



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

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

**Thursday, August 22, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the June 6, 2024 Regular Meeting (attached)
- IV. Old Business
 - A. Genesee County Safety Action Plan Contract Update and Next Steps (discussion)
- V. New Business
 - ***A. FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects Policies and Procedures and Applications Approval (attached)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – September 5, 2024, at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, June 6, 2024 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, June 6, 2024 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Alex Patsy called the meeting to order at approximately 1:31 p.m.

II. ROLL CALL

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

Present: Adam Zettel, Alex Patsy, Amber Abbey, Andrea Schroeder, Derek Bradshaw, Don Grice, Lynn Markland, Max Gierman, Melinda Johnson, Michael Pifer, and Michelle King.

Absent/Excused: Brian Saad, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaides, Clyde Edwards, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, David Dorr, Ed Benning 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, Reggie Smith, 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, Candace Lester, Dylan Campbell, and Sarah Patino.

III. MINUTES

*****A. Minutes of the May 2, 2024 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Amber Abbey, to approve the minutes of the May 2, 2024 regular meeting as presented. **Motion carried unanimously.**

IV. OLD BUSINESS

A. US-23 Corridor Study Update

Ms. McKenna Dutkiewicz stated staff met with US-23 Consultant, Rowe Professional Services (Rowe), in May to discuss study progress and upcoming developments. Rowe released a Public Input Survey for the US-23 Corridor Traffic Study. Staff worked alongside Rowe to develop the survey, so it was simple and quick to work with to encourage more participation. There are multiple choice questions, and participants

can arrange the roads in priority order. There is also a mapping component. A road segment can be selected that will be reviewed by Rowe and staff for potential alternatives or developments in that area.

Mr. Maurer stated that comments can be added, if participants want to add more than one comment to the map another survey will have to be completed. The survey will be up for the life of the project, and it will be incorporated into the website that is launching soon.

Ms. Dutkiewicz stated Rowe will be meeting with Steering Committee members to provide additional updates on June 11th.

Mr. Maurer asked if everyone on the Steering Committee had received invites to the meeting with Rowe, and if they had not to please reach out.

V. NEW BUSINESS

*****A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #17**

Ms. Dutkiewicz reviewed TIP Amendment #17. This amendment abandons one transit project, which is based on the Flint MTA receiving their allocation amount for fiscal year 2024. This amendment also changes five local projects. One project for Montrose and three projects for the Genesee County Road Commission are included due to an update in funding source. The City of Flint project for the West Second Street bridge is included due to receiving additional State funding. There is one small urban project being added for the City of Linden. The City of Linden currently has a fiscal year 2025 project listed in the Genesee County TIP, and the small urban funding will allow them the opportunity to expand the project to the city limits. The fiscal year 2024 Transit Capital GPA is adding one new transit project for 5339 - CTF Bus and Bus Facilities. This GPA change is due to Flint MTA using their allocation for the fiscal year 2024. At this time, staff is recommending the approval of TIP Amendment #17 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Amber Abbey, **Supported by** Michael Pifer, to approve Amendment #17 to the FY 2023-2026 TIP as presented. **Motion carried unanimously.**

*****B. Flint MTA Public Transportation Agency Safety Plan and Safety Targets**

Ms. Dru Hajec stated the Mass Transportation Authority (MTA) has completed its Public Transportation Agency Safety Plan (PTASP). The purpose of PTASP is to help transit operators better manage safety risks through the practice of Safety Management Systems. Included in the plan are the 2024 Transit Safety Performance Targets (SPT), which are updated annually and revised using the five-year average. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and support the MTA's targets or set their own targets. Previously staff has recommended that the GCMA support the MTA's Transit Safety Performance Targets as they are experts in their field. Once the 2024 Transit SPTs are adopted, they can be found within the Genesee County System Performance Report. Staff has reviewed the MTA Safety Plan 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). **Motion:** **Action:** Approve, **Moved by** Michael Pifer, **Supported by** Amber Abbey, to provide a recommendation of approval to the Metropolitan Alliance for the Flint MTA Public Transportation Agency Safety Plan and Safety Targets. **Motion carried unanimously.**

C. FY 2025 Transportation Improvement Program (TIP) Update

Ms. Dutkiewicz stated staff will be contacting all road and transit agencies that have fiscal year 2025 Transportation Improvement Projects (TIP) to discuss project updates and any anticipated issues. TIP progress status meetings will be held monthly to make sure all projects are moving forward in a timely manner. It is important that agencies do all they can to ensure projects are ready for application as early as possible for the fiscal year 2025. The Transportation Systems Management (TSM) subcommittee 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 the fiscal year 2025. Once the fiscal year 2025 MDOT Local Agency Programs (LAP) project schedule is available staff will submit documentation to each local agency.

