## Genesee:

# Our County, Our Future

A long range plan for transportation, housing, and the environment

**Genesee County Metropolitan Planning Commission** 



Amended January 27, 2021

Genesee County Metropolitan Alliance approval date:

May 20, 2020

Genesee County Board of Commissioners approval date:

May 13, 2020

Genesee County Metropolitan Planning Commission approval date:

May 5, 2020



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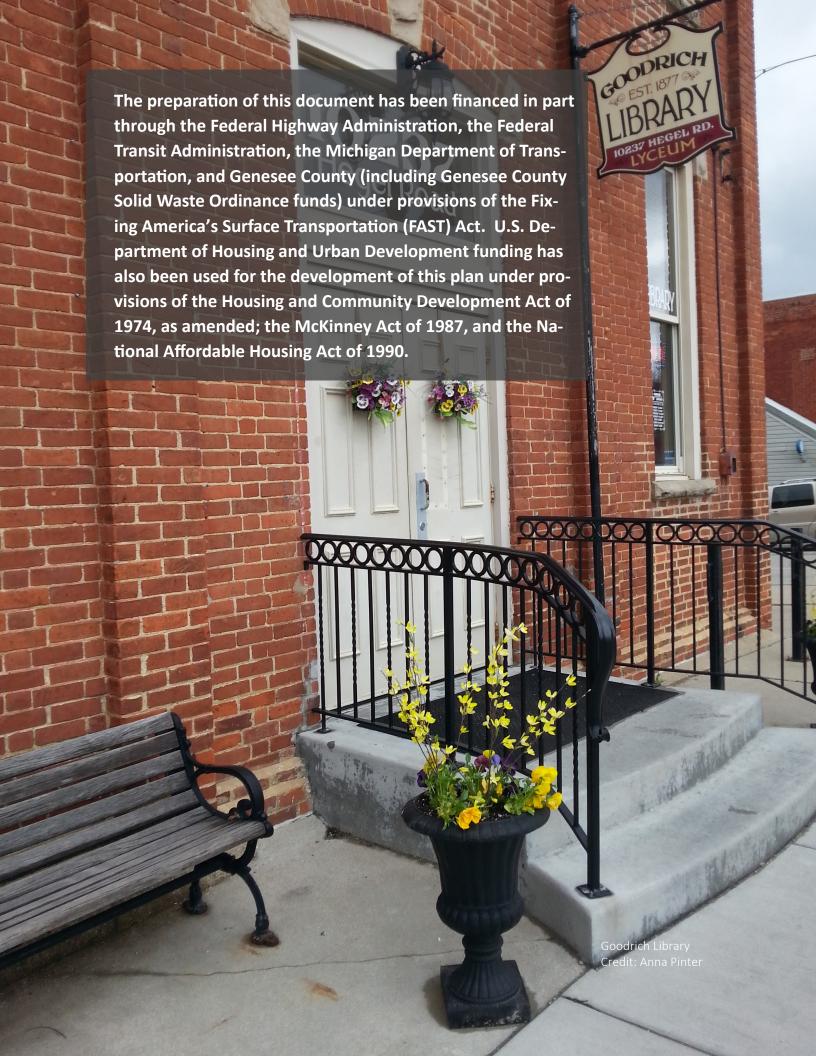
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Genesee: Our County, Our Future











Genesee: Our County, Our Future is a combined plan written by the GCMPC staff, and focuses on transportation, community development, and the environment. Being the first combined plan created for Genesee County, this document presents a tremendous opportunity to implement an all-inclusive foundation for future development. The plan not only describes the opportunities for Genesee County, but provides interesting data on a wide range of topics. Most important, *Genesee: Our County, Our Future* incorporates thousands of ideas heard from the public which help in establishing realistic visions and actions to foster a vibrant community for people to live, work, and play.

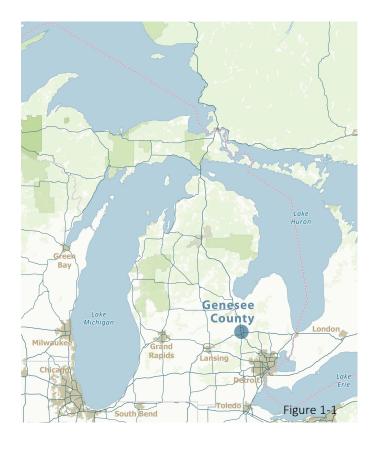




## 1. Our County

## Why We Are Significant

eneral Motors (GM), the United Auto Workers of America (UAW), and the auto industry created prosperity in the early 20th century. Our communities grew quickly in housing, infrastructure, educational institutions, and hospitals. Today, Genesee County is the fifth most populated county in Michigan with thirtythree local units of government, each presenting their own distinct sense of place. Situated at the crossroads of three major highways, our County is located one hour from Lansing, Ann Arbor, Saginaw, the greater Detroit area, as well as an international crossing to Canada (Figure 1-1). The County is a regional hub that offers a variety of amenities including three higher education institutions, three state-of-the-art medical facilities, numerous recreational attractions and employment opportunities. More recently, the Karegnondi Water Authority (KWA) pipeline was installed connecting Genesee County to Lake Huron, which will assist in the promotion of economic development in the region. Due to these assets, Genesee County is an attractive place to live, work, and play.





## **First Impressions**

## **Our County**

Number of Residents	410,881
Median Age	40
Number of Lakes	94
Historical Sites	71
Number of Hospitals	3
Source: 2017 ACS estimates	

## On the Move

Annual Transit Ridership Trips .......4.7 million

Daily Work Commuters into County .......53,000

Sources: Flint MTA, OntheMap LODES

## **Higher Education**

Colleges / Universities	3
Number of Students17,00	0+

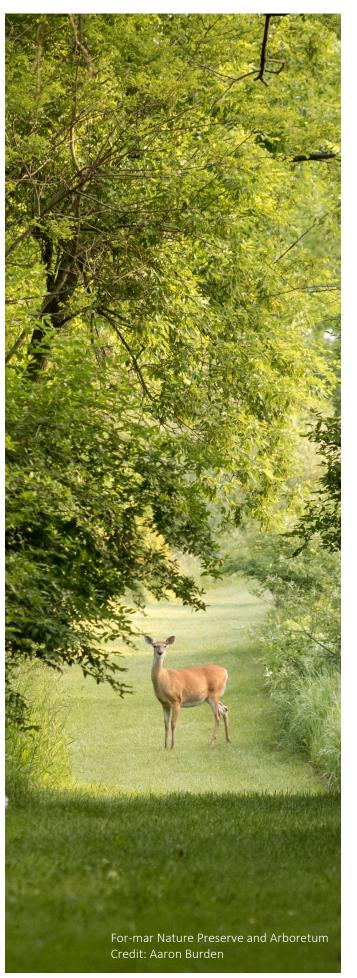
### **Fun Facts**

Feet of Bowling Alley Lanes15,	120
Number of Disc Golf & Golf Courses	22
Number of Breweries	5
Number of Apple Orchards	9
Vehicles Built in Flint since 194713+ mil	lion
Sources: Chamber Tourism Book, Flint Assembly Webs	ite

