

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

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

**Wednesday, September 15, 2021  
7:00 P.M.**

**AGENDA**

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes
  - \*\*\*A. Minutes of the July 21, 2021 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
  - A. FY 2022 Dues for Local Units
- IX. Committee Reports
- X. Old Business
  - A. Roundabout Implementation Study Update (presentation)
  - B. FY 2022 Transportation Improvement Program (TIP) Overview (attached)
  - \*\*\*C. FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects Policies and Procedures and Applications Approval (Attached)

- XI. New Business
  - A. Transportation Reauthorization (discussion)
  - \*\*\*B. Mass Transportation Authority (MTA): State-of-Good-Repair Targets Adoption (attached)
- XII. Other Business
- XIII. Announcements
- XIV. Adjournment

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

**NEXT MEETING – October 20, 2021 at 7:00 P.M.**

**GENESEE COUNTY METROPOLITAN ALLIANCE  
Regular Meeting Minutes  
Wednesday, July 21, 2021**

**MINUTES**

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, July 21, 2021, in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Third Floor, Flint, Michigan.

**I. CALL TO ORDER**

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

**II. ROLL CALL**

Members present and absent were noted as follows:

**UNIT REPRESENTED**

**MEMBERS PRESENT**

**MEMBERS ABSENT**

Genesee County

Commissioner Meredith Davis

Commissioner Debra Newman

City of Burton

Danny Wells  
Gregory Fenner

City of Clio

Duane Mosher

Eric Wiederhold  
Bonnie Bare  
Mayor Tim Bishop

City of Davison  
City of Fenton

Patricia Lockwood

Sean Sage  
Mayor Sheldon Neeley  
John Daly

City of Flushing

Brooke Good  
Tony Nowiski  
Chris Douglas  
Mayor Susan Soderstrom  
Don Becker

City of Grand Blanc

City of Linden

Ray Culbert

Ellen Glass

City of Montrose

Mark Richard

Dennis Heidenfeldt

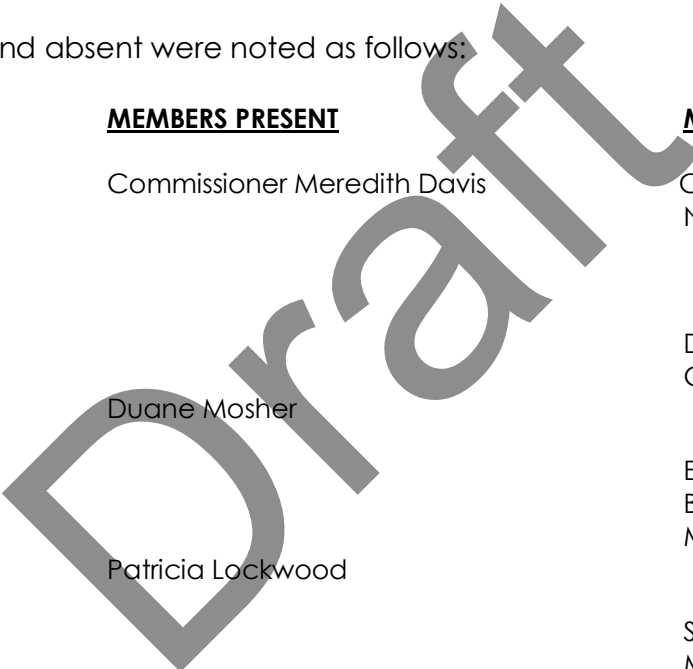
City of Mt. Morris  
City of Swartz Creek

John Gilbert

Argentine Township

Nate Henry

Brian Saad



Atlas Township	Paulette Johnson	Leslie Renckly Shirley Kautman-Jones Katie Vick
Clayton Township	Shelley Thompson	
Davison Township	Travis Howell	Tom Spillane Matthew Karr
Fenton Township		Kade Katrak Andrew Marko Robert Kesler Karyn Miller
Flint Township		
Flushing Township		Frederick Thorsby Mary Ann Price Rocky Fowler Lee Purdy Diane Hyrman
Forest Township Gaines Township		
Genesee Township Grand Blanc Township	Monica Shapiro	Joel Feick
Montrose Township		
Mt. Morris Township	Robert Johnson	Mark Emmendorfer Michele Loper
Mundy Township		Elmer Wilson Kimberly Jimenez Shane Towne Debra Ridley
Richfield Township	Gerry Masters	
Theftord Township		
Vienna Township	Pam Faris	
Goodrich Village	Angie Adamec	Sherry Moore Melissa Schluentz
Otisville Village Otter Lake Village Lennon Village Gaines Village		Joan Skias
Federal Highway Admin		Samuel Stiff Bruce Ferris Valerie Delauty Andrea Dewey Aaron Dawson Jeff Wright
Gen Cty Drain Comm Gen Cty Road Comm	Alex Patsy	

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GCMPC  
Mass Trans Authority

Shawnice Dorsy

Derek Bradshaw  
Ed Benning

Mich Dept of Trans

Jay Reithel

Steven Katenhus  
Trevor Block  
Carissa McQuiston

**OTHERS PRESENT:** Rachel Stunke, Jason Nordberg, Alicia Williams, and Jill Floeter.

### **III. MINUTES OF THE JUNE 16, 2021 REGULAR MEETING**

**Motion: Action:** Approve, **Moved by** Gerald Masters, **Supported by** Patricia Lockwood, to approve the minutes of the June 16, 2021 regular meeting as presented.

**Motion carried unanimously.**

### **IV. OLD BUSINESS**

None

### **V. NEW BUSINESS**

#### **A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #17**

Alicia Williams explained that the FY 2020 - 2023 TIP Amendment #17 includes MDOT's M-15 Project at Clark Street in the City of Davison with a budget increase from the current TIP cost of \$2.2 million to \$2.7 million dollars. Amendment #17 also includes a budget increase for MDOT's I-475 Project between the I-75 south junction and I-75 north junction increasing the budget from \$1.1 million to \$1.7 million dollars. Amendment #17 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. These projects 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. These projects also meet the Clean Air Act and Transportation Conformity rules.

Jay Reithel from MDOT was present to answer any questions.

**Motion: Action:** Approve, **Moved** by Mark Richard, **Supported by** Ray Culbert, to approve the FY 2020 – 2023 Transportation Improvement Program (TIP) Amendment #17 as presented.

**Motion carried unanimously.**

### **VI. OTHER BUSINESS**

None

**VII. ANNOUNCEMENTS**

Jason Nordberg welcomed everyone back to in-person meetings again and introduced two new staff members of GCMPC. Jill Floeter is the new secretary replacing Debby Compton and Alicia Williams is the new planner for the Transportation Division.

Chairperson Johnson stated that it's unknown at this time if the next scheduled meeting will take place on August 18, 2021. Jason Nordberg stated if there is a new project then a meeting will be held but that is not anticipated. Jay Reithel confirmed this information.

**VIII. ADJOURNMENT**

Chairperson Johnson adjourned the meeting at 7:11 p.m.

Respectfully submitted,  
Jill Floeter, Secretary  
Genesee County Metropolitan Planning Commission

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## MEMORANDUM

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

**FROM:** Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** September 15, 2021

**SUBJECT: FY 2022 Transportation Improvement Program (TIP) Overview**

Beginning in October, staff will be contacting road agencies a week early regarding TIP project amendments and administrative modifications. Amendments to the TIP and long-range plan require review by the Interagency Work Group (IAWG). Staff will draft an assessment of air quality exempt/non-exempt status for the amended projects. IAWG members will respond to staff as to whether they agree with the assessment and any changes to planning assumptions. Most project amendments can be done via email, however, if further discussion is needed the IAWG Committee will meet.

The MDOT Local Agency Programs (LAP) project schedule for FY 2022 has been released. Staff has attached the LAP FY 2022 Project Planning Guide for your review. Also, effective October 1, 2021, all final project submittals to MDOT Local Agency Programs (LAP) will require an LAP Project Certification. The MDOT Staff Engineer will provide the form to the local agency when the final revisions to the project documents have been completed. The Project Certification form will also serve as the local agency's request to obligate and advertise the project. The reason for this process change is to address findings identified by the Federal Highway Administration (FHWA) Michigan Division as part of their FY 2020 Compliance Assessment Program (CAP). A blank example of the Project Certification form (#2664) can be found in the MDOT Form Repository at: <https://mdotjboss.state.mi.us/webforms/GetDocument.htm?fileName=2664.pdf>

Please contact Alicia Williams, Planner, by phone (810) 766-6564 or e-mail [awilliams1@geneseecountymi.gov](mailto:awilliams1@geneseecountymi.gov) regarding any questions related to FY 2022 TIP projects.