Mr. Maurer added last year at this time some major updates were received on allocations directly related to the census, this is not anticipated to occur again this year. Other statewide changes were already built into current estimates that were updated last fall, so the expectation is there will not be too many changes for agencies that have 2025 projects. Some agencies have been contacted to collaborate on how projects from 2025 and 2026 could be combined.

D. FY 2026-2029 Transportation Improvement Program (TIP)

Ms. Dutkiewicz stated the fiscal year 2026 to 2029 Transportation Improvement Program Call for Projects is scheduled for this upcoming fall. Staff will be meeting with The Transportation System Management Subcommittee (TSM) in the summer to discuss project applications, project scoring, and policies and procedures related to the Call. Now is a good time for local road agencies to begin thinking about what projects they will be submitting, and to begin reviewing current TIP policies and procedures. Please provide comments on what your agency thinks may need to be revised or changed. Staff anticipates that the fiscal year 2026-2029 TIP document will receive final local approval in the early summer of the fiscal year 2025. Discussion ensued.

VI. OTHER BUSINESS

None.

VII. ANNOUNCEMENTS

Mr. Derek Bradshaw provided an update on the Genesee County Recycle Day program. The program is a popular free event, and appointments fill up very quickly. Staff is continuing to work diligently to establish a permanent recycling center to better serve Genesee County residents recycling needs. Discussion ensued.

A. 2024 Michigan Transportation Planning Association Conference

Mr. Maurer stated registration is open for the 2024 Michigan Transportation Planning Association Conference located in Muskegon, Michigan. If interested and time allows attendance is highly encouraged.

VIII. ADJOURNMENT

Chairperson Patsy adjourned the meeting at approximately 1:54 pm.

Respectfully submitted,
Candace Lester, Secretary
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: August 22, 2024

SUBJECT: FY 2026-2029 Transportation Improvement Program (TIP) Call for Projects Policies and Procedures and Applications Approval

The Transportation System Management Subcommittee (TSM) met on July 25, 2024, August 8, 2024, and August 15, 2024 to discuss updates to the Transportation Improvement Program (TIP) Policies and Procedures and Applications for the FY 2026-2029 TIP. There were few changes to the applications from the last call for projects and the majority of the changes were updating the Reprogramming policy to clarify procedure for project overages. At the August 15th meeting, the TSM Subcommittee approved the Policies and Procedures along with the Application score cards for the FY2026-2029 TIP. These documents are attached.

At this time, the TSM subcommittee is requesting that the Technical Advisory Committee provide a recommendation of approval to the Metropolitan Alliance for the updated TIP Policies and Procedures and the updated application score cards for the FY 2026-2029 TIP.

TIP ASSURANCES, PROCEDURES, AND POLICIES

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 Process (CMP), 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 Infrastructure Investment and Jobs (IIJA) 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 and STBG Flex Urban funding) eligible activities include: preserve, expand, improve, transit, safety, bridge, enhancement, and studies.
- 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 Area 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)
- CRP - Carbon Reduction Program

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 and Expand applications, and that the associated costs be submitted in the application and considered in the evaluation. Please identify both participating and non-participating costs in the project application.

- 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.

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, STBG Flex Urban, STBGL, 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)
4. 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. Total project cost 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.

Please note that these guidelines outline the fundamental amendment triggers for Genesee County projects, however, other project changes may trigger a federal TIP amendment.

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 for both current and prior FY projects, 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 the TIP cycle 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 LOCAL AGENCY / MPO PROJECT NOTIFICATION

MPO staff will maintain consistent communication with local agencies to ensure all locally selected TIP projects are obligated within their respective fiscal year (FY) based on MDOT LAP guidelines. The following procedures must be followed so that projects do not exceed their programmed amount and the TIP remains fiscally constrained.