## Housing

Total Number of Housing Units	.191,033
Homes Built prior to 1990	78%
Homes in Stable Condition	85%
Source: 2012-2016 ACS estimates	

Figure 1-2





#### Where We Live

Our communities range from rural to suburban areas, and small to medium sized cities. Rural areas in our County are filled with large acre single-family homes mixed with family farms and wooded lots. Suburban areas are made up of apartment complexes, stand alone single-family homes, and subdivisions with commercial and businesses spread throughout. In comparison, our small to medium sized city downtowns are more dense and larger in scale. Residents living near our downtowns enjoy close-knit neighborhoods with a blend of single-family homes, condos, and apartments. These areas typically maintain a better mix of residential, commercial, and industrial uses allowing residents to easily walk to nearby businesses from their home. Regardless of where residents decide to live in our County, each person can access essential community resources including groceries, transportation, recycling, recreation, and medical offices.





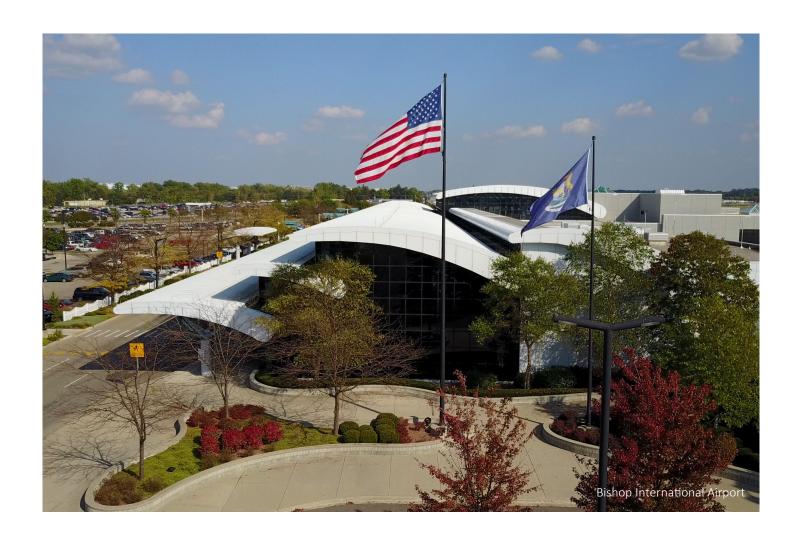


#### Where We Work

There are numerous opportunities for businesses and employees in Genesee County. Our largest employment industries include services (e.g. healthcare), manufacturing and retail trade making up 66 percent of employment in Genesee County (2010 Census). With over 17,000 students enrolled annually in Genesee County's three universities, businesses have a large talent pool to select from in addition to an existing skilled and educated labor force. Our extensive highway and transit systems allow for mobility of people, goods, and services in and out of the region. This mobility provides easy access to many employment opportunities for Genesee County residents within the County and in surrounding communities. Businesses are also easily able to attract workers living in surrounding communities because of this access.

Genesee County's Bishop International Airport provides connections for businesses and residents to national and international destinations. Additional opportunities for communities to spur new economic development have grown with the recent construction of the KWA water pipeline ensuring access to affordable and reliable water for businesses for years to come.





### Where We Play

Across Genesee County there are a variety of activities to do, whether that means learning about our history, exploring nature, or hitting the town for dinner and a show. Our history can be experienced first hand by seeing what life was like in the 19th century at Crossroads Village & Huckleberry Railroad. It is possible to immerse oneself in the arts and culture at the Flint Institute of Arts where \$17.5 million was recently invested to expand the facility for glass blowing and ceramics classes as well as displaying new art. Additionally, we have a variety of local sporting events including the Flint City Bucks soccer club, who won a national championship in 2019, and the Flint Firebirds hockey team. Being only an hour drive from Detroit, we can conveniently attend Detroit Lions, Red Wings, Pistons, and Tigers games.



Home to the largest county parks system in Michigan with over 11,000 acres, our County has outdoor activities for all to enjoy (Genesee County GIS Department). Nearly half of all Genesee County residents are within a ten-minute walk to a park, and over 80 percent are within a ten-minute bike ride. Whether it is summer or winter, we have outdoor activities such as golfing, hiking, fishing, and cross-country skiing. Many of our communities have organized recreational activities, encouraging residents to make the best possible use of our parks system. Mt. Holly is just south of the County border for those that enjoy downhill skiing. We are also about an hour drive from Lake Huron, one of Michigan's Great Lakes.

Each community throughout Genesee County has a variety of restaurants, shopping destinations, and local cultural events and festivals that provide valuable entertainment experiences. Some of our favorite restaurants in the County are highly ranked on "best of" lists



across the state and even the country. Our communities also make a distinct effort to provide opportunities for residents to engage in local live music, museums, and art installations. Many communities also hold Farmers' Markets in their downtowns throughout the summer and some even hold theirs year-round in indoor facilities, such as Davison and the City of Flint.



Genesee County is also home to events and festivals that bring people in from all over the state, country and the world. The Capitol Theatre, The Whiting and The Machine Shop all provide entertainment from performers ranging from local talent to national acts. The Crim Festival of Races draws in roughly 50,000 people from all over, including countries like Kenya, Russia and the Ukraine (Crim Fitness Foundation). Back to the Bricks draws in nearly 500,000 car lovers from all over the country (Back to the Bricks). Travel Michigan estimates that over \$454 million in tourism spending is generated annually. Events like these bring our communities together and with so much to be experienced, residents are not the only ones that can enjoy all the County has to offer.

"It is my hope that through the development of this plan, our residents, communities, and funders will get a more complete understanding of what Genesee County has to offer and where Genesee County can go in the future. The Our County, Our Future plan will help to create a clearer vision for the County and assist our communities as they look to the future."

-Derek Bradshaw, Director-Coordinator, GCMPC



### **Making a Difference**

The future of Genesee County is ours to shape. The time is now to make a difference in the communities where we live, work, and play. Communities across Genesee County are on the right track to making improvements necessary to enhance their residents' quality of life. Assisting our communities to achieve their missions can in part be contributed to continuing investments from our foundations (e.g. Charles Stewart Mott, Community Foundation of Greater Flint), numerous non-profit community organizations (e.g. United Way, the Boys and Girls Club), neighborhood volunteer groups, and public-private partnerships. The impact, although not always quantifiable, has certainly resulted in an improved quality of life

Moving forward, this document will be a resource for not only our community leaders and residents but for GCMPC. We strongly believe this document will help provide realistic visions and actions to foster a vibrant community for residents.