**Local Agency Programs (LAP)  
FY 2022 Project Planning Guide  
May 2022**

	SUBMIT NEPA DOCUMENTATION (MDOT FORM 5323) TO LAP, 2-6 MONTHS BEFORE GI SUBMITTAL. DATES SHOWN HERE ARE APPROXIMATELY 4 MONTHS PRIOR TO GI SUBMITTAL DATES	FOR BRIDGE PROJECTS, SUBMIT TYPE, SIZE, AND LOCATION (TS&L) DOCUMENTS TO LAP		SUBMIT ACCEPTABLE GRADE INSPECTION PACKAGE TO LAP	APPROXIMATE GRADE INSPECTION MEETING DATE		SUBMIT FINAL ROW CERTIFICATION (ATTACHMENT B) TO LAP	SUBMIT FINAL DOCUMENTS TO LAP	LAP FORWARDS FINAL SUBMITTAL TO SPECS & ESTIMATES	LETTING DATE						
<b>LA begins Project Design. Prepare NEPA Form 5323, and forward to MDOT LAP between 2 and 6 months before GI submittal.</b>  <b>Also begin utility notification and coordination, coordination with railroads if applicable, coordination with MDOT for traffic and pedestrian signal work, permit application, property acquisition, etc.</b>		03/29/21	M													
		05/03/21	M													
	03/08/21	M	06/01/21	M	05/03/21	M	06/02/21	W	07/02/21	F	07/16/21	F	08/06/21	F	10/01/21	F
	04/12/21	M	07/06/21	T**	06/07/21	M	07/07/21	W	08/06/21	F	08/20/21	F	09/10/21	F	11/05/21	F
	05/11/21	M	08/02/21	M	07/06/21	T**	08/04/21	W	09/03/21	F	09/17/21	F	10/08/21	F	12/03/21	F
	06/07/21	M	08/30/21	M	08/09/21	M	09/08/21	W	10/08/21	F	10/22/21	F	11/12/21	F	01/07/22	F
	07/06/21	T**	09/27/21	M	09/07/21	T**	10/06/21	W	11/05/21	F	11/19/21	F	12/10/21	F	02/04/22	F
	08/09/21	M	11/01/21	M	10/04/21	M	11/03/21	W	12/03/21	F	12/17/21	F	01/07/22	F	03/04/22	F
	09/07/21	T**	11/29/21	M	11/01/21	M	12/01/21	W	01/03/22	M**	01/14/22	F	02/04/22	F	04/01/22	F
	10/04/21	M	12/27/21	M	12/06/21	M	01/05/22	W	02/04/22	F	02/18/22	F	03/11/22	F	05/06/22	F
	11/08/21	M	01/31/22	M	01/03/22	M	02/02/22	W	03/04/22	F	03/18/22	F	04/08/22	F	06/03/22	F
	12/06/21	M	02/28/22	M	01/31/22	M	03/02/22	W	04/01/22	F	04/15/22	F	05/06/22	F	07/01/22	F
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	02/07/22	M	05/02/22	M	04/04/22	M	05/04/22	W	06/03/22	F	06/17/22	F	07/08/22	F	09/02/22	F
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				06/06/22	M	07/06/22	W	08/05/22	F	08/19/22	F	09/09/22	F	11/04/22	F	

Please Note:

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

\*\* date adjusted for holiday

Dates shown for NEPA document submittal are generally 4 months before 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 LAP at least one year prior to submitting the Program Application.

For projects which FHWA has identified as Projects of Divisional Interest (PODI), submit Plans, Proposal, and Estimate to LAP at least two weeks prior to the dates shown in this guide.

## Local Agency Program Project Planning Guide

### May 2021

The goal of this document is to discuss the project development process for local agency projects let by Michigan Department of Transportation (MDOT). The suggested time frames below can vary due to the differences in complexity of projects; however, experience shows that local agency projects have a life cycle similar to that outlined below, from initial submittal to the desired letting date. The schedule does not account for or presume that sufficient federal fund obligation authority will be available during a given fiscal year. Such obligation authority availability may affect the project schedule by delaying the project, or possibly causing the project to be withdrawn or cancelled due to lack of sufficient funding.

Please note that this schedule does not apply to special funding programs such as the Emergency Response (ER) program, or to innovative delivery methods such as design-build and fixed-price-variable-scope (FPVS) projects. For potential non-design-bid-build projects, please contact the MDOT Local Agency Program (LAP) Supervisor or the MDOT Innovative Contracting Unit Supervisor.

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

- Complete and submit National Environmental Policy Act (NEPA) Requirements Form, MDOT Form 5323, available at [5323](#). For projects that may require an Environmental Assessment (EA), submit the EA document to LAP at least one year before making the Grade Inspection (GI) submittal.
  - MDOT Form 5323 is required for all projects. For all projects which include two or more job numbers, submit one 5323 form to include the entire project.
  - The timeframe for submittal will be dependent on the complexity of the project and is currently recommended at 2 to 6 months prior to the GI submittal. The additional time is needed so that MDOT can review and approve the NEPA classification for the project.
  - Submit the completed Form 5323 to the appropriate LAP Project Development Engineer (PDE). The PDE will begin reviewing the form and will reply with comments.
  - After the PDE receives the Form 5323, MDOT will create a ProjectWise (PWZ) folder for the project upon receipt. If additional permissions for folder access are needed, please request these permissions in your submittal. **PLEASE DO NOT MAKE A SEPARATE REQUEST TO MDOT, OR THE MDOT PROJECTWISE TEAM, FOR CREATION OF THE PROJECTWISE FOLDERS.**
- Complete Public Stakeholder Involvement- at a minimum, as required by NEPA and project type.
- Complete Utility Notification and Coordination.
- Begin Property Acquisition, if needed.
- Prepare an application for a Section 106 review and submit the application to the Michigan State Historic Preservation Office (SHPO). Reminder: The application must be completed by an individual/firm that meets the SHPO's qualifications. Also contact representatives of the 12 recognized Tribal Governments if required, request their input in

the project, and maintain records of the correspondence. Because each tribal government is a recognized sovereignty, contacts must be between governmental units. Therefore, the Act 51 Local Agency, which is a governmental unit, must make the tribal contact, and the local agency's consultant or any other designated person or group, shall not make the contact.

- Complete all soil investigation and geotechnical study tasks as required, for structures including bridges, boardwalks, and retaining walls; proposed signal poles; and watermain and sewer work).
- Prepare and submit applications for necessary permits, and coordinate with other agencies and departments (U.S. Army Corps of Engineers, MDOT, other local agencies, etc.).
- If a railroad is located within the project limits or on an alternate or detour route, contact the railroad owner for concurrence, determine if a Diagnostic Safety Review (DSTR) meeting is needed, attend the meeting as necessary, and incorporate the DSTR recommendations into the design package. A guide for railroad requirements can be found on the LAP website ([www.michigan.gov/mdotlap](http://www.michigan.gov/mdotlap)), at [Railroad Crossing Within or Near Project Limits](#) .
- If a MDOT signal, beacon, actuation devices, or other types 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 of 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 needed.
- If combining work with an adjacent MDOT Trunkline project, contact the local TSC to begin design coordination.
- Confirm 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) and forward it to the appropriate LAP Staff Engineer, at least 5 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.

- Place the 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.
- 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:**

- Ensure 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), found at <https://mdotcf.state.mi.us/public/dessssp/spss/index.cfm?cookietest=true>
- Prepare final documents based on the GI meeting comments, 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, all with all GI comments addressed.
- 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 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 Staff Engineer will review the final submittal documents and may have additional comments. Address all final comments made by the staff engineer.
- The Staff Engineer will send the local agency a draft bid package for review. The local agency must send its approval to advertise to the Staff Engineer.
- After all issues have been addressed, 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:**

- The Project Planning Guide is prepared assuming that the bid package will be publicly advertised for five weeks. Based on such factors as relative complexity of the project, funding requirements, or other outside considerations, MDOT may advertise the project for a shorter time period 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 10% of the engineer's estimate, the local agency must justify or reject the bids.

## MEMORANDUM

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

**FROM:** Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** September 15, 2021

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects Policies and Procedures and Applications Approval**

The Transportation System Management Subcommittee (TSM) met on August 26, 2021, and August 31, 2021 to discuss and approve updates to the Transportation Improvement Program (TIP) Policies and Procedures and Applications for the FY 2023-2026 TIP Call for Projects. There were few changes to the applications from the last call for projects and most of the changes were made to match language from the Long-Range Transportation Plan (LRTP). The Technical Advisory Committee (TAC) reviewed and approved the proposed documents at their September 2<sup>nd</sup> meeting. These documents are attached for your review.

