification and coordination, coordination with railroads if applicable, coordination with MDOT for traffic and pedestrian signal work, permit application, property acquisition, etc.</p>		04/10/23	<p>LA places GI documents in ProjectWise, including Program Application Requests for design exceptions or variances, recent 3-year crash history and analysis, Diagonal parking study and analysis, Diagnostic Safety Team Review for rail crossings, and similar documentation, and notifies LAP staff engineer. LA addresses Section 106 and NEPA Form 5323 review comments</p>	05/15/23	06/14/23	<p>LA completes section 106 and NEPA coordination, addresses GI review comments; prepares final plans, special provisions, and cost estimates; obtains property, permits, and approvals; places all documents in ProjectWise, and emails the LAP staff engineer</p>	07/14/23	07/28/23	08/18/23	10/06/23
		05/08/23		06/12/23	07/12/23		08/11/23	08/25/23	09/15/23	11/03/23
	03/13/23	06/05/23		07/10/23	08/09/23		09/01/23	09/15/23	10/13/23	12/01/23 *
	04/10/23	07/03/23		08/07/23	09/06/23		09/29/23	10/13/23	11/10/23	01/05/24 *
	05/01/23	07/24/23		08/28/23	09/27/23		10/27/23	11/10/23	12/08/23	02/02/24
	06/05/23	08/28/23		10/02/23	11/01/23		12/01/23	12/15/23	01/12/24	03/01/24
	07/10/23	10/02/23		11/06/23	12/06/23		01/05/24	01/19/24	02/16/24	04/05/24
	08/07/23	10/30/23		12/04/23	01/03/24		02/02/24	02/16/24	03/15/24	05/03/24
	09/11/23	12/04/23		01/08/24	02/07/24		03/08/24	03/22/24	04/19/24	06/07/24
	10/16/23	01/08/24		02/12/24	03/13/24		04/12/24	04/26/24	05/24/24	07/12/24
	11/06/23	01/29/24		03/04/24	04/03/24		05/03/24	05/17/24	06/14/24	08/02/24
	12/11/23	03/04/24		04/08/24	05/08/24		06/07/24	06/21/24	07/19/24	09/06/24
	01/08/24	04/01/24		05/06/24	06/05/24		07/05/24	07/19/24	08/16/24	10/04/24
	02/05/24	04/29/24		06/03/24	07/03/24		08/02/24	08/16/24	09/13/24	11/01/24

Please Note:

* Local Agencies should consider using the Advance Construct funding option for projects in these lettings, for cases where Federal obligation authority is not available early in the fiscal year.

** Date adjusted for holiday (not applicable this fiscal year)

LAP cannot guarantee that projects submitted late in the fiscal year will be obligated before the end of the current fiscal year. This may result in loss of funds for that fiscal year.

Dates shown for Section 106 and NEPA document submittal are generally 4 months before Grade Inspection (GI) submittal. However LAP recommends NEPA submittal 2-6 months before GI submittal

All bridge projects (bridge replacement and major rehabilitation regardless of funding) require a TS&L submittal.

For projects that may require an Environmental Assessment (EA), submit the EA document to the MDOT LAP-ENVIRONMENTAL UNIT at least one year prior to submitting the GI documents

For projects which FHWA has identified for Risk Based Project Involvement, submit GI documents and Complete Biddable Package to LAP at least two weeks prior to the dates shown.

See the attached guidance document, "Local Agency Program (LAP) Project Planning Guidance"

updated 06/28/23

Local Agency Program Project Planning Guidance June 2023

This document outlines the project development process for local agency projects, funded all or in part with federal transportation funds, and advertised and let for construction bids by the Michigan Department of Transportation (MDOT). The suggested time periods can vary due to characteristics of individual projects, but local agency projects have a life cycle similar to the outline below.

The schedule presumes that sufficient federal fund obligation authority will be available during a given fiscal year. If sufficient obligation authority is not available, then the project schedule may be delayed until the necessary obligation authority is in place.

For projects proposing bid advertisement and letting early in the fiscal year, sufficient obligation authority may not be available to provide funds for the project. In such cases, the local agency can request that the project be funded using the Advance Construct Contract (ACC) method. Please contact the MDOT Local Agency Program (LAP) Unit Supervisor or the appropriate LAP Unit Obligation Specialist (UOS) (formerly the Project Development Engineer).