We would like to recognize you and provide you with a token of our appreciation. Please contact us at gcmpc@geneseecountymi.gov or (810) 257-3010



## 2. Our Vision

**Genesee: Our County, Our Future** is a plan for Genesee County residents, government, elected officials and business owners that provides information and analysis on the current and future state of the County. The plan will give a better understanding of the current situation in Genesee County and will help to guide decisions to make a better future. The graphic below identifies crucial aspects of plan development that help to instill confidence in plan recommendations as a guide for future development.

## Why Develop a Plan?



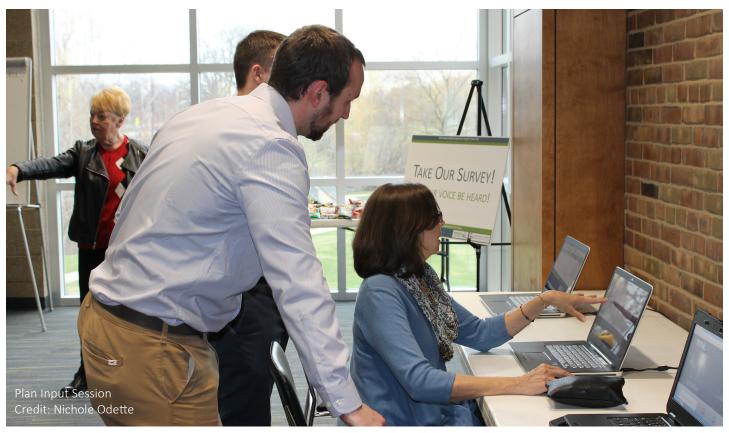
**GCMPC** is organized into three divisions: transportation, community development, and environmental. Each division has a core plan that is updated every five years and acts as the foundation and guide for each program. These plans are the Long Range Transportation Plan (LRTP), the Community Development Consolidated Plan, and the Solid Waste Management Plan, respectively. The *Genesee: Our County, Our Future* plan meets all federal and state requirements and, at the same time, provides a guiding document that will be helpful to our communities in their decision-making processes.

## **Acquiring Interest**

Establishing a plan that lays the foundation for future growth could not be possible without the public's ideas. The people who live, work, and play in Genesee County know what is being done well and where challenges exist. Considering this, an extensive public engagement process has been essential to plan development. Staff made a deliberate effort to be creative in building interest in the plan. Through awarding beautification grants to communities who completed the most surveys and designing a standalone website (www.ourfuturegenesee.org) with an interactive mapping application, voices from all over Genesee County were heard. We provided numerous opportunities for the public to be engaged and help guide the development of Genesee: Our County, Our Future.

#### **Our Plan Advisors**

To create a well-rounded plan that covers the different experiences people have in our County, a steering committee was formed to guide plan development. The steering committee for *Genesee: Our County, Our Future* is made up of 19 members who represent numerous agencies including local units of government, road and transit agencies, the chamber of commerce, waste and water departments, as well as housing organizations. Committee members played a key role in blending public input with data collected to steer staff forward in producing visions and actions that are realistic and usable, especially by local officials.



## **Public Engagement Process**

DUSING REHABI

Stakeholder Interviews

Face-to-face interviews were held with representatives from a variety of disciplines (e.g. medical, education, business).

100+

#### Advertisement

Transit riders reached through information displayed on MTA's fixed-line transit routes.

86,000

### **Community Surveys**

Surveys filled out by residents.

1,000+

Beautification grants awarded to communities with highest survey participation.

\$6,000

#### **Social Media**

Facebook and Twitter,

@GCPlanning, were used to
strategically spread important
messages and promote the
plan to our followers.

23,291

## **Community Open Houses**

Open houses held throughout the community to get direct input from attendees and provide plan updates.

6

## Community Remarks

Comments were collected using an interactive mapping application integrated into the website.

118

## **Listening Sessions**

Group sessions held with local agencies and units of government to discuss challenges affecting their communities.

3

## **Project Selection**

Households and businesses located along all proposed project corridors were mailed project notifications.

4,440

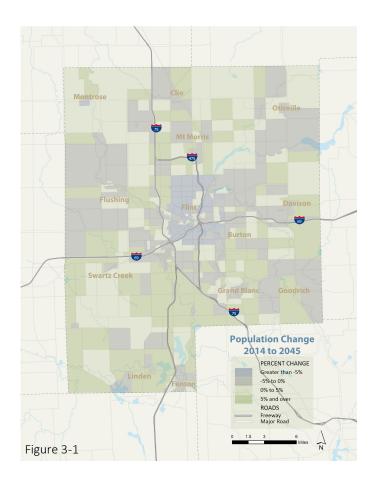
Plan Input Session, Credit: Debby Compton



## 3. Our Community

## **People**

here are many factors that contribute to the size and composition of the population in Genesee County. The 2014 population of the County was estimated to be at 412,895 residents (U.S. Census). Most municipalities in Genesee County are projected to increase in population between 2014 and 2045, however, the county as a whole is projected to have a two percent population decrease during this time period (Figure 3-1). This slight change can be attributed to the internal movement of the population between different municipalities, as well as a reduction in average household sizes. A community may have little to no home vacancies but continue to decrease in population. The median age of the population is 40 years and is projected to increase out to 2045 (2013-2017 ACS estimates). A notable reduction in the number of 18 to 24-year-old residents and young families can be seen in the projections and is contributing to the projected increase in median age. A future decrease in K-12 school enrollment can be assumed by the projections along with an increase in the need for senior related services.

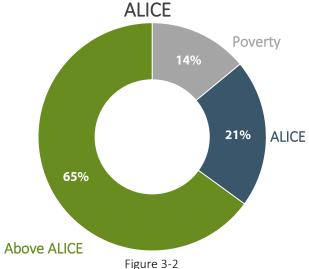




### **Affordable Living**

Cost of living is an issue for a significant portion of the population, with over 35 percent of residents struggling to afford basic needs (Figure 3.2). The median income in Genesee County in 2018 was \$43,000 (2012-2016 ACS estimates). A family of 4, including 2 children, is living in poverty if their annual income is \$25,465 or less (Census). In Genesee County, 13.9 percent of households are living in poverty which is higher than the Michigan rate of 10.6 percent and the U.S. rate of 9.1 percent (2017 MI ALICE Report). Another factor that should be considered when looking at affordable living is ALICE (Asset Limited, Income Constrained, Employed). ALICE, developed by United Way, considers that there are many households which have incomes above poverty, but still struggle to afford basic needs. Approximately 21 percent of households in the County are considered ALICE. This is highlighted by the fact that 26 percent of homeowners and 45 percent of renters are spending over 30 percent of their income on housing (2017 MI ALICE Report). Although there is a variety of housing available for differing income levels, there are still families that find themselves unable to afford the cost of a home.