At this time, the Technical Advisory Committee (TAC) is recommending approval from the Metropolitan Alliance for the attached TIP Policies and Procedures and the Applications for the FY 2023-2026 TIP Call for Projects.

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 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 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 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)

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 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)
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 1<sup>st</sup> 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 15<sup>th</sup> 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 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). Please see the attached 2014 CMP Deficiencies and 2045 CMP Deficiencies maps.
5. 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

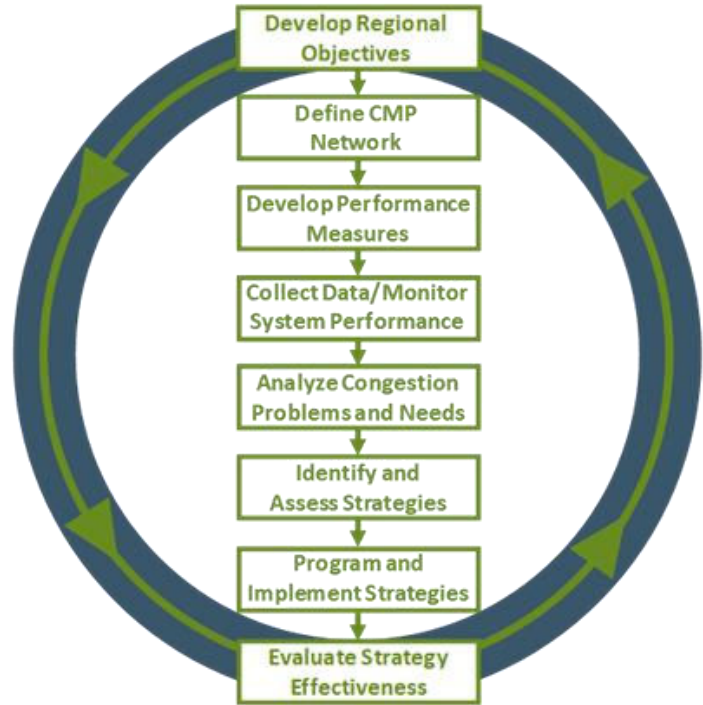
### CMP Network

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 the following table. 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 (LOS)	STABLE FLOW
	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	

## **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 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. 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) 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 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 2023 CMAQ projects have already been programmed in the TIP. For FYs 2024 through 2026, the funding is estimated to be approximately \$849,128 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) 2024-2026 CMAQ Funding Priorities**

- Projects must be from eligible local road agencies, transit agencies, and planning agencies for the FY 2024-2026 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 that include interconnect or actuation 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 2024-2026 is \$319,370 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 2024-2026 is \$319,370 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 2024-2026 is \$110,388 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 11.8% 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 2024-2026 is \$100,000 per year
- Must be an area-wide program

<b>CMAQ Categories</b>	<b>% of Funding</b>	<b>Estimated Funding Per Year for 2024-2026</b>	<b>Estimated Total Funding 2024-2026</b>
<b>Intersection Improvements</b>	<b>37.6%</b>	<b>\$ 319,370</b>	<b>\$ 958,110</b>
<b>Transit</b>	<b>37.6%</b>	<b>\$ 319,370</b>	<b>\$ 958,110</b>
<b>Non-Motorized</b>	<b>13.0%</b>	<b>\$ 110,388</b>	<b>\$ 331,164</b>
<b>Rideshare and Air Quality Awareness</b>	<b>11.8%</b>	<b>\$ 100,000</b>	<b>\$ 300,000</b>
<b>Total</b>	<b>100.0%</b>	<b>\$ 849,128</b>	<b>\$ 2,547,384</b>

# **FY 2023-2026 Applications**

## Overview of Applications

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### **Applications for FY 2023-2026 TIP**

- a. Non-Motorized Application
- b. Transit Application
- c. CMAQ Application
- d. Preservation/Reconstruction/PASER 5 Application
- e. Expand Application
- f. Project Funding Levels

# FY 2023-2026 Applications

## Non-Motorized Application

### Non-Motorized Application -\$441,509 per year

Indicator	Points Available
Priority on Statewide, Regional, or Local trail plans	50
Supports Connections to Local & Regional Trails	15
Improves Safety	10
Local Match	6
Preliminary Design Completed	5
Completed in conjunction with another transportation project	5
Right-of-Way	3
Other Funding Sources Identified	3
Operations & Maintenance	3
Total	100

# FY 2023-2026 Applications

## Transit Application

<b>Transit Application</b>	<b>Points</b>
Maintain/Sustain System	25
Improve Efficiency or Effectiveness of System	10
Safety	10
Improve Service utilization	10
Expand to meet demand	15
Shifting of Social-Economic Bases	10
Area-wide Judgement and Impact	20
<b>Total</b>	<b>100</b>

# FY 2023-2026 Applications

## CMAQ Application

### FY 2023-2026 TIP:

For FYs 2024 through 2026, the funding is estimated to be approximately \$849,128 per year

CMAQ Categories	% of Funding	Estimated Funding Per Year for 2024-2026	Estimated Total Funding 2024-2026
Intersection Improvements	37.6%	\$ 319,370	\$ 958,110
Transit	37.6%	\$ 319,370	\$ 958,110
Non-Motorized	13.0%	\$ 110,388	\$ 331,164
Rideshare and Air Quality Awareness	11.8%	\$ 100,000	\$ 300,000
Total	100.0%	\$ 849,128	\$ 2,547,384

### Intersection Projects Identified

The 14 intersections in the roundabout study will be prioritized for funding for conversion to a roundabout

# FY 2023-2026 Applications

## Summary of Applications

<b>FY 2023-2026</b>	
<b>Transportation Improvement Program Application Summary</b>	
<b>Preservation/Reconstruction/PASER 5 Application - \$8,846,750 per year</b>	Points
Pavement Condition	65
Average Daily Traffic (ADT)	17
Complete Streets	3
Safety and Implementation of Roundabout Study Top Tier Intersections	5
Areawide Impact	10
Total	100
<b>Roadway Expand Application - \$805,500 per year</b>	Points
Identified Congestion Management Process Deficiency (CMP)	65
Pavement Condition	15
Safety	4
Access Management	2
Areawide Impact	5
Complete Streets	4
Implementation of Roundabout Study Top Tier Intersections	5
Total	100

## FY 2023-2026 Applications Project Funding Levels

These are staff's estimated annual funding levels for the following application categories, along with CMAQ, based on FY 2021 funding allocations:

- Preservation/Reconstruction--\$8,846,750 (\$35,387,000 for FY 2023-2026)
- Roadway Expand--\$805,500 (\$3,222,000 for FY 2023-2026)
- Non-Motorized--\$441,509 (\$1,766,036 for FY 2023-2026)
- Congestion Mitigation Air Quality (CMAQ)--\$832,533 (\$3,330,132 for FY 2023-2026)

## MEMORANDUM

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

**FROM:** Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** September 15, 2021

**SUBJECT:** **Congestion Mitigation Air Quality (CMAQ) Call for Projects Funding for FY 2023-2026**

Projects submitted for Congestion Mitigation Air Quality (CMAQ) funding Must use the MDOT CMAQ application and must improve air quality by contributing to the reduction of mobile source emissions. Priority will be given to projects with the greatest emissions reduction in each category. CMAQ funds can be used for projects such as traffic signal optimization, roundabouts, transit vehicle purchases, and non-motorized improvements. Projects that include a safety component (such as roundabouts or traffic signal improvements with interconnects or actuation) are eligible for a 100% federal share. Other CMAQ projects will require the usual 20% match.

MDOT has committed to allocating CMAQ funding to Genesee County through the 2026 fiscal year, however, funding may be affected by changes to federal rules and regulations related to air quality and CMAQ funding.

The following chart identifies the proposed funding categories, percentages, and estimates for FYs 2024 through 2026. The Transportation Systems Management (TSM) Subcommittee is recommending these categories and amounts for CMAQ funding.