Please note that this schedule does not apply to special funding programs such as the Emergency Response (ER) program, or to innovative delivery methods. For such projects, please contact the MDOT LAP Unit Supervisor or the MDOT Innovative Contracting Unit Supervisor.

26+ Weeks Before Desired Letting Date – Local Agency Begins Project Design:

- After you know that your project has been programmed with a MDOT job number, request that a ProjectWise (PWZ) folder be created. See “Requesting a ProjectWise Folder”, at the link on the LAP webpage (www.michigan.gov/mdotlap) then access the link on the left side of the web page.
- All projects require the local agency to prepare and submit applications and documentation for two separate reviews. These reviews are for Section 106 Cultural Resources, and for National Environmental Policy Act (NEPA) review and approval.

Documents for the Section 106 review, including current forms, guidance, and supporting documents, are available on the MDOT LAP website (www.michigan.gov/mdotlap) then accessing the NEPA guidance at [NEPA Guidance](#).

After completion, place the documents into the “CR Supporting Documents” subfolder of the “Cultural Resources” subfolder of Folder 1 of the project’s PWZ folder. After placing all documents in PWZ, notify MDOT Cultural Resource staff by email at MDOT-LAP-Section106-Reviews@michigan.gov.

We recommend submitting the Section 106 documents at least six months prior to the Grade Inspection (GI) submittal. Timeframes for review are dependent on the project scope, the complexity of the project, and the potential to affect historic properties. For

example, if a historic or archaeologic survey is required, additional review time may be needed to complete the survey and review the results. For information, the survey season generally extends from May through September. Other projects may need time to complete coordination with tribal governments or the State Historic Preservation Office (SHPO). Still other projects may adversely affect historic properties, and additional time will be needed to resolve such effects.

Prepare the documents for NEPA review by completing MDOT Form 5323, available at the NEPA Guidance webpage of the LAP website, at [5323](#).

For all projects either consisting of multiple job numbers or which are proposed to be completed in multiple stages, prepare and submit one 5323 Form to include the entire project.

Place the completed NEPA form into subfolder "1-LA 5323 NEPA Submittal" of the project's PWZ folder, and then email MDOT NEPA staff that the submittal is complete, at MDOT-LAP-NEPA-Reviews@michigan.gov.

As with the Section 106 submittal, we recommend that NEPA documents be submitted between two and six months before making the GI submittal. NEPA documents for projects having less environmental complexity can be submitted two to three months before GI submittal. However, environmentally complex projects may require additional review time beyond six months, for MDOT to review and approve the NEPA classification. For projects that may require an Environmental Assessment (EA), submit the EA document to LAP NEPA staff at least one year before making the Grade Inspection (GI) submittal.

MDOT LAP Environmental staff will review the Section 106 and NEPA submittal documents and will provide review comments by email. Please reply to those comments as quickly as possible, to keep your project on its delivery schedule.

- Complete Public Stakeholder Involvement as required by NEPA and project type, and add the appropriate documentation to PWZ Folder 3.
- Complete Utility Notification and Coordination and add the appropriate documentation to PWZ Folder 3.
- Begin Property Acquisition, if needed.
- Complete all pavement cores, soil investigations, and geotechnical study tasks as required, for the roadway as well as for structures including bridges, boardwalks, and retaining walls; proposed signal poles; and underground utilities.
- Contact representatives of all affected agencies and departments to determine whether each group will require permits or approvals for the project. If required, prepare applications for all required permits and approvals from those agencies and departments, and place the issued permits and approvals in Folder 4 of the PWZ folder for your project.

- Projects having one or more railroads located within the project limits or on an alternate or detour route require separate consideration. For those projects, contact appropriate representatives of the railroad owner, determine if a Diagnostic Safety Review (DSTR) meeting is needed, attend the meeting as necessary, and incorporate the DSTR recommendations into the design package.

Railroad guidance is on the LAP website (www.michigan.gov/mdot) , then in the [Railroad Crossing Within or Near Project Limits](#) link in the Design and Requirements area reached by clicking on the [Design](#) link on the right side of the opening webpage.