## 2017 Households in Poverty/



In addition to housing costs, the cost of transportation is typically the second highest expense for households. Being unable to afford transportation or spending a significant portion of your living wages on

transportation affects many aspects of daily life, including having access to fresh food, education and medical facilities. It is estimated that 17 percent of our residents lack consistent access to enough food for an active, healthy life (food insecurity) as recently as 2017 (Robert Woods Johnson Foundation 2019 County Health Rankings Report). Another factor that calls attention to current affordability challenges is that on any given night, there are an estimated 420 people or 288 families that are homeless or require some type of housing services within the County (Flint/Genesee Continuum of Care).



### **Neighborhood Impressions**

When conducting a housing survey of the County, staff found that over 79 percent of neighborhoods did not have sidewalks or had sidewalks that needed repair. Having continuous and safe sidewalks is crucial for our residents. From the years 2012-2016, Genesee County had 103 traffic accidents that involved pedestrians that were fatal or caused serious injury (MI State Police). Amenities such as walkability, façade conditions, types of businesses and housing presence are all important when evaluating our downtowns. These factors address the quality of life that residents experience, and the impression that potential new residents have when deciding if they want to live here.

### **Economy**

Currently, there are an estimated 191,542 people employed across Genesee County (Figure 3-3), with the leading job sectors being services, retail trade, and government (Genesee County Socio-Economic Projections). The services sector includes fields such as waste management, education, health care and social services, and contains three times as many individuals as any other sector. Contributing to the projected growth of this sector are the three major hospitals located within the County employing over 9,000 individuals. Employment within educational institutions also makes up a large portion of the services sector, with an estimated 7,000 individuals employed in education, training or library occupations (2017 ACS 1-year estimates). Genesee County Intermediate School District alone has over 1,700 individuals working in their schools (Genesee Intermediate School District).

	2014	2045	% Change
Manufacturing	13,000	11,547	-11.2%
Other	10,487	11,168	6.5%
Transportation & Public Utilities	5,362	6,645	23.9%
Finance, Insurance, & Real Estate	19,981	19,411	-2.9%
Retail Trade	24,602	21,780	-11.5%
Wholesale Trade	6,277	5,372	-14.4%
Services	89,533	121,743	36.0%
Government	22,210	23,977	8.0%
Total	191,542	221,643	15.7%

Figure 3-3
Source: Genesee County Socio-Economic Projections

Of the nearly 200,000 people that are employed in the County, only about 38 percent live within the County (OntheMap, LODES). The County's extensive transportation network allows for easy travel to work within the County, and for workers traveling to and from surrounding counties. The makeup of this network also includes international aviation and rail transportation for travel and freight, connecting us to the rest of the country and the world. Bishop International Airport is a major freight hub for the region, carrying over 24 million pounds of air cargo in 2016 (Bishop International Airport). Freight movement by rail is possible with four major railroad companies operating on 86 miles of rail lines in the County. The mobili-



ty of people and goods is crucial to our economy and will continue to be as our employment sectors grow and shift into new industries.

### Manufacturing

Manufacturing jobs are projected to decrease in Genesee County by almost 12% by 2045. Many existing manufactures in our County are modernizing their facilities by automating many of the individual tasks that use to be accomplished by human workers. With shrinking profit margins automation allows manufactures to increase production and reduce costs. In many cases, investments by manufacturers to modernize facilities helps to retain existing jobs in our County and also has the potential to create new jobs as production increases. In this decade alone General Motors (GM) has invested nearly \$2 billion in GM facilities in Genesee County to ensure these facilities remain profitable for years to come (General Motors Newsroom).







### Agriculture and Tourism

There are roughly 800 active farming operations throughout the County, supplementing our manufacturing and services dominant economy. When looking at Michigan counties, our County is ranked third for production of the state's cash crops, with the market value of products sold topping \$91 million annually (AND Magazine). Agriculture also poses the opportunity for tourism with destinations such as apple orchards and breweries scattered throughout the County. Other local attractions that are known to bring in tourists are The Flint Cultural Center, Crim Festival of Races, Mounds Off Road ORV Park, Back to the Bricks, and Crossroads Village & Huckleberry Railroad. In 2017, Genesee County generated approximately \$133 million in tourism spending with visitors generating profits in most sectors of the economy (Smith Travel Research).

#### Retail

Retail trade is the second largest employment sector in Genesee County employing approximately 24,602 individuals (Genesee County Employment Projections). Cashiers, salespersons, and shelf stockers at clothing stores, grocery stores, and home improvement stores are examples of retail trade workers and businesses. This industry is experiencing many changes, and employment in retail trade is projected to decrease in Genesee County by approximately 11.5% by 2045. As seen throughout our communities many brick and mortar retail stores are closing as they are unable to compete with online retailers. In addition, retailers that remain in our communities are beginning to modernize and automate their stores. Implementing self-check-out lanes, computerized ordering kiosks, and smartphone shopping applications gives consumers unique shopping experiences while at the same time reduces costs by reducing the number of workers on the payroll. Profit margins for retailers are small and implementing new technology to reduce costs is crucial in order to have a chance to compete with online retailers. There is also a shift in the type of workers that are filling retail positions. Fewer high school and college students are looking for entry level retail jobs while more retirement age workers are taking retail jobs to supplement their income.