**Genesee County CMAQ Funding Estimates**

<b>CMAQ Categories</b>	<b>% of Funding</b>	<b>Estimated Funding Per Year for 2024-2026</b>	<b>Estimated Total Funding 2024-2026</b>
<b>Intersection Improvements</b>	<b>37.6%</b>	<b>\$ 319,370</b>	<b>\$ 958,110</b>
<b>Transit</b>	<b>37.6%</b>	<b>\$ 319,370</b>	<b>\$ 958,110</b>
<b>Non-Motorized</b>	<b>13.0%</b>	<b>\$ 110,388</b>	<b>\$ 331,164</b>
<b>Rideshare and Air Quality Awareness</b>	<b>11.8%</b>	<b>\$ 100,000</b>	<b>\$ 300,000</b>
<b>Total</b>	<b>100.0%</b>	<b>\$ 849,128</b>	<b>\$ 2,547,384</b>

## MEMORANDUM

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

**FROM:** Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

**DATE:** September 15, 2021

**SUBJECT: **Transportation Alternatives Program (TAP) Call for Projects Funding for FY 2023-2026****

The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options such as bike and pedestrian facilities. Other eligible projects can be found on the Michigan Department of Transportation (MDOT) TAP website. TAP projects require at least a 20% match.

GCMPC will use the web-based MDOT TAP application for the FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects. This will allow the application to be reviewed and considered for both local and MDOT TAP funding. Genesee County receives approximately \$442,000 in TAP funding annually and the Transportation Systems Management (TSM) Subcommittee is recommending the use of the following scoring sheet to prioritize and select projects for Genesee County local TAP funding. Please note that MDOT gives additional points to projects that exceed the minimum 20% match requirement for the statewide MDOT TAP funding.

Score Type: Non-Motorized	
Indicator	Points Available
Priority on Statewide, Regional, or Local trail plans	50
Supports Connections to Local & Regional Trails	15
Improves Safety	10
Local Match	6
Preliminary Design Completed	5
Completed in conjunction with another transportation project	5
Right-of-Way	3
Other Funding Sources Identified	3
Operations & Maintenance	3
<b>Total</b>	<b>100</b>

# Transit Application

Genesee County Metropolitan Alliance

FY 2023-2026

Transportation Improvement Program



## TRANSIT APPLICATION

### Please Complete and Attach as a Front Cover to Your Transit Application

To: Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

Agency: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone/E-Mail: \_\_\_\_\_

#### **Proposed Project Information**

(Please attach commitment from local funding agency in the form of minutes and a Resolution of Support. This is required for eligibility.)

Location of project \_\_\_\_\_

Street Address \_\_\_\_\_

Project Total Cost \_\_\_\_\_

Project Description: (Please refer to list provided)

\_\_\_\_\_

**NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.**

#### **Performance Measures and TIP Projects**

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required. These seven areas include: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement; Environmental Sustainability, and Reduced Project Delivery Delay. Keep in mind that projects should be able to address performance measures which will help Genesee County meet its targets. A list of the transit State of Good Repair Targets is included at the end of this application.



**I. ESTIMATED PROJECT COST**

Item	Total Cost	Federal Funds Requested	State Funds Requested (Match)	Local Match	Other Source of Funds	Funds Type & Amount
Transit Capital	\$	(80%) Max \$	\$	(20%) Min \$	(Y/N)	
Transit Operations	\$	(50%) Max \$	\$	(50%) Min \$	(Y/N)	
Transportation Enhancement	\$	(80%) Max \$	\$	(20%) Min \$	(Y/N)	
Transportation Demand Management	\$	(80%) Max \$	\$	(20%) Min \$	(Y/N)	
Total Project cost	\$	\$	\$	\$	(Y/N)	

**Proposed Implementation Schedule**  
(Indicate beginning month/year and ending month/year for each activity)

Circle as many as needed Preferred Fiscal Year =1 Second Preferred year = 2	2023	2024	2025	2026
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Item	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
R.O.W Acquisition												
Preliminary Engineering												
Construction Engineering												
Grade Inspection												
Bid Letting												

Construction												
Non-Participating												

**II. MAINTAIN/SUSTAIN A METROPOLITAN TRANSPORTATION SYSTEM (MTS)**

Please describe the proposed project's effect on the existing transit system. Does this project help achieve and maintain a state of good repair for the MTS? (Points are awarded if existing service will be negatively affected without the project.)

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Meets minimum age criteria for replacement items. (5 points)  
OR  
Exceeds minimum age criteria for replacement by 1 or 2 years. (10 points)  
OR  
Exceeds minimum age criteria for replacement by 3 + years. (15 points)

Project is essential to daily provisions of public transportation services.  
(10 points)

**III. IMPROVE EFFICIENCY OR EFFECTIVENESS OF THE MTS – (0-10 Points Available)**

Project meets standard service or performance criteria:

- 10** points if standards are exceeded;
- 8** points if standards are met;
- 5** points if project addresses but does not completely meet need.

Please describe how the project will meet or exceed service standards as it improves the efficiency/effectiveness of the MTS.

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**IV. SAFETY (10 POINTS)**

Does project correct documented major safety problems (# of accidents; injuries/fatalities)? Y / N If yes, how

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**V. IMPROVE SERVICE UTILIZATION (10 POINTS)**

Please explain how project will improve service utilization using the criteria listed below:

1. Increase in alternative commuting options (i.e. HOV lanes, transit friendly carpool lots, ITS improvements) - **4** points
2. Quality improvements, e.g., passenger amenities such as passenger shelters, signage, etc. **3** points
3. Projects are identified in Congested Corridors. (see Congestion Management Document) – **3** points

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**VI. EXPAND TO MEET DEMAND ON THE MTS - (15 Points)**

Please describe how this project will expand the services of the MTS:

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**VII. SHIFTING OF SOCIAL-ECONOMIC BASES (10 Points)**

If the project is needed to address social or economic development issues, projects, or changes in ridership composition, please explain:

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VIII. AREA-WIDE JUDGMENT AND IMPACT - (0 - 20 Points Available)

Area-wide judgment shall be considered for certain important and significant criteria which do not fit any of the above categories but which, nevertheless, should be included in establishing priorities. This criterion includes the following:

1. Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings. (Please refer to the Congestion Management Document and indicate which strategies from the tool box have been tried.)

Alt #1 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Alt #2 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2. Is this project located in an Environmental Justice (EJ) Zone identified in the Genesee County 2045 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3. Who benefits from this project?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. Are other transportation-related improvements taking place in the area? Y / N, If yes, what/where?

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DEPRECIATION SCHEDULE FOR TRANSIT  
AGENCIES' CAPITAL ITEMS

Depreciable Life

Buildings - new	20 years
Office furniture, fixtures, and equipment ( <u>not</u> structural components of the buildings) such as desks, files, safes, communication equipment (radios and telephones)	10 years
Information systems - computers and their components. Data handling equipment, typewriters, calculators, copiers	6 years
Cars, taxi	3 years
Buses - small (up to 22 passengers) body on van cutaway (includes Carpenter and Wheel Coach for replacement)	7 years
Buses - medium (from 23 to 30 passengers) body on truck chassis	7 years
Buses - large (over 30 passengers)	12 years
Trucks - light duty (under 13,000 lb. g.v.w.)	4 years
Trucks - heavy duty (over 13,000 lb. g.v.w.)	6 years
Bus radios, base stations, remotes	10 years
Maintenance garage items:	
Roller cabinets, portable tool stands, portable compressors, portable hoists, diagnostic equipment	10 years
Lift trucks, engine and transmission stands, brake lathes	8 years
Power hand tools, portable bus washers, power (hydraulic) jacks, cherry pickers, parts cleaners, grease guns and pumps, power floor cleaners, lawn mowers, snow blowers, and precision hand tools	5 years
Hand tools, oil pumps, fuel pumps, portable lighting equipment, and grinders	3 years
Creepers, wheeled stools	2 years

## CAPITAL FUNDING CRITERIA

1. Replacement buses and rehab. of existing buses are the first priorities for state matching funds.
2. Urban Section 9 Program - Provide state match for all items requested unless they did not meet the definition of “essential.”
3. Section 3 Program - Provide state match for transit agency priorities #1 and #2, unless an item did not meet the definition of “Essential”, in which case, a lower priority “essential” items was moved up.
4. Definition of “essential” - Those capital items directly needed to maintain service.
  - a. Communication Equipment - Replacement only.
  - b. Maintenance Equipment and Parts
  - c. Operational Support Equipment and Services - Equipment and services directly involving the daily provision of service, such as continuation of the capital cost of contracting, tire leases, bus leases, computers and computer leases and operational support vehicles.
  - d. Expansion buses for ADA if included in the transit agency Para transit plan.
5. Definition of “Non-essential” - Items which are not needed to maintain daily service.  
For example:

* Office furniture and equipment	* Computer tables and chairs
* Training equipment	* Shelters and pads
* Expansion buses	* Signage
* Administrative vehicles	* Facility equipment (flagpole, lawn irrigation system, utility tractor, etc.)
6. New Facilities or Facility Renovations - These items are not eligible for inclusion in the Section 3 application, as FTA is interpreting the reauthorization language which states the grant is for the . . . “purchase of buses and bus related equipment” to mean no facility work is eligible.