- For local projects that will affect an adjacent trunkline, contact the MDOT Region or Transportation Service Center (TSC) permit engineer to begin permit coordination. Such work may include constructing physical elements or facilities as well as merely placing traffic control items within the trunkline right of way.
- If a MDOT-owned or controlled signal, beacon, actuators, or other type of controllers or facilities are present within the project limits or on an alternate or detour route, and any work is proposed to the devices (including pedestrian signals and devices, traffic loops, signal bagging, signal timing), contact your LAP Staff Engineer to submit a layout request to the MDOT Signal Unit. A MDOT prequalified engineering firm will be required to complete all design work on such items located within the MDOT right if way, except for in-kind replacement of loops.
- Begin compiling data required for completion of the Work Zone Safety and Mobility checklists.
- Complete a diagonal parking study, if diagonal parking currently exists in the project area.
- If combining work with construction of an adjacent MDOT Trunkline project, contact the MDOT Region or Transportation Service Center (TSC) permit engineer to begin design coordination.
- Confirm that the project is listed correctly in the Statewide Transportation Improvement Plan (S/TIP), including the project location, limits, work type, project funding, and the fiscal year for which the funding is proposed to be obligated.
- For bridge projects proposing bridge replacement or major rehabilitation regardless of the funding source, prepare a Type, Size and Location (TS&L) report. Place the TS&L report in the appropriate PWZ subfolder, and then notify the appropriate LAP Staff Engineer, at least five weeks prior to submitting the grade inspection documents.

20+ Weeks Before Desired Letting Date – GI Submittal:

- Prepare an acceptable Grade Inspection (GI) submittal package, including but not limited to, the correct program application, project construction plans (no less than 80% complete), preliminary construction cost estimate in both .pdf and .xml file formats, unique special provisions, progress clause, Special Provision for Maintaining Traffic, HMA Application Estimate, coordination clauses as necessary, all necessary reviews and

studies (railroad DSTR, crash history reports and analyses, diagonal parking study, etc.), and requests for design exceptions or variances. Be sure to include all pages of the program application, even if no information is needed on individual pages. Also include Attachments A and B, summarizing the property acquisition, included in the program application.

Do not sign or seal the program application for this initial submittal.

For projects consisting of two or more individual job numbers, prepare and submit a separate program application and construction estimate, in both .pdf and .xml format, for each job number.

- Place all GI submittal files in Folder 3 of PWZ
- Notify the appropriate LAP Staff Engineer of the GI submittal by email. If you use the state change process in PWZ, then PWZ will generate a notification email. Please ensure that the email has the correct LAP Staff Engineer listed, and that the email is sent.
- The LAP Staff Engineer (or as-needed consultant) will contact the local agency to schedule the GI meeting. The meeting typically occurs 15-30 days after LAP receives an acceptable GI submittal.
- The appropriate UOS will review the program applications and forward you the appropriate comments. Address the comments and reply to the UOS as quickly as possible to minimize delay to the project.

After UOS approval of the program application, add final signatures and seals, and place the final document into PWZ Folder 3.

- Complete property acquisition, including such instruments as temporary permits to construct and permanent easements. Update and complete Attachments A and B as necessary, add the updated and signed Attachment “B” pages of the program application to Folder 3 of PWZ, and notify the LAP Staff Engineer as soon as possible, but no later than 13 weeks before the desired letting date.

13+ Weeks Before Desired Letting Date – Submit Final Package:

- Verify with the appropriate Metropolitan Planning Organization (MPO), Rural Task Force (RTF) or Regional Planning Agency (RPA) that all necessary S/TIP amendments or modifications have been completed and approved.
- Prepare the checklist of Frequently Used Special Provisions (FUSP), Special Specifications (SS), and Notice to Bidders (NTB). These documents can be accessed at your MiLogin website page, at the “MDOT Supplemental Specs and Special Provisions (SS/SP)” link.
- Prepare final documents based on the GI meeting comments, permits, and approvals, including, but not limited to, the final construction plans, itemized construction cost

estimate in both xml and pdf formats, unique special provisions, and all other proposal documents, making sure to address all GI comments and permit and approval requirements.

- Place all final documents, including those items listed in this section above, as well as all approved necessary permits, certification that all matching funds are secured, ADA compliance certification, and other final documents as necessary, in Folder 4 of PWZ.
- Notify the appropriate LAP Staff Engineer of the final submittal by email. If you use the state change process in PWZ, then PWZ will generate a notification email. Please ensure that the email has the correct LAP Staff Engineer listed, and that the email is sent.
- The Staff Engineer will review the final submittal documents and may have additional comments. Address all final comments made by the staff engineer.
- When the final revisions to the project documents have been completed, the Staff Engineer will provide the Project Certification form to the Local Agency. The form is to be certified by the Local Agency Responsible Charge no sooner than the final revisions; and returned to the Staff Engineer. The Project Certification form also will serve as the Local Agency's request to obligate and advertise the project.
- After the Staff Engineer receives the completed Project Certification, the Staff Engineer will request fund obligation. Allow a minimum of 10 business days for the obligation process to be completed.