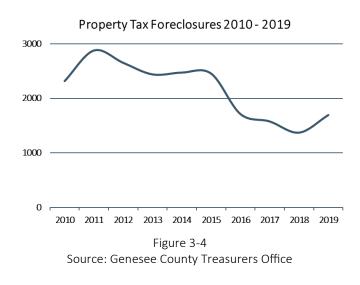




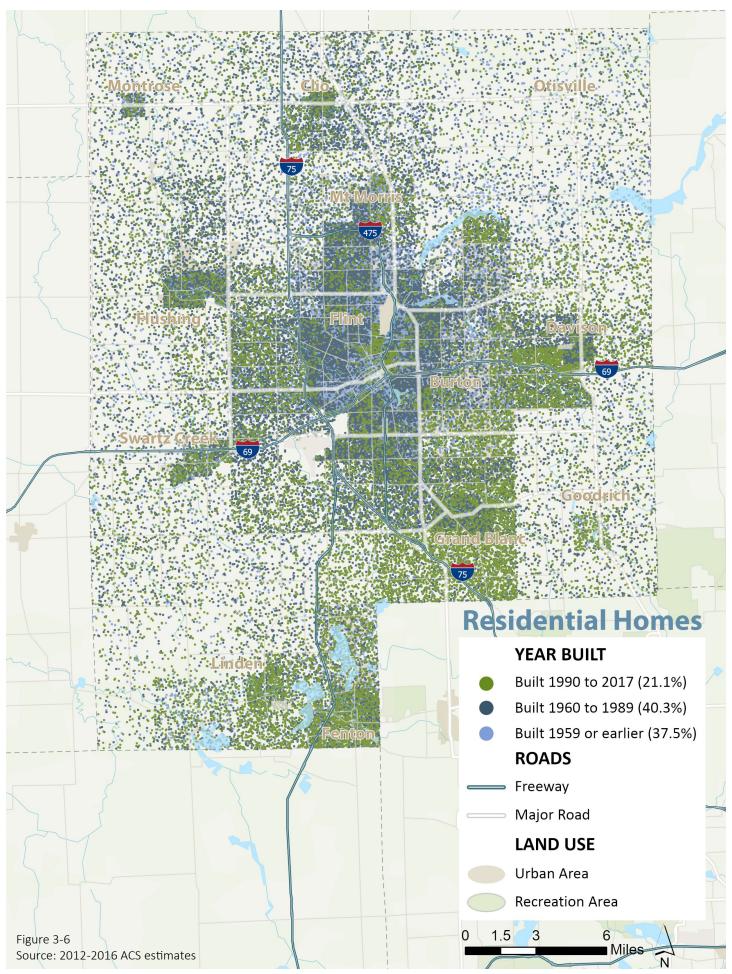


### Housing

In Genesee County, there are many suitable housing options that appeal to a wide range of living styles. Of the 166,244 occupied housing units in our County, about 80 percent are single-family, 15 percent multi-family, and 5 percent mobile homes; it is projected that occupied housing units will increase to 172,224 by 2045 (Figure 3-5). Most homes in our community are at least 30 years old, with 78 percent of homes built before 1990 (Figure 3-6). Based on a housing conditions survey conducted in 2019, about 85 percent of houses are in good condition while 15% need some degree of repair or are dilapidated. All communities in our County have houses that need repairs as well as experience tax foreclosure which may lead to blight, crime, and other negative neighborhood impacts. On average, 2,157 tax foreclosures occur on an annual basis (Figure 3-4), leaving houses dilapidated and unable to be resold. About 1,000 of these dilapidated houses are demolished annually by the Genesee County Land Bank Authority (Genesee County Land Bank Authority).



	Total Housing Units
	191,033
	Occupied Housing Units
	87%
	Vacant Housing Units
	13%
	Owner-Occupied Housing Units
Figure 3-5	69%
Source: 2012-2016 ALICE estimates	Renter-Occupied Housing Units
	31%



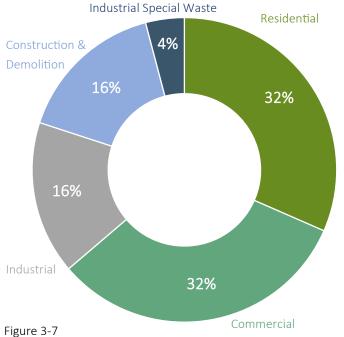
#### **Environment**

Environmental assets play an important role in providing recreational opportunities, natural habitats, and a buffer between man-made and natural features. In Genesee County, there are 94 lakes, nearly 360 rivers, streams, and drains, 86,000 acres of woodlands, and over 11,000 acres of public park land (Genesee County GIS Department).

#### **Solid Waste Management**

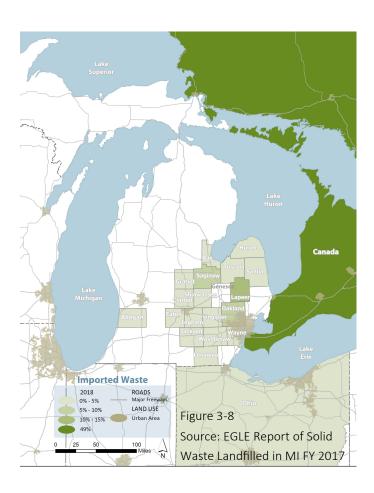
Every community in Genesee County provides curbside garbage pick-up services, which assists in reducing pollution by providing an effective way to dispose of waste (Figure 3-7). To help reduce the amount of waste going to landfills, houses also have access to curbside recycling with about 51 percent of residents participating. Although many residents recycle, a lot of waste still ends up in the landfill. The two landfills in our County collected over 3.2 million cubic yards in 2017 alone. At this rate, it is projected that 18 years of capacity remain for our County's landfills. About 63 percent of this waste is imported from other areas (Figure 3-8). However, 37 percent is generated from and disposed of in Genesee County. Causing more concern, the amount of waste generated annually in our County is projected to increase at a rate of almost 6 percent by 2045.

#### 2017 Solid Waste Generation



Source: EGLE Report of Solid Waste Landfilled in MI FY 2017



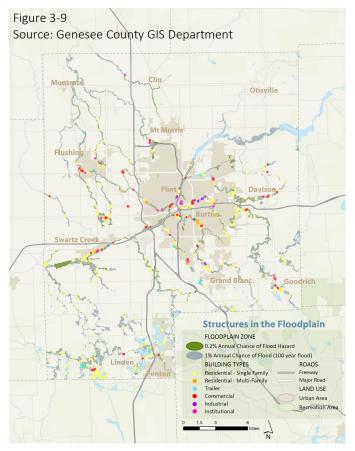


#### **Natural Disasters**

An inevitable part of abundant environmental assets are natural disasters. Infrastructure, such as houses and roads, that are built close to environmental assets are more susceptible to damage during major weather events (Figure 3-9). Since we have many water resources, flooding historically is the costliest natural disaster in Genesee County. From 2000 to 2019, our County experienced 19 flood events demonstrating that one event may occur every year (Farmer's Almanac). Storms and tornadoes are the second most hazardous disaster for our community. Comparing all Michigan counties from 1950 – 2013, we had the highest number of tornadoes at 45. County-wide, tornadoes and windstorms have resulted in about \$1 million worth of damage annually. Drought is ranked third and is a normal part of Michigan's climate. In 2001, the County experienced a drought that led to a nearly 50 percent loss of crops forcing farmers to seek emergency farm loans through the United States Department of Agriculture (2015 Genesee County Hazard Mitigation Plan). We are experiencing more frequent extreme weather events and as climate change progresses, the severity and frequency of natural disasters will continue to increase. Accordingly, it is critical that proper land use management is in place to ensure that the impact of climate change on development is lessened.

### **Consultation & Mitigation**

To help protect our environmental assets GCMPC led an extensive environmental consultation and mitigation process for *Genesee: Our County, Our Future*  plan projects. As part of this process GCMPC consulted with local, state, and federal agencies to define and inventory the environmentally sensitive species and resources in Genesee County, and to identify and assess likely impacts of plan projects. Staff further consulted with these agencies to identify possible ways to help mitigate the impact of plan projects. Over 200 entities were consulted during this process and the information collected was provided to the implementing agency for each plan project.