**MTA State of Good Repair Targets, Adopted by the Genesee County Metropolitan Alliance**

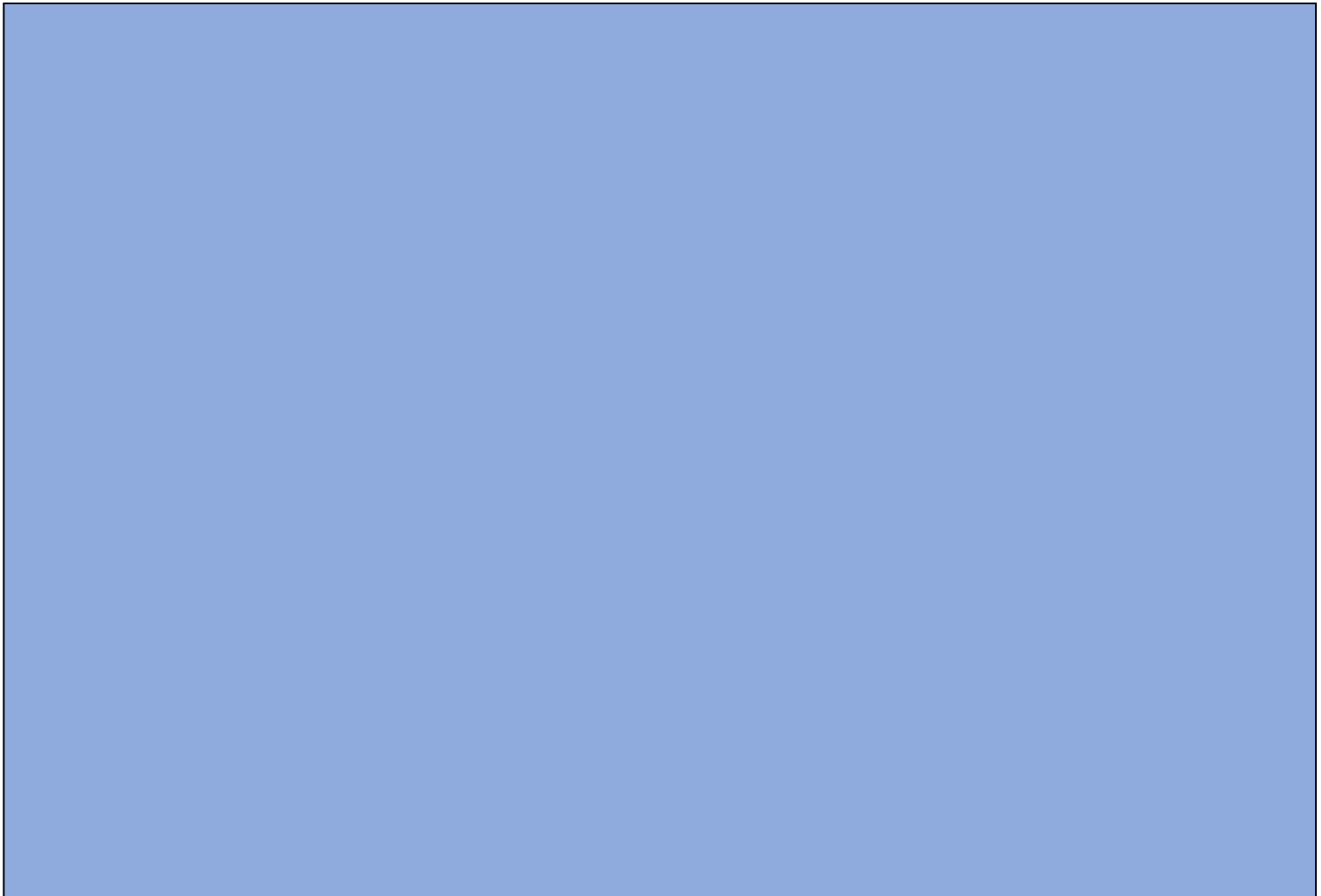
<b>Asset Class</b>	<b>Current Condition</b>	<b>2018 Target</b>	<b>2019 Target</b>
Revenue Vehicles: Small Bus and Van, Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)	1% of our fleet to be past Useful Life Benchmark (ULB)
Revenue Vehicles: Large Bus Class, Motorbus	51% of our fleet past Useful Life Benchmark (ULB)	42% of our fleet to be past Useful Life Benchmark (ULB)	33% of our fleet to be past Useful Life Benchmark (ULB)
Service Vehicles	50% of our fleet past Useful Life Benchmark (ULB)	40% of our fleet to be past Useful Life Benchmark (ULB)	<40% of our fleet to be past Useful Life Benchmark (ULB)
Facilities – all Classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

VRM is Vehicle Revenue Miles, MB is Motor Bus, and DO is Direct Operated

# ***Roadway Expand Application and Congestion Management Process (CMP) Checklist and Toolbox***

Applicant Agency: \_\_\_\_\_

Project: \_\_\_\_\_



FY 2023-2026 Transportation Improvement Program



GENESEE COUNTY  
METROPOLITAN PLANNING  
COMMISSION



**Please complete and return the Congestion Management Process (CMP) Checklist, CMP Toolbox, and the Project Application.**

**The CMP Checklist** is a self-assessment of the current condition of the proposed corridor as it relates to congestion management and should be completed prior to filling out the project application. The checklist walks the applicant through the CMP toolbox to help determine the best option for improving the operation of the corridor.

# Congestion Management Checklist

2023-2026 Transportation Improvement Program (TIP)

## AGENCY

Applicant Agency:

Contact Person:

## PROJECT INFORMATION

Project Name:

Project Description:

Project Purpose:

**Please provide the current and one historical traffic count from this corridor:**

<b>Current ADT:</b>		<b>1993 ADT if needed:</b>	
Year	Count	Year	Count

\*Note: The Current ADT count must have been collected within the last five years.

**Proposed Project Year:**

**Is the corridor identified as a deficiency on the 2014 or 2045 CMP Deficiencies Map?**

Yes       No

**What do you feel is the primary cause of congestion along this corridor?**

## CMP TOOLBOX STRATEGIES

To begin the strategy evaluation, a “toolbox” of congestion mitigation measures was assembled that includes a variety of strategies that could be used. Following an approach used by the New Jersey DOT, the strategy “toolbox” is arranged so that the measures on top take precedence over those on the bottom. The general categories for the “toolbox” are as follows:

### GENESEE COUNTY CMP “TOOLBOX” STRATEGIES:

- Strategy #1:** Reduce Person Trips or Vehicle Miles Traveled (VMT)
- Strategy #2:** Shift Automobile Trips to Other Modes
- Strategy #3:** Shift Trips from SOV to HOV Auto/Van
- Strategy #4:** Improve Roadway Operations (signal timing, turning lanes, etc.)
- Strategy #5:** Adding Thru-Lane Capacity

#### 1) Reduce Person Trips or Vehicle Miles Traveled

- Are land use policies in place to encourage the creation of sidewalks, bike paths, and/or transit facilities along the proposed corridor? Check all that apply.

Sidewalks       Bike Paths       Transit       None

- Have major businesses along the corridor been informed about strategies to reduce traffic such as telecommuting, flextime scheduling, or a compressed work week?  
 Yes       No

**If “No” was checked for any of the #1 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

#### Comments:

#### 2) Shift Automobile Trips to Other Modes

- Are there available transit options along the proposed project corridor?

Yes       No

- Are there sidewalks, bicycle lanes, or other non-motorized facilities currently in place along the proposed corridor? Check all that apply

Sidewalks       Bike Paths       Other Non-Motorized       None

**If “No” was checked for any of the #2 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

**3) Shift Trips from Single Occupancy Vehicles to High Occupancy Vehicles**

- Are there programs and facilities in place to encourage the use of High Occupancy Vehicles?

Yes       No

- Is there the potential to offer transportation demand management solutions such as ridesharing, preferential parking, employer-provided shuttles, or additional car pool lots along the corridor?

Yes       No

**If “No” was checked for any of the #3 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

**4) Improve Roadway Operations**

- Have the traffic signals along the corridor been timed for optimal traffic flow?

Yes       No

If yes, when?

- Is there the potential to improve traffic flow at intersections along the corridor through dedicated turn lanes and/or turning restrictions?

Yes       No

- If so, which intersections?

- Have Intelligent Transportation Systems been implemented along the corridor to help address accidents and other non-recurring congestion?

Yes       No

- Has access management been implemented along the corridor to help reduce conflict points and improve traffic flow?