8 Weeks Before Desired Letting Date – Submittal to Spec & Estimates Unit:

- Staff Engineer will forward the final bid proposal package to the MDOT Spec & Estimates (S&E) unit for its review, to ensure the project meets the desired letting date. If the items in the previous step are not completed in full by this date, the project may not make the desired letting. If the submittal dates are not met during peak bidding times (February-June), then the project may not make the desired letting.
- Note that the Staff Engineer may only have three weeks between the receiving the local agency's final package submittal, reviewing the submittal, adding and compiling the draft bid proposal, and forwarding the draft to S&E. Numerous steps are required by the Staff Engineer during this period to get the project ready for S&E review. If any parts of the local agency's final package are missing or if changes are necessary after final submittal, the project will be in jeopardy of missing the desired letting date. Submitting your GI and Final Packages early, before the dates shown in the current LAP Project Planning Guide, is encouraged!
- The S&E review may result in additional comments. The Staff Engineer will forward the comments to the local agency. Quick responses by the local agency to these comments is essential to keep the project on track for the bid letting.

5 Weeks Before Desired Letting Date – MDOT Advertises the Project:

- Based on such factors as relative complexity of the project, funding requirements, or other outside considerations, MDOT generally advertises projects for four weeks but not less than for three weeks before the bid letting date.
- The local agency works with the LAP Staff Engineer, who issues any necessary addenda.

After Bid Letting Date – MDOT Construction Contract Award

- MDOT awards the construction contract for the project, typically within 35 days after contract documents are released to the contractor.
- If the low bid exceeds the engineer's estimate by more than 10%, the local agency must justify or reject the bids.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: June 6, 2024

SUBJECT: FY 2026-2029 Transportation Improvement Program (TIP)

The FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects (CFP) is scheduled for this coming fall. The Transportation System Management Subcommittee (TSM) generally starts meeting in late summer to discuss project applications, project scoring, and policies and procedures related to the Call. Staff is also monitoring the proposed transportation legislation to replace the Infrastructure Investment and Jobs Act (IIJA) that expires in September 2026. It seems that most of the transportation programs may remain the same, however, there may be an increase in allocations.

Now is a good time for local road and transit agencies to start thinking about what projects they will be submitting. It is also a good time for local agencies to review the current TIP Policies and Procedures (attached) and see if anything needs to be revised. What worked well during the current TIP, and what did not? Please provide your comments on the update of the TIP Policies and Procedures to McKenna Dutkiewicz, planner, at mdutkiewicz@geneseecountymi.gov.

Staff anticipates that the FY 2026-2029 TIP document will receive final local approval in the summer of FY 2025.

**Section 7:
TIP Assurances, Procedures, and
Policies**

Project Selection and Prioritization Policy

The following policy has been drafted to establish an objective method of selecting Federal Transportation projects on the basis of local priorities.

The selection process shall be a natural progression of projects from the current Flint-Genesee County Long Range Transportation Plan (LRTP), the Transportation Improvement Plan (TIP), the Congestion Management Plan, the Transit Long Range Transportation Plan and the MDOT 5 Year Plan. The oversight of this process shall be through a Transportation System Management (TSM) task force. The designated task force shall be a subcommittee of the Technical Advisory Committee organized under Section 143 of Title 23.

Our current transportation legislation, the Fixing America's Surface Transportation (FAST) Act, has established performance provisions. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have established rules to implement these performance measures. Because of this, project selection for the TIP will be guided by a performance measure-based process. This process will help program projects that contribute to achieving the performance targets. MDOT has established statewide targets for performance measures and GCMPC has adopted those targets. A list of performance targets is included with each TIP application.