1. For agencies with projects in the current FY, meetings shall be held with MPO staff once per month virtually or in-person, unless otherwise agreed upon, until all projects are obligated.
2. MPO staff **must** be notified from agencies immediately if cost of local project changes at any time for both current year and prior FY projects
 - a. Communication is required from agencies at the time of notification by MDOT LAP or assigned consultant for the following:
 - i. Estimate changes prior to requesting bids
 - ii. Time of accepting low bid
 - iii. Contract Amendments
 - iv. Close-outs
 - v. Any other instance where funding estimates would be changed during the life of the project

POLICY FOR FLEXING FUNDS

The IIJA 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 2045 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:

1. Projects must be on a federal aid road (specifically county primary and city major).
2. Eligible roads must also have a historic (1993) or current traffic count greater than 10,000 per day for roads with 2 travel lanes or greater than 25,000 per day for roads with more than 2 travel lanes.
3. Projects must add travel lanes or left turn lanes, or be intersectional improvements (converting to a roundabout, adding travel or turn lanes) to eligible roads.
4. The proposed improvement must be identified as a 2014 CMP deficiency or 2045 CMP deficiency in the current 2045 Long Range Transportation Plan (LRTP).

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

CMP NETWORK

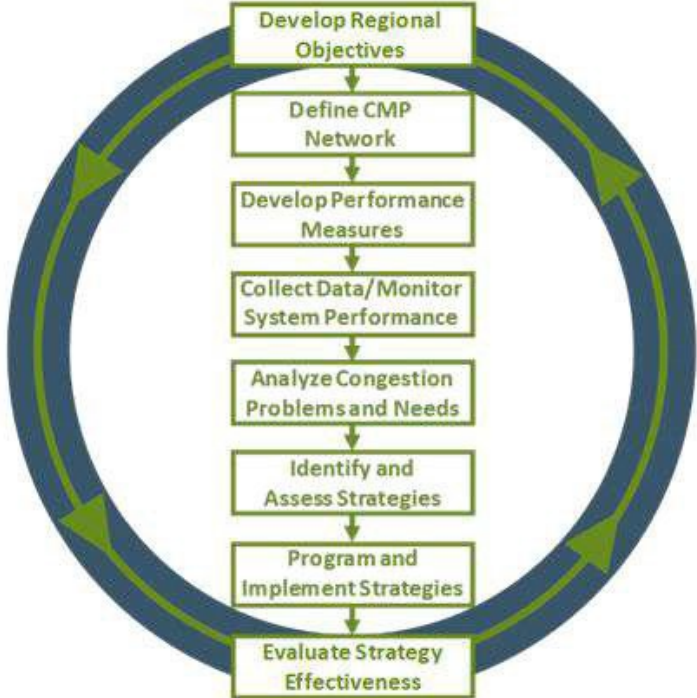
The Genesee County CMP Network is defined as the federal-aid road network in Genesee County. This network is used to evaluate congestion on a system-wide basis for the base year and horizon year of the Plan.

DEVELOP PERFORMANCE MEASURES





A system-wide daily Level of Service (LOS) is used as a performance measure for congestion in the CMP. The LOS is derived from volume to capacity ratios as illustrated in Table 9. A grade of "A" through "F" is assigned to all federal-aid 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. A systemwide daily LOS is generated by the model as a representation of how the federal-aid CMP network is performing as a whole. The network will be managed to operate at a daily LOS "D" or better in the base and horizon year of the transportation model as a system-wide benchmark for the CMP and for maintaining system-wide reliability. Please refer to the CMP Document for more information.