Yes

No

**If “No” was checked for any of the #4 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

**5) Adding Thru-Lane Capacity**

**This is considered a “last resort” after all the other strategies have been considered.**

# ***Roadway Expand Project Application***



FY 2023-2026 Transportation Improvement Program



**GENESEE COUNTY**  
METROPOLITAN PLANNING  
COMMISSION



**GENESEE COUNTY**  
METROPOLITAN ALLIANCE

# Roadway Expand Application

Please complete and attach as a front cover to your application.

**Note: Roadway Expand projects must be identified in the LRTP as having CMP deficiencies in the year the project is proposed and must have a current or 1993 daily traffic count greater than 10,000 for a road with 2 through lanes or 25,000 for roads with more than 2 through lanes.**

TO: Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

Road Agency: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone/E-mail: \_\_\_\_\_

## Proposed Project Information

(Please attach commitment from local funding agency in the form of a Resolution of Support. This is required for eligibility)

If in a Township, which one? \_\_\_\_\_

Road Name \_\_\_\_\_

Point of Beginning \_\_\_\_\_

Point of End \_\_\_\_\_

Project Length in Feet \_\_\_\_\_

Project Description: \_\_\_\_\_  
(Please refer to list provided)

**NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.**

Existing Number of Lanes \_\_\_\_\_

Existing Pavement Width \_\_\_\_\_

Proposed Number of Lanes \_\_\_\_\_

Proposed Pavement Width \_\_\_\_\_

Proposed Length of Right Turn Bay \_\_\_\_\_

Proposed Length of Left Turn Bay \_\_\_\_\_



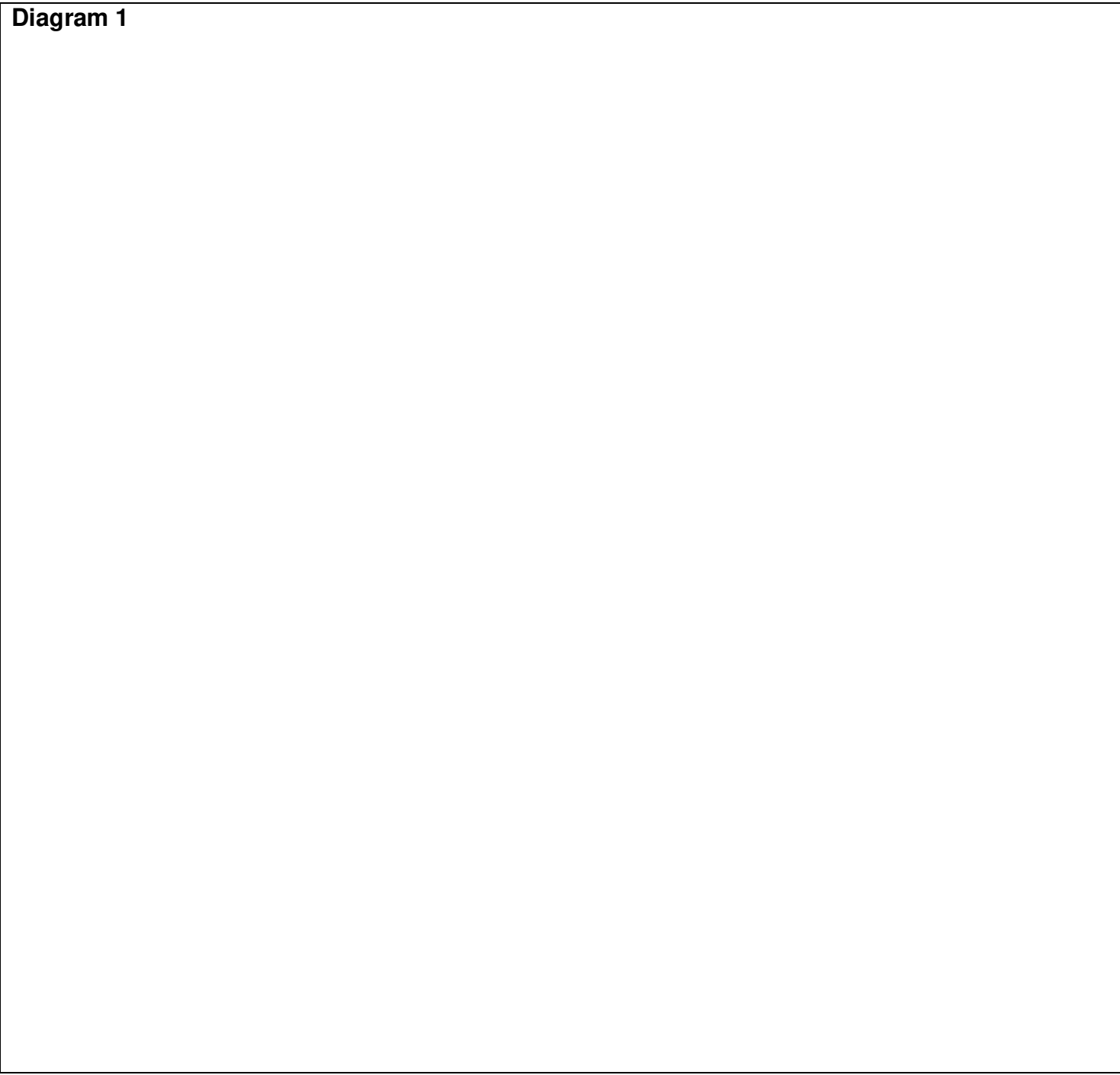
Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings. (Expand application must include a completed Congestion Management Checklist. Indicate which strategies from the tool box have been tried in the answers below.)

Alt #1 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Alt #2 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Diagrams of the existing segment, intersection, or area drawn at an appropriate scale and in sufficient detail to describe the existing situation and proposed improvement.**

**Diagram 1**



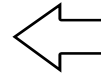
## Diagram 2

Identify in Diagram:

1. Volumes
2. Lanes, lane widths
3. Movement by lane
4. Parking locations
5. Bay lengths



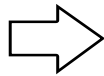
**North / South Street name**



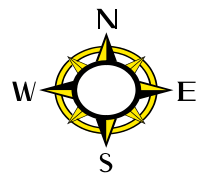
Approach 3

**East / West Street Name**

Approach 1



Approach 4





Performance Measures and TIP Projects

A key feature of the Fixing America’s Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required. These seven areas include: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement; Environmental Sustainability, and Reduced Project Delivery Delay. Keep in mind that projects should be able to address performance measures which will help Genesee County meet its targets. A list of performance measures and targets is included at the end of this application.

**IDENTIFIED CONGESTION MANAGEMENT PROCESS DEFICIENCY (CMP)**

Projects can receive up to **65 points** for an identified Level of Service (LOS) deficiency for a Segment **or** Intersection, **or** can receive points for an identified Safety and Reliability Deficiency. Please use the information provided on the attached listing of CMP Deficiencies to fill in the information below.

**Current traffic count (Last 5 years)** \_\_\_\_\_ **1993 count if needed** \_\_\_\_\_

**Project Year:** \_\_\_\_\_

<b>Select the most applicable CMP scoring criteria for your project from one of the three choices below:</b>	
<b>Segment Capacity Information:</b>  LOS _____ Points _____	<b><u>Segment Points</u></b> Level of Service “D” = 40 points Level of Service “E” = 50 points Level of Service “F” = 65 points
<b>OR</b>	
<b>Intersection Capacity Information:</b>  <b>North and South Legs:</b> LOS _____ Points _____  <b>East and West Legs:</b> LOS _____ Points _____	<b><u>Intersection Points Per Leg</u></b> Level of Service “A” = 4 points Level of Service “C” = 10 points Level of Service “D” = 20 points Level of Service “E” = 25 points Level of Service “F” = 32.5 points
<b>OR</b>	
<b>Safety and Reliability Information:</b>  Qualification: _____ <i>Ex: Top 25 Crash Location</i>  Points _____	<b><u>Safety and Reliability Points</u></b> Top 25 Crash Location = 50 points Top 25 Bottlenecks = 50 points High Crash Location = 40 points 10 or more Incidents = 40 points

**PAVEMENT CONDITION** (15 Points Available)

2021 PASER Rating: \_\_\_\_\_ (From Attached GCMPC 2021 PASER Map)

<b>PASER Rating</b>	<b>Points</b>
1-4	15
5-6	8
7-10	0

**PERFORMANCE PRINCIPLES** (20 Points Available)

1. **SAFETY** - (4 Points Available)

Points will be given to projects that implement safety improvements in conjunction with normal roadway improvements. Safety improvements such as signage and/or signal upgrades, lane re-striping, turn lane additions, roundabouts, etc. all qualify. Please describe below the safety improvements proposed for this project.