Local project selection shall be done on a point rating system as identified in the TIP application. In order to objectively evaluate the project proposals, they must contain the following information:

1. The scope of the project, including termini, where applicable
2. A description of work
3. A realistic estimate of costs
4. Match funds with a resolution

The project prioritization process shall be done by fiscal year and by funding category. These funding categories include the following:

- STBG (Surface Transportation Block Grant (also includes STBG Flex funding) eligible activities include: preserve, expand, improve, transit, safety, bridge, enhancement, and studies.
- NHPP (National Highway Performance Program) – for projects located on the National Highway System
- STBGL (Surface Transportation Block Grant – Local) eligible activities include; preserve, expand, improve, transit, safety, bridge, enhancement, and studies in areas outside of the urban boundary.
- TAU – Transportation Alternatives Program – Non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals
- Economic Development Category C (EDC) – State – expand projects
- Section 5307 – urbanized transit program
- Section 5310 – Transit – Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 – Transit – Formula Grants for Rural Areas
- Section 5339 – Transit – Bus and Bus Facilities
- Flex Funds – The FAST Act allows for the “flexing of funds” between highway and transit projects. If the MPO decides that it is in its best interest to shift dollars to either transit or highway interests, an application to “flex” funds will be submitted to FTA and FHWA for their approval prior to obligating these funds.
- CM/CMG – Congestion Mitigation/Air Quality (CMAQ)

Initiation of projects shall be the responsibility of the appropriate implementing agency having jurisdiction of the facility. All projects to be funded with Federal Transportation funds must be in conformity with applicable federal rules and regulations. Citizen input shall be obtained during the call for project period and through a public hearing process that shall be held prior to the Metropolitan Planning Organization (MPO) finalizing the TIP.

Financial Constraint

Projects to be included in the TIP shall be consistent with the federal, state, and local allocations or fund balance. Funds and funding sources must be reasonably available.

Although projects may be moved between years within the TIP, the funding must remain in the year it was programmed.

Implementation of projects from the TIP will be on a first-come, first-served basis within each funding source until obligational authority is expended.

Plan Preparation Guidelines

It will be the policy of the Technical Advisory Committee (TAC) to direct all agencies submitting projects for consideration to include the items listed below as part of the Preserve, Safety and Expand applications, and that the associated costs be submitted in the application and considered in the evaluation.

- Drainage structures (curb and gutter or shoulders and ditches),
- Signs and markings,
- Traffic signals,
- Base improvements,
- Guardrail,
- Provision of adequate lateral clearance,
- Safety Improvements
- ADA Accessibility
- Access Management
- Any other items that are needed to complete a properly designed road project

Preliminary and Construction Engineering Guidelines

Construction engineering costs up to 15% (of the construction cost) and preliminary engineering cost up to 10% (of the construction cost) will be allowed as part of the application for TIP projects, and are therefore eligible for federal funds. If preliminary and/or construction engineering is applied for, construction must be scheduled within the next three (3) years of the TIP. Applicants using federal funds for engineering services should be aware that potential conflict of interest issues could arise when obtaining engineering services. Please refer to MDOT for detailed guidelines on conflict of interest concerning engineering services.

The request for either of these funds must be identified in the application, and can't have already taken place. The agency will not be reimbursed for work that has already taken place prior to the approval of the current TIP. All work must follow the MDOT Engineering Procurement Procedures.

Project Construction Guidelines

The project construction costs are pro-rata (not capped) at the funding levels as identified in the approved TIP for any projects using local federal funds (**STBG, STBG Flex, STBGL, NHPP and EDC-State**).

Administrative Modification (also called an Adjustment)

An administrative modification to the TIP will be defined as:

1. Change in the project year
2. Change in funding type
3. Change in the terminus less than ½ mile (2,640 feet)
3. Total project cost increases or decreases less than 25%

An administrative modification does not require formal approval by TAC or GCMA.

Amendment Policy

An amendment to the TIP will be defined as:

1. Project added or deleted
2. Change in the scope
3. Change in the terminus more than ½ mile (2,640 feet)
4. Cost of the project increases or decreases by 25% or more

An amendment to the TIP will be brought to the Technical Advisory Committee (TAC) and the Genesee County Metropolitan Alliance (GCMA). An amendment will require action by both TAC and GCMA following the requirements established in the Public Participation Plan (PPP).

The MPO must approve the TIP and TIP amendments as being in compliance with the State Implementation Plan (SIP) and the Clean Air Act Amendments (CAAA) as stated in 40 CFR part 51 of the Transportation Conformity Air Quality Rule.

Changes to projects in General Program Accounts (GPA) will follow approved State of Michigan GPA guidelines.

These guidelines outline the fundamental amendment triggers for Genesee County projects. However, other project changes may trigger a federal TIP amendment. A more detailed listing of federal amendment triggers can be found on the TIP portion of the GCMPC website.