#### **Water Trails**

Genesee County is home to two major waterways, the Flint River and the Shiawassee River that each provide recreational, environmental, and economic benefits to the surrounding communities (Figure 3-10). Each water trail includes several established public access points that accommodate a diversity of trip lengths, levels of difficulty, and provide access to a variety of opportunities. Furthermore, these water trails are supported by community-based organizations and citizen-led groups that share common interests towards promoting conservation, stewardship, and recreational access.

According to the Outdoor Industry Association 2018 Economy Report, residents of Michigan's 5th Congressional District (which includes Genesee County) spend approximately \$1.4 billion on outdoor recreation each year. We can expect this number to grow as interest in water recreation grows and people become familiar with Genesee County's waterways. Most recently the Michigan Department of Natural Resources (DNR) selected both the Shiawassee and the Flint Rivers as two of the first eight state-designated water trails.







#### **Land Trails**

Communities across Genesee County are making significant progress in developing an interconnected non-motorized network and providing a higher quality of life. As the interest in active lifestyles (e.g. walking, running, biking, jogging, paddling) and the non-motorized facilities that support this grow, communities will experience significant social, health, and economic benefits. **Genesee County is home to over 80 miles of hiking and biking trails, and is growing.** Since the release of the 2014 Genesee County Regional Non-Motorized Plan, approximately \$5.5 million in state and federal grants has been captured to construct new non-motorized trail connections.

In the 2018 Genesee: Our County, Our Future survey, residents indicated they would like to see 20% of available transportation funding spent towards walking and biking facilities. Because of this momentum and interest, GCMPC is committed to documenting non-motorized trail activity along regional routes. Genesee County's trail count surveillance program helps establish a baseline and continuing knowledge of non-motorized trail usage. The first of its

kind in the State of Michigan, Genesee County municipalities may borrow the trail counters to measure current activity, quantify their economic impact, and leverage future grant dollars to build new connections. Trail counts also help to decipher the characteristics of a trail by studying the time of day, which day of the week and what month of the year activity is recorded. From the data, staff will continue to document the need for new trail connections, secure future grant funding, and provide communities with the information to support local policies that improve their community's walkability.

An analysis was completed to see what it would cost to design, engineer, and construct all Tier 1 and Tier 2 Priority trail segments identified on the 2018 regional non-motorized trail priorities map; as well as what would be required to replace all existing non-motorized facilities. When compared against the amount of funding reasonably expected to be available between 2020 to 2045 (\$14.4 million), it was calculated that Genesee County road agencies would need an additional \$111 million. This illustrates that the needs significantly outweigh the projected resources.

#### **Land Use**

The landscape of communities in Genesee County continues to change as population fluctuates, shopping preferences change, and new developments arrive. Currently half of our County's land use is considered built-up. While we are projected to see a less than two percent decrease in population, we are projecting to experience a two percent increase in developed/built lands out to the year 2045 (Figure 3-11). This development will result in over 10,000 acres of farmland, forests, and wetland lost, primarily in the townships (Figure 3-12).

#### **Land Use Planning**

Communities must often weigh short and longterm benefits when making land use and zoning decisions. Too often decisions are made primarily for short term benefits rather than what is best for the community as a whole in the long run. Zoning and land use plans should be the guide for development in a community. Special use and zoning exemptions should be used sparingly, however, in practice they are allowed far too often as a short-term solution to community issues such as filling vacant retail space. Enforcing permitted uses in land use and zoning plans helps to avoid knee jerk reactions to short term problems and ensures decisions are made in the best interest of the community in the long run. It is also important to review these plans on a regular basis to make sure they continue to reflect long term community needs and values.

Similarly, communities are asked to extend infrastructure or give tax breaks to prospective businesses. Communities must be deliberate in their decisions as these costs rarely outweigh the benefits. New infrastructure is expensive, and, in most cases, taxes collected for the new business are not able to provide a fraction of the funding needed to maintain or even to replace the infrastructure in the future when it is needed. This is even more of an issue when tax breaks are granted. The new infrastructure becomes an additional burden on the already stressed resources of our communities. A honest cost benefit analysis should be conducted prior to making decisions that deviate from approved plans, or may have long term financial implications.

	Populat	ion Growth
Land Developm	ent Growth	
Argentine Township	8%	5%
Atlas Township	8%	-21%
Burton City	1%	4%
Clayton Township	8%	4%
Clio City	0%	-1%
Davison City	0%	-1%
Davison Township	9%	5%
enton City	3%	5%
enton Township	7%	14%
Flint City	0%	-20%
Flint Township	2%	1%
Flushing City	0%	0%
Flushing Township	11%	1%
Forest Township	8%	-18%
Gaines Township	7%	-1%
Gaines Village	-3%	8%
Genesee Township	2%	1%
Goodrich Village	5%	22%
Grand Blanc City	-2%	0%
Grand Blanc Township	5%	9%
₋ennon Village	0%	*
inden City	1%	7%
Montrose City	0%	0%
Montrose Township	7%	4%
Mt. Morris City	0%	13%
Mt. Morris Township	4%	5%
Mundy Township	5%	13%
Otter Lake Village	0%	*
Otisville Village	-1%	-21%
Richfield Township	10%	4%
Swartz Creek City	1%	6%
Thetford Township	8%	7%
Vienna Township	7%	3%

<sup>\*</sup>Population included in Township

Figure 3-11

# Genesee County 2045 Built Environment Consee County 2045 Built Enviro

Figure 3-12 Source: Genesee County GIS Department

#### **Changing Tax Base**

The tax base that has traditionally provided a consistent revenue stream for core community services is rapidly changing as many of our large brick and mortar retailers are downsizing resulting in vacant commercial structures. The cause can be linked to a shift in shopping preferences and an increase in online shopping. A 2017 study by Forrester estimates that smartphones will be used in over one-third of total U.S. retail sales at some point in the process of a sale. This has a direct influence on land use patterns as emerging businesses such as storage units or medical marijuana facilities are starting to fill these vacancies and contribute to the local tax base for the community. Although permitted, these uses are controversial and may not achieve the overall intended vision of the community's master plan.



Genesee: Our County, Our Future

#### Infrastructure

In Genesee County, the need for infrastructure improvements greatly outweighs the resources available. With limited resources, communities have tough choices to make in any given year such as which street or waterline to fix first, and which to hold off on until funding becomes available.

#### **Bridges and Dams**

Bridges and dams are also of concern as they are aging without a funding mechanism in place to meet maintenance needs. In Genesee County there are 371 bridges and 13 major dams (MI Local Technical Assistance Program). The average cost to replace a two-lane bridge is \$1.5 million with only \$48 million available statewide each year for local bridges (Genesee County Road Commission).

When compared against the statewide average of 11%, Genesee County has a higher percentage of bridges in poor condition at 14% (Figure 3-13). **35 percent of bridges are over 50 years old with the typical lifespan of a bridge at only 70 years (MI Local Technical Assistance Program).** Unlike roads in poor condition that will stay open to traffic, bridges in poor condition are given weight restrictions or are closed to traffic entirely. In addition to the inconvenience, this is also a major safety concern as bridge restrictions may cause emergency vehicles to detour and take longer to respond to emergencies.