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2. **ACCESS MANAGEMENT** – (2 Points Available)

Points will be given to projects that employ access management techniques as the use of these techniques can help reduce traffic congestion, preserve the flow of traffic, improve traffic and non-motorized safety, prevent crashes and preserve existing road capacity.

Does this project address access management? If yes how? If not, why not?

Please be specific in identifying access management strategies used, such as describing the proposed number and location of driveway closures and the average driveway spacing.

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**3. AREA-WIDE IMPACT - (5 Points Available)**

Agency judgement shall be taken into consideration in this category. There are certain important and significant criteria which do not fit into any of the above categories. Nevertheless, these should be included in establishing priorities. This criterion includes the following:

- a. Is this project located in an Environmental Justice (EJ) Zone identified in the Genesee County 2045 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects?

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- b. Please identify and explain any additional transportation-related improvements taking place in the area.

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- c. Please identify any capacity-related bridge improvements that will need to be made in conjunction with this project. Please include information on current bridge condition and capacity.

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## Performance Measures and Targets

<b>Performance Area</b>	<b>Measure</b>	<b>Baseline Condition (2017 data)</b>	<b>2-Year State Target</b>	<b>4-Year State Target</b>
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.0%	23.0%
	Percent NHS Deck Area in Poor Condition	9.8%	7.0%	8.0%
Pavement	Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
	Percent of Non-Interstate NHS Percent in Good Condition	49.7%	46.7%	43.7%
	Percent of Non-Interstate NHS in Poor Condition	18.6%	21.6%	24.6%
System Reliability	Level of Travel Time Reliability of the Interstate	85.1%	>75.0%	>75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	>70.0%
	Freight Reliability Measure on the Interstate	1.38	<1.75	<1.75
Congestion Mitigation/Air Quality (CMAQ)	Annual Hours of Peak Hours Excessive Delay per Capita	18 hours, 30 minutes	N/A	22 hours
	Percent of Non-Single Occupancy Vehicle Travel	16.0%	14.4%	14.4%
	Mobile Source Emission Reduction for Carbon Monoxide	8,808.945	0.000	15,856.100
	Mobile Source Emission Reduction for Particulate Matter	653.357	417.410	834.820

<b>Safety Performance Measure</b>	<b>Baseline Through 2019</b>	<b>2021 State Safety Target</b>
Fatalities	1,004.4	968.6
Fatality Rate (per 100 million VMT)	0.998	0.982
Serious Injuries	5,559.6	5,533.6
Serious Injury Rate (per 100 million VMT)	5.518	5.609
Non-Motorized Fatalities & Serious Injuries	768.8	771.2

<b>Transit Safety Performance Measures</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>5-Year Averages</b>	<b>2021 Targets</b>
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 10,000,000 VRM	0	0	0	0	0
Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33
Safety Event Rate per 10,000,000 VRM	37.71	36.5	35.1	36.4	36
Total Number of Major Mechanical System Failures	<b>MB</b> 7,297	5,481	7,884	6,887.3	6,800
	<b>DO</b> 161,028	31,248	25,889	72,721.7	70,000
Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

VRM is Vehicle Revenue Miles, MB is Motor Bus, and DO is Direct Operated

# Preservation/Reconstruction Application

Genesee County Metropolitan Alliance

FY 2023-2026  
Transportation Improvement Program



**Preservation/Reconstruction Project Application**  
**Please Complete and Attach as a Front Cover to your Application**

TO: Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

Please indicate application type:

Preservation (PASER 5) Application (15% of funds in this category are reserved for preservation projects with a PASER 5 rating)

Preservation Application (60% of funds in this category are reserved for preservation projects)

Reconstruction Application (25% of funds in this category are reserved for reconstruction projects)

Application Agency: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone/E-Mail: \_\_\_\_\_

**Proposed Project Information**

(Please attach commitment from local funding agency in the form of a Resolution of Support. This is required for eligibility)

Road Name \_\_\_\_\_

Point of Beginning \_\_\_\_\_

Point of End \_\_\_\_\_

Project length in Miles \_\_\_\_\_

Current Number of Lanes \_\_\_\_\_

Number of Lane Feet in Project \_\_\_\_\_

Current Pavement Width \_\_\_\_\_

Current ADT \_\_\_\_\_

If in a township, which one? \_\_\_\_\_

Project Description: (Please refer to list provided)

\_\_\_\_\_

**NOTE: Please provide a narrative describing the details of the project on the following page. Please be specific and feel free to attach additional pages.**

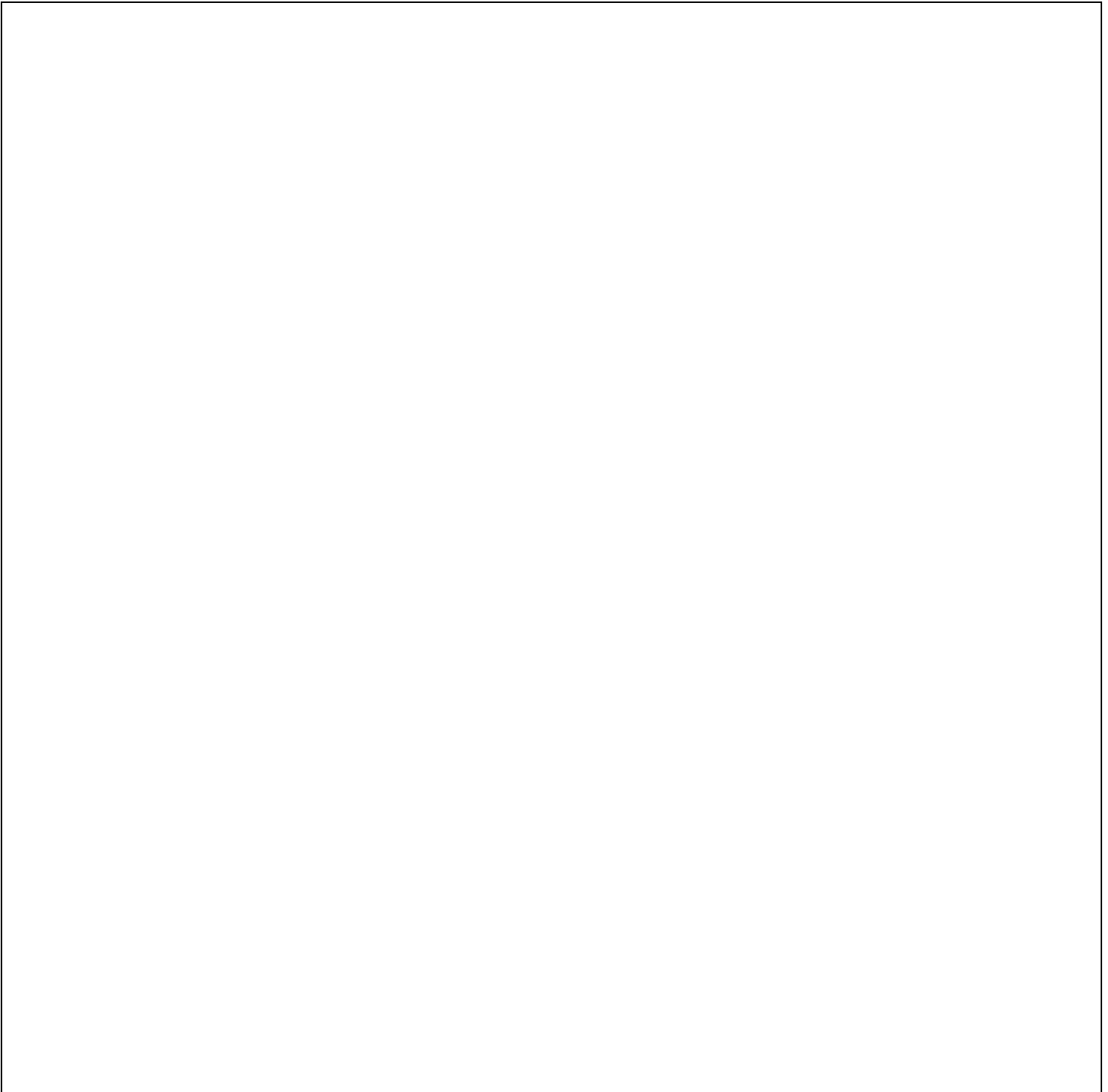


Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings.