Reprogramming Policy

The following policy shall apply to reprogramming existing funds within the current TIP.

- A. If the project has not held a grade inspection by March 1st of the assigned fiscal year, the funds will be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- B. If the project has not been obligated by MDOT by May 15th of the assigned fiscal year, the funds **may** be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- C. If the federal funds being obligated are below the original estimate, the additional funds will be recaptured and distributed to any project in the current TIP that has the ability to obligate the funds in the current fiscal year.
- D. In the event additional funds become available, projects in the succeeding year will be eligible based on available funding and their ability to meet deadlines for obligation.
- E. Rescheduled or withdrawn TIP projects will be eligible for reinstatement after 2 years. Local projects that are withdrawn or rescheduled from the TIP by the local jurisdiction must receive MPO approval to avoid a two-year reinstatement restriction.
- F. All reprogramming recommendations shall be completed under the established process for amending the TIP.

Policy if Project Costs Exceed Programmed Costs

In the event that project costs exceed those stated in the TIP, the following procedures will be taken by the MPO:

1. Money shall be taken from another uncommitted project of the local unit irrespective of fiscal year. There is also the option to do an Advance Construct project using future funds awarded to that local unit. The project losing funding may need to be revised to accommodate new funding levels. If the project can't be revised due to the updated funding levels, the project will need to be withdrawn and reinstated after two years.
2. If the local jurisdiction has no other project in that year from which to draw funds, money can be taken from the project with the lowest TIP score (which is not committed to contract). The project losing funding will be moved to the succeeding year's TIP.
3. If cost overruns occur on the final eligible project, the project will be moved to the succeeding TIP year. If funding remains, the succeeding year's projects will then be available based on remaining funding.

In the event additional funds become available, the current year's projects will have priority.

Policy for Flexing Funds

The FAST Act allows for the flexibility of funds to be shifted between highway and transit projects. If the MPO decides that it is in its best interest to shift dollars to either transit or highway interests, applications to transfer funds must be submitted to FTA for their approval prior to obligating these funds. The FTA must determine that all Americans with Disabilities Act (ADA) requirements are met by the local transit authority before transit funds can be flexed.

Expand Projects **U.C. ACT 231 OF 1987**

As part of the ongoing transportation planning process in Genesee County, GCMPC staff developed a Congestion Management Process (CMP) in conjunction with MDOT, local jurisdictions and road agencies along with the Mass Transportation Authority. The CMP identifies congested road segments and intersections in Genesee County. Road agencies seeking funding for road expansion must consult the CMP, which is integrated into the 2040 Long Range Transportation Plan, as all expand projects must be part of the CMP to be eligible for funding.

In order to submit an expand application, a project for through capacity must qualify for urban congestion funding and meet the following criteria:

- a) If the segment of the roadway is two-lane, it must have an average daily traffic (ADT) count of at least 10,000 vehicles, or an ADT of 25,000 vehicles for a four lane segment of roadway as of July 1, 1993.
- b) The segment of roadway must have the functional classification above local road and/or rural minor collector.
- c) The road must be Federal Aid Eligible
- d) Improvements must be of a lasting nature (not maintenance improvements)
- e) Local road agencies that are seeking to make capacity improvements must provide documentation that Strategies #1 through #4 from the CMP toolbox have been used, and they must identify those results. If the LRA has exhausted all appropriate strategies for their corridor, then adding capacity may be considered as a final step.