## **Bridge Condition**

23% Good
63% Fair
14% Poor

Figure 3-13
Source: MI Local Technical Assistance Program

Furthermore, it is estimated that over \$2.7 billion will be needed to properly maintain and replace bridges including major interchanges in Genesee County through 2045. Using current funding levels, we can reasonably expect to receive approximately \$152 million through the year 2045, leaving a shortfall of over \$1.5 billion.

#### **Pavement**

For roads, the condition is worsening as 46 percent of the 5,500 paved lane miles (local and federal) in Genesee County are failing (Figure 3-14). To better show the gap between the need and available resources, the average cost for the full reconstruction of a one-mile, two-lane road is \$3.2 million, however, local road agencies receive only \$16.6 million in total grant funding annually to spend on the entire road network (Genesee County Road Commission). With the recent increase in statewide transportation funding, we can expect the steady decline of pavement conditions will temporarily stabilize but will pick up again as the constant rise in project costs is outgaining the increases in funding.

In recent years, there has been a lot of indepth analysis completed throughout Michigan regarding road conditions and funding levels. A common theme in these reports estimate that doubling road funding may stabilize road conditions while tripling funding may begin to show improvement. These findings back up GCMPC analysis that estimate an additional \$8.6 billion above our projected 2045 pavement preservation funding level of \$4.3 billion will be needed to begin to see improvement in the condition of our road network.

# Paved Federal-Aid Road Condition 2013 vs. 2018

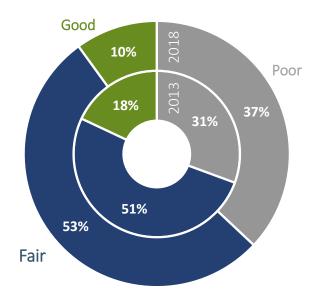


Figure 3-14

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#### Water and Sewer Utilities

It is estimated that Michigan communities currently have an \$800 million annual gap in water and sewer infrastructure needs, amassed from decades of deferred maintenance and a lack of knowledge of current conditions (21st Century Infrastructure Commission Report). Like other infrastructure, much of the existing infrastructure needs to be replaced, but few revenue sources are available. New technologies are making it possible for both water and energy to be delivered more efficiently and at a more affordable rate. This can be seen with the recent construction of the Karegnondi Water Authority (KWA) pipeline between Lake Huron and Genesee County which will provide reliable and affordable water to residential customers and commercial water intensive industries such as agriculture and manufacturing.

#### **Broadband**

Another piece of infrastructure that often goes unnoticed but is necessary for the success of businesses, educational institutions, healthcare facilities and residents is broadband infrastructure. Genesee County is serviced by over 20 broadband providers that in turn provide 99.3 percent of households with at least 25 Mbps download speed (2018 Connected Nations Michigan). While this is the minimum standard and a great start, faster broadband speeds of 1,000 Mbps (1 GB) will be needed to compete in the new economy and keep up with growing consumer needs.

#### **Intelligent Transportation Systems**

Intelligent transportation systems (ITS) is another piece of infrastructure that is being introduced into our everyday lives that aim to ease traffic congestion and reduce the number of preventable crashes. ITS is made up of a combination of smart infrastructure (electronic message boards) and vehicle technology (lane departure warnings, automatic braking, and backup cameras). In Michigan, Genesee County ranks 7<sup>th</sup> for the number of signalized intersection crashes (MI State Police). With the deployment of connected and automated vehicles (Figure 3-15), we can expect a significant decrease in the number of crashes.

Locally, the Mass Transportation Authority (MTA) is equipping their vehicles with automatic vehicle location components and instituting online trip planning that will improve the information available for passengers. Furthermore, users of Genesee County's 90+ miles of non-motorized trails can reach their destinations using a seamless connection with many of the transit routes and our regional trail systems (Figure 3-16). This has helped to address the first and last mile commute, or the journey from one's home to the bus stop or from the bus to a core community service.

## Levels of Vehicle Automation

**Level 0** – No Automation (Driver in Control at all times)

Level 1 – Driver Assistance

Level 2 – Partial Automation We Are Here

Level 3 – Conditional Automation

Level 4 – High Automation

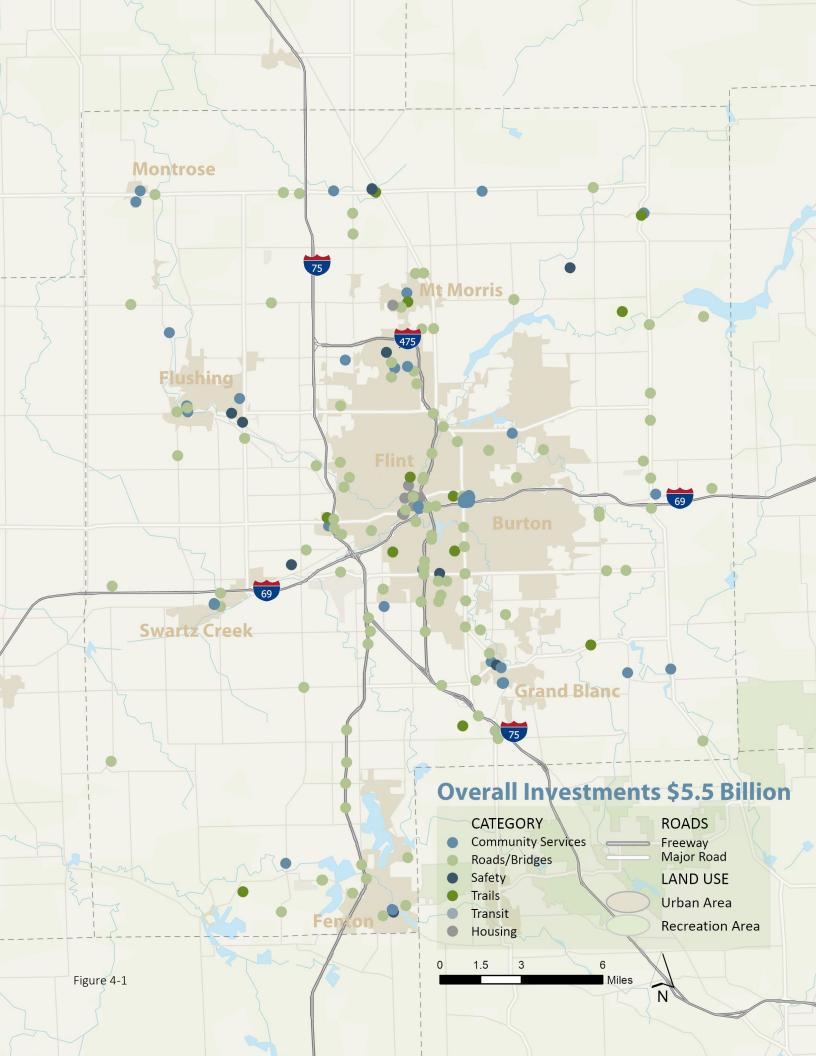
Level 5 – Full Automation (No Driver Required)