Alt #1 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Alt #2 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Diagrams of the existing segment, intersection, or area drawn at an appropriate scale and in sufficient detail to describe the existing situation and proposed improvement.**



**Estimated Project Cost**

Item	Total Cost	Federal Funds Requested	Local Match	Other Source of Funds	Funds Type & Amount
R.O.W	\$		(100%)	(Y/N)	
Preliminary Engineering	\$	(80%)Maxx \$	(20%) Min \$	(Y/N)	
Construction Engineering	\$	(80%)Max \$	(20%) Min \$	(Y/N)	
Construction	\$	(80%) Max \$	(20%) Min \$	(Y/N)	
Total Project cost	\$	\$	\$	(Y/N)	
Other Non-Participating Work	Total Cost \$	Work Summary (ex: water main replacement)		(Y/N)	

**NOTE: The PE and CE must be identified above to be eligible for funding.**

**Proposed Implementation Schedule**

(Indicate beginning month / year and ending month/year for each activity)

Circle as many as needed Preferred Fiscal Year =1 Second Preferred year = 2	2023	2024	2025	2026
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Item	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
R.O.W Acquisition												
Preliminary Engineering												
Construction Engineering												
Grade Inspection												
Bid Letting												
Construction												
Non-Participating												

Performance Measures and TIP Projects

A key feature of the Fixing America’s Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required. These seven areas include: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement; Environmental Sustainability, and Reduced Project Delivery Delay. Keep in mind that projects should be able to address performance measures which will help Genesee County meet its targets. A list of performance measures and targets is included at the end of this application.

**PAVEMENT CONDITION** (65 Points Available)

**2021 PASER Rating:** \_\_\_\_\_  
(From GCMPC 2021 PASER Map)

PASER RATING	POINTS
1-2	65
3	60
4	50
5	35
6	10
7-10	0

**AVERAGE DAILY TRAFFIC** (17 Points Available)

What is the ADT for this road segment? (Don’t use counts older than 2017.) \_\_\_\_\_

Per Thru Lane ADT	Points
7,000 and Above	17
6,999 to 6,000	15
5,999 to 5,000	12
4,999 to 2,000	7
1,999 or less	5

**PERFORMANCE PRINCIPLES** (18 Points Available)

**1. COMPLETE STREETS** (3 Points Available)

Which of the complete streets design elements are planned as part of this project? (ie: bike lanes, sidewalks, ADA accessible crosswalks, pedestrian crossings, transit facilities, etc.) If none, please explain. Does your project increase the safety of the street?

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**2. SAFETY - (5 Points Available)**

Points will be given to projects that implement safety improvements in conjunction with normal roadway improvements, including implementation of Roundabout Study Top Tier Intersections. Safety improvements such as 4-to-3 lane conversions, signage and/or signal upgrades, lane re-striping, access management, turn lane additions, etc. all qualify. Please describe below the safety improvements proposed for this project.

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**3. AREA-WIDE IMPACT - (10 Points Available)**

Agency judgement shall be taken into consideration in this category. There are certain important and significant criteria which do not fit into any of the above categories. Nevertheless, these should be included in establishing priorities. This criterion includes the following:

- a. Is this project located in an Environmental Justice (EJ) Zone identified in the Genesee County 2045 Long Range Transportation Plan? If so, what are the effects of the project, both positive and negative, and how do you plan to mitigate the negative effects?  
(2 Points)

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- b. Please identify and explain any additional transportation-related improvements taking place in the area. (2 Points)

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- c. Is this project located in a traditional downtown area? Please explain the importance of this project to the community's traditional downtown. (4 Points)

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- d. Regarding system reliability and congestion mitigation, points are available for projects that improve traffic flow, transit, and freight movement. Write a narrative that describes how your project can improve: travel time; congestion; freight movement; traffic signals; intersection accidents; and corridor timing. (2 Points)

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**Performance Measures and Targets**

<b>Performance Area</b>	<b>Measure</b>	<b>Baseline Condition (2017 data)</b>	<b>2-Year State Target</b>	<b>4-Year State Target</b>
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Total Number of Injuries	25	34	27	28.7	28
Injury Rate per 10,000,000 VRM	30.41	40.03	29.20	33.2	33
Total Number of Safety Events	31	31	38	33.3	33
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Annual VRM	8,221,649.00	8,493,715.00	9,245,575.00	8,653,646.30	

VRM is Vehicle Revenue Miles, MB is Motor Bus, and DO is Direct Operated

## MEMORANDUM

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

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

**DATE:** September 15, 2021

**SUBJECT: **Mass Transportation Authority (MTA) State-of-Good-Repair Targets Adoption****

The Mass Transportation Authority (MTA) has provided estimated transit State-of-Good-Repair targets for 2022. Transit targets are required by the Federal Transit Administration (FTA) and are based on the transit performance measures established under the National Public Transportation Safety Plan. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and support the MTA's estimated targets or set their own targets. Staff has reviewed the estimated targets provided by the MTA. The performance measures/targets are attached as a summarized version, along with a sheet of back-up documentation that serves as an expanded version.

At this time, the Technical Advisory Committee (TAC) is recommending approval to the Metropolitan Alliance to adopt both the summarized and expanded versions of the Mass Transportation Authority's (MTA) estimated 2022 State-of-Good-Repair targets through the attached Resolution of Support and authorization for Chairperson Johnson to sign the Resolution.

ROBERT JOHNSON – 732-9089  
CHAIRPERSON  
ROBERT PLUMB – 635-4359  
VICE-CHAIRPERSON  
TOD SORENSEN – 640-2000  
TREASURER

TRUSTEES  
MATT BACH  
PAULETTE JOHNSON  
JOHN GILBERT  
JOHN WHITESIDE  
BILL BAIN  
VACANT

**Resolution to Support the Mass Transportation Authority's (MTA)  
Transit State-of-Good-Repair Performance Measure Targets**

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

**WHEREAS**, the Federal Transit Administration's (FTA) Transit Asset Management Final Rule establishes a National Transit Asset Management (TAM) System in accordance with Section 20019 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21; Pub. L. 112-141 (2012), codified at 49 U.S.C. 5326) and

**WHEREAS**, the National TAM System requires that State-of-Good-Repair performance measures be set and that performance targets be set based on those measures, 49 U.S.C. 5326 (c)(1) and (2);

**WHEREAS**, the Mass Transportation Authority (MTA) has established the following State-of-Good-Repair performance measure targets:

Transit Asset Class	Current Condition	2021 Target	2022 Target
Revenue vehicles: small bus and van; Demand Response	1% of our fleet past Useful Life Benchmark (ULB)	5% of our fleet to be past Useful Life Benchmark (ULB)	8% of our fleet to be past Useful Life Benchmark (ULB)
Revenue vehicles: Large bus class; motorbus	11% of our fleet past Useful Life Benchmark (ULB)	9% of our fleet to be past Useful Life Benchmark (ULB)	7% of our fleet to be past Useful Life Benchmark (ULB)
Service vehicles	45% of our fleet past Useful Life Benchmark (ULB)	35% of our fleet to be past Useful Life Benchmark (ULB)	<35% of our fleet to be past Useful Life Benchmark (ULB)
Facilities—all classes	0% of our facilities are past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)	0% of our facilities to be past Useful Life Benchmark (ULB)

## Transit Asset Management Performance Measure Targets (A-90)

### 1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)	2022 Target (%)
AB - Articulated Bus					
AO - Automobile	0	4	-4	4	4.65
BR - Over-the-road Bus	42	46.43	-4.43	37	42.31
BU - Bus	20	19.23	0.77	13	16.54
CU - Cutaway	10	4.17	5.83	5	2.21
DB - Double Decker Bus					
MV - Minivan	0	0	0	0	0
OR - Other					
SB - School Bus					
SV - Sports Utility Vehicle	0	0	0	0	0
VN - Van		0		0	0

### 2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)	2022 Target (%)
Automobiles	57	57.14	-0.14	71	65
Trucks and other Rubber Tire Vehicles	30	15.15	14.85	20	20
Steel Wheel Vehicles					

### 3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)	2022 Target (%)
Passenger / Parking Facilities	0	0	0	0	0
Administrative / Maintenance Facilities	0	0	0	0	0

**WHEREAS**, the Genesee County Metropolitan Alliance was required to either adopt the MTA's targets or set its own targets within 180 days of MTA's targets; and

**NOW THEREFORE BE IT RESOLVED** that the Genesee County Metropolitan Alliance approved and adopted these performance measure targets on September 15, 2021; and

**BE IT FURTHER RESOLVED**, that the Genesee County Metropolitan Alliance will work with the MTA to plan and program projects that contribute to the achievement of these targets.

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Robert Johnson, Chairperson

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Date

Genesee County Metropolitan Alliance