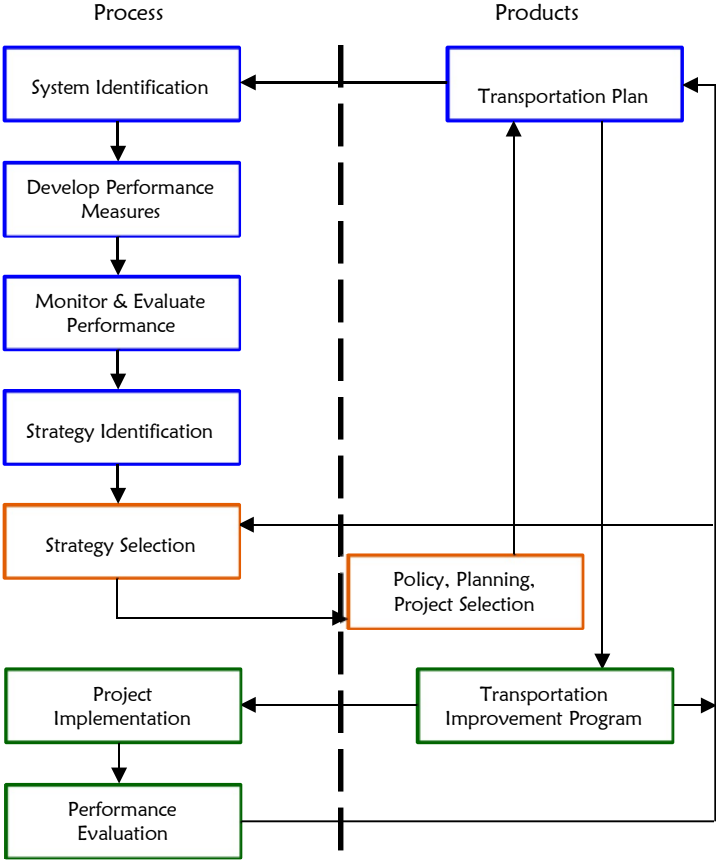
All reconstruction and expansion projects require non-motorized improvements where feasible.

Congestion Management Process (CMP) – IMPLEMENTATION PLAN

Genesee County Congestion Management Process

System Identification





Through a CMP literature review during the last LRTP update, it was found that most other MPOs use the federal-aid road network to define the CMP network. The CMP network was expanded from the select group of corridors used in the previous CMP to include the entire federal-aid road network. This network was used to evaluate congestion on a system-wide basis for the base year and horizon year of the Long Range Transportation Plan. In the future, staff may identify specific corridors within the network for further analysis.



Develop Performance Measures

GCMA uses “Level of Service” (LOS) as a performance measure for congestion in the CMP. The LOS is derived from volume to capacity ratios as illustrated in the following table. A grade of “A” through “F” is assigned to all roadways in the CMP network. Roadways assigned a LOS “A” demonstrate free-flow traffic while LOS “F”, being the worst rating, signifies a system failure where the roadway is completely shut down with congestion. The LOS on any given roadway in the CMP network was calculated through the use of the Genesee County Urban Travel Demand Model. Staff will continue the use of this performance measure to evaluate congestion on Genesee County roadways in future analysis.

Volume to Capacity Severity Ranges

Volume to Capacity Severity Ranges	Volume to Capacity Ratio	Operating Conditions Severity	Level of Service (LOS)	STABLE FLOW
	0 to 0.84	Traffic at free to stable flow	A-C	
	0.85 to 0.99	High density of traffic, but stable flow (Approaching Congestion)	D	
	1.00 to 1.24	Unstable flow – lower speed some stops	E	
	1.25 and greater	Forced or breakdown traffic flow – many stops	F	CONGESTED

Monitor and Evaluate Performance

An inventory identifying the current performance of the roadway was built to begin to properly monitor the roadway performance within the CMP network. The LOS on any given roadway in the CMP network is calculated through the use of the Genesee County Urban Travel Demand Model. LOS grades of "A", "B", and "C" are considered congestion-free. An LOS grade of "D" is considered to be approaching congestion along a roadway. A roadway receiving an LOS grade of "E" or "F" is considered congested. Most of the efforts of the GCMA CMP are aimed at relieving congested segments (LOS "E" or "F"), while some proactive efforts will be investigated to mitigate future congestion along those roadways approaching congestion (LOS "D").

A Speed Study Performance Program was implemented in 2008 and concentrated on select roadways and corridors that are slated for improvement projects in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to help evaluate roadway performance. To build an adequate inventory of data, staff included a survey of select high-volume, congested corridors in Genesee County. To monitor the future performance on a system-wide basis, LOS grades will be re-determined during every Long Range Transportation Plan update. As a system-wide benchmark for the CMP, the GCMA will manage the network to operate at a LOS "D" or better.

Strategy Identification

The GCMA CMP includes five different strategy categories that could be used to manage congestion in Genesee County. The structure of the CMP "toolbox" has the strategies assembled for use in a top-down approach. This approach ensures that solutions that reduce or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. Congestion Management solutions will include the implementation of Transportation System Management (TSM), Travel Demand Management (TDM), and Intelligent Transportation System (ITS) improvements. Staff used the toolbox to determine if the strategies presented in the proposed projects were indeed suitable to help manage congestion in Genesee County.