Genesee County Congestion Management Process



Volume to Capacity Severity Ranges

Volume to Capacity Severity Ranges	Volume to Capacity Ratio	Operating Conditions Severity	Level of Service	
	Daily 0 to 0.84 Peak Period 0 to 0.62	Traffic at free to stable flow	A-C	
	Daily 0.85 to 0.99 Peak Period 0.63 to 0.82	High density of traffic, but stable flow (Approaching Congestion)	D	
	Daily 1.00 to 1.24 Peak Period 0.83 to 1.00	Unstable flow- Lower speed some stops	E	Congested
	Daily over 1.25 Peak Hour Over 1.01	Forced or breakdown traffic flow- many stops	F	

ABLE 9. CONGESTION MANAGEMENT PROCESS CAPACITY SEVERITY

ANALYZE CONGESTION PROBLEMS AND NEEDS

Level of service (LOS) deficiencies for 24-hour (Daily), AM Peak, and PM Peak time periods from the urban travel demand model are used as a starting point to analyze and identify congestion problems and needs in Genesee County. Areas are considered approaching congestion if they are at a level of service D, and over capacity if the level of service is E or F for any of the identified time periods. This analysis is conducted for both the base and horizon year of the plan. Data from INRIX/NPMRDS (incident and bottleneck data) and crash data from the Michigan State Police are used to identify issues that may not typically be identified by a travel demand model LOS analysis. The deficiencies identified by the LOS analysis (Daily (24-hour), AM Peak, and PM Peak time periods), INRIX/NPMRDS, and MSP Crash Data are combined into a base year and horizon year deficiency maps. Note that INRIX/NPMRDS and MSP crash data are not projected to the horizon year, so the same deficiencies identified from these sources for the base year are also identified for the horizon year for the purposes of the initial deficiency identification. 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").

STRATEGY IDENTIFICATION

GCMA works collaboratively with its transportation planning partners to identify network deficiencies and to develop projects to address these deficiencies. The Genesee County CMP Toolbox includes 5 different strategy categories that could be used to manage congestion in the county. The structure of the CMP Toolbox has 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. The CMP Toolbox provides a process for agencies to follow to make sure all alternative options for a capacity-related project have been considered. Staff uses 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) AND CARBON REDUCTION PROGRAM (CRP) 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 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 CMAQ and CRP program funds. CRP funding is very similar to CMAQ funding in function and use. The TSM committee continues to agree to combine the two fund sources and award CMAQ and CRP funding based off CMAQ policies set in place for the 2026-2029 Call for Projects. FY 2026 CMAQ projects have already been programmed in the TIP. For FYs 2027 through 2029, the CMAQ and CR funding is estimated to be approximately \$1,188,348 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. The percent of match needed for each project will depend on if a project is funded with CMAQ or CRP funding. The guidelines below assume CMAQ funding otherwise CRP requires a 20% match.

FISCAL YEAR (FY) 2027-2029 CMAQ AND CRP FUNDING PRIORITIES

- Projects must be from eligible local road agencies, transit agencies, and planning agencies for the FY 2027-2029 CMAQ/CRP 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/CRP 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 that include interconnect or actuation can be funded at up to 100% CMAQ federal funds; 0% local match. Single intersection projects will be funded at 80% federal funds, 20% local match.
- Roundabouts are funded at 100% CMAQ federal funds; 0% local match.
- Intersection improvements can account for up to 39.3% of the total project funding available for local Genesee County CMAQ/CRP projects when combined with all four years of funding or as one individual year's worth of projects.

- Estimated funding for FYs 2027-2029 is \$467,021 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 39.3% of the total project funding available for local Genesee County CMAQ/CRP projects when combined with all four years of funding or as one individual year's worth of projects.
- Estimated funding for FYs 2027-2029 is \$467,021 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 13% 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 2027-2029 is \$154,485 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

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 8.4% of the total project funding available for local Genesee County CMAQ/CRP projects when combined with all four years of funding or as one individual year's worth of projects.
- Estimated funding for FYs 2027-2029 is \$100,000 per year.
- Must be an area-wide program.

CMAQ and Carbon Reduction Categories	% of Funding	Estimated Funding Per Year for 2027-2029	Estimated Total Funding 2027-2029
Intersection Improvements	39.3%	\$ 467,021	\$ 1,401,062
Transit	39.3%	\$ 467,021	\$ 1,401,062
Non-Motorized	13%	\$ 154,485	\$ 463,455
Rideshare and Air Quality Awareness	8.4%	\$ 100,000	\$ 300,000
Total	100.0%	\$ 1,188,348	\$ 3,565,044

TABLE 10. 2027-2029 CMAQ AND CRP FUNDING