Congestion Mitigation and Air Quality (CMAQ) Program Local Funding Priorities

The Federal CMAQ Program was created to provide a link between transportation legislation and the Clean Air Act Amendments of 1990 (CAAA). The primary purpose of the CMAQ program is to fund projects and programs in non-attainment areas that reduce transportation related emissions and contribute to attainment of the National Ambient Air Quality Standards (NAAQS). Individual projects must show emission reductions in order to be eligible for CMAQ Program funds. CMAQ Program funds may not be used as replacement funding for transportation activities that would normally be undertaken.

The Genesee County Metropolitan Alliance (GCMA) is given authority by the Michigan Department of Transportation (MDOT) to allocate the local portion of Congestion Mitigation and Air Quality (CMAQ) program funds. FY 2020 CMAQ projects have already been programmed in the TIP. For FYs 2021 through 2023, the funding is estimated to be approximately \$782,748 per year. Funding will be awarded (until funds run out) to projects that provide the greatest amount of pollution reduction in each of the four categories below. For example, Category 1 projects will compete only with each other, Category 2 projects will compete only with each other, etc.

Fiscal Year (FY) 2021-2023 CMAQ Funding Priorities

- Projects must be from eligible local road agencies, transit agencies, and planning agencies for the FY 2021-2023 CMAQ Program
- Projects must meet all existing criteria for eligibility determination
- Small variations on the targets (+/- 5%) may be needed to balance out the total CMAQ funds for the entire non-attainment area
- Lapeer County and MDOT funds are chosen separately from this process. This process applies to Genesee County local projects only

Category 1--Intersection Improvements

- Corridor improvements can be funded at up to 100% federal funds; 0% local match. Single intersection projects will be funded at 80% federal funds, 20% local match.
- Roundabouts are funded at 100% federal funds; 0% local match.
- Intersection improvements can account for up to 37.6% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual year's worth of projects
- Estimated funding for FYs 2021-2023 is \$294,409 per year
- If the corridor involves signal timing of MDOT intersections, it is recommended to request a partnership project with MDOT participation from the MDOT available CMAQ funds
- Priority will also be given to corridors that have not received CMAQ funding in the past or need additional funding in order to complete a previously awarded CMAQ project

Category 2--Transit Projects

- Funded at 80% federal funds; 20% local match
- Transit projects can account for up to 37.6% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual year's worth of projects
- Estimated funding for FYs 2021-2023 is \$294,409 per year
- Projects for low emission vehicles and diesel retrofits will be given priority

Category 3--Non-Motorized Transportation Projects

- Funded at 80% federal funds; 20% local match
- Non-motorized transportation projects can account for up to 12% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual year's worth of projects
- Estimated funding for FYs 2021-2023 is \$93,930 per year
- Projects that do not require right-of-way acquisition will be given priority, as will projects being constructed in conjunction with a road project, and projects connecting to an existing non-motorized facility
- Project can include bike lanes and 10-foot non-motorized paths
- Project must provide a transportation benefit, not for recreational purposes only
- Scoring Criteria (100 points total)
 - A. 80 points - VOC ranking – best air quality benefit project receives most points
(Top VOC ranking receives 80 points, second project receives 75 points, third VOC ranking project, receives 70 points, and so on in 5 point intervals)
 - B. 10 points - constructed in conjunction with a road project
 - C. 10 points - projects connecting to an existing non-motorized facility
 - D. Projects that require right-of-way acquisition will automatically move to the bottom of the prioritized list.

Category 4--Ridesharing, Vanpooling and Carpooling Programs

- Funded at 100% federal funds; 0% local match
- Ridesharing, vanpooling, and carpooling programs can account for up to 12.8% of the total project funding available for local Genesee County CMAQ projects when combined with all four years of funding or as one individual year's worth of projects
- Estimated funding for FYs 2021-2023 is \$100,000 per year
- Must be an area-wide program

Category	Percentage of Funding	Estimated Funding Per Year for FYs 2021-2023
Intersection Improvements	37.6%	\$294,409
Transit	37.6%	\$294,409
Non-Motorized	12.0%	\$93,930
Rideshare, Vanpooling, Carpooling	12.8%	\$100,000
	100%	\$782,748

SAVE THE DATE

July 30 – August 2

MTPA Annual Conference 2024



Michigan Transportation Planning Commission



Location: Delta Hotels
Downtown Muskegon
Room booking information:
Start date: July 29, 2024
End date: August 2, 2024
Last day to book: June 29, 2024