Figure 3-15
Source: International Society of Automation



Figure 3-16





# 4. Our Strategy

#### **Future Investments**

nowing the location and condition of our community's assets such as roads, parks, and public facilities helps agencies determine where to prioritize future investments while continuing services that residents rely on. Using current funding levels, staff determined over \$5.5 billion (federal, state, and local funds) is expected to be available over the next 25 years for the transportation, community development, and solid waste management programs. This funding is critical since it assists in carrying out a variety of projects that make our communities a better place to live, work, and play. Though, due to limited funding, it can be a challenge to address every need our County has. Despite this, local agencies and communities are making a positive difference by implementing these projects in an effective manner while maintaining financial constraint (Figure 4-2).

Projects for *Genesee: Our County, Our Future* were identified by our local municipalities and community agencies. Figure 4-2 provides a visual representation of where investment will be taking place throughout Genesee County as well as the general types of improvements to be made in community services, roads/bridges, safety, trails, transit, and housing. While funding may be targeted to a specific need, such as road or housing improvements, it has a more general and positive impact on the entire community. For more information about financial constraint, visit ourfuturegenesee.org/the-plan/ to view the transportation, community development, and solid waste financial reports.

A plan, such as *Genesee: Our County, Our Future*, that guides future investment must consider the equity of decisions and level of impact that there may be on minority and/or low-income populations referred to as an environmental justice analysis. Starting with the kick-off Open House Sessions held throughout the County, there was a considerable effort to ensure all residents had opportunities to contribute to the development of the plan at various stages, including the selection of projects. Projects identified in the plan were originally developed by each community based on local input and needs. Once selected for the plan, notifications

were mailed to all property occupants who are adjacent to each project; and ads were posted in local papers and on social media to notify residents about public meetings where they can provide feedback. The public participation mailing list that is used includes core community organizations including neighborhood block groups, senior centers, area churches, academic institutions, public libraries, and bilingual organizations to help spread awareness of the plan and projects to hard to reach populations. For those who were unable to attend in person, comments could be submitted 24/7 through interactive public engagement software on the Genesee: Our County, Our Future website. Furthermore, staff conducted an analysis of the impact of projects on the environment as well as minority and low-income populations to ensure the equity of investments and of negative impacts.

To view all the project documentation, please visit the 2045 Long Range Transportation Plan Projects Technical Report and the 2019-2021 Community Development Block Grant Projects Technical Report at ourfuturegenesee.org.

Figure 4-2

#### **Fiscal Constraint**

Committed Funds (in millions				
Solid Waste Management				
Community	/ Develop	ment		
Transportation				
Projects				
Pavement Preservation Projects	\$4,323			\$4,323
Safety / Non-Motorized Projects	\$115			\$115
Transit Projects	\$730			\$730
Bridge Projects	\$152			\$152
System Performance / Congestion Projects	\$58			\$58
Community Development Block Grant		\$64		\$64
HOME Investment Partnerships		\$28		\$28
Emergency Solutions Grant		\$5		\$5
Solid Waste			\$9	\$9
Total Revenue	\$5,378	\$97	\$9	\$5,484

Projects estimated in year-of-expenditure dollars (numbers are rounded)

Anticipated Revenue available equals committed funds

Transportation revenues cooperatively developed between MDOT, MTA and GCMPC For more information about financial constraint, visit http://ourfuturegenesee.org/the-plan/ to view the transportation, community development, and solid waste financial reports

#### **Financial Need**

Staff completed an exercise to quantify how much funding is needed above and beyond current levels in Genesee County, whether for improved road conditions, affordable housing options, facilities for alternative transportation, or improved solid waste management. It is estimated that Genesee County will need an additional \$8.6 billion for pavement preservation projects, \$1.5 billion for bridge and major interchange upgrades, \$111 million for non-motorized facilities, \$17.8 million for housing improvements, \$231.1 million for blight removal, \$1.6 million for Recycle Day collection events, \$6.3 million to provide recycling carts for every community that doesn't currently have them, and \$5.2 million for recycling outreach and education. In total GCMPC are estimating a \$10.5 billion gap in funding to fulfill what is documented as a known need to communities in Genesee County.

There are many needs in the community that are not quantifiable and cannot be represented. For example, a study is being conducted in 2020 to do an evaluation of the County's waste management system. This evaluation will potentially provide recommendations on additional services that could be implemented in Genesee County if more funding were available such as a county-wide drop-off recycling center. Many of the plan recommendations to be discussed in chapter five involve additional actions to be able to further identify and quantify our community needs.

How much we have: \$5.5 billion

How much it costs: \$16 billion

We need \$10.5 billion

#### Title VI

Title VI of the Civil Rights Act of 1964 is the overarching civil rights law prohibiting discrimination based on race, color, national origin, sex, income, and mental or physical ability in any program, service or activity that receives federal assistance. GCMPC is committed to ensuring that no person is excluded from participating in, be denied the benefit of, or be otherwise subjected to discrimination under any GCMPC service, program, or activity. The GCMPC Title VI Non-Discrimination Plan describes how GCMPC complies with Civil Rights legislation and principles, and outlines procedures for discrimination related complaints. The GCMPC Title VI Coordinator is the primary GCMPC contact for discrimination related complaints and ensures compliance with Title VI regulations. Please review the GCMPC Title VI Non-Discrimination Plan for more information.

#### GCMPC Title VI Coordinator

Christine Durgan, Assistant Director

Phone: (810) 257-3010 Fax: (810) 257-3185

Email: CDurgan@geneseecountymi.gov

## **Transportation Planning**

The Genesee County Metropolitan Alliance (GCMA) is the Metropolitan Planning Organization (MPO) for the Flint/Genesee Metropolitan Area. The Genesee County Metropolitan Planning Commission (GCMPC) functions as staff to GCMA. GCMPC oversees distributing funds from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Michigan Department of Transportation (MDOT). Each committee includes a combination of representation from our cities, villages, townships, county road commission, state and federal agencies, transit authority, and airport authority.

Genesee: Our County, Our Future is guided by a performance, outcome-based planning approach to ensure transportation system investments will make progress toward the achievement of national goals identified in the 2015 federal legislation Fixing America's Surface Transportation (FAST) Act. Performance Measures for Genesee County were established in the areas of Safety, Bridge Asset Management, Pavement Asset Management, System Reliability, and Transit Asset Management. Annually staff collects and reviews baseline conditions for each performance measure as part of our MPO's unified work program (UWP) to prepare for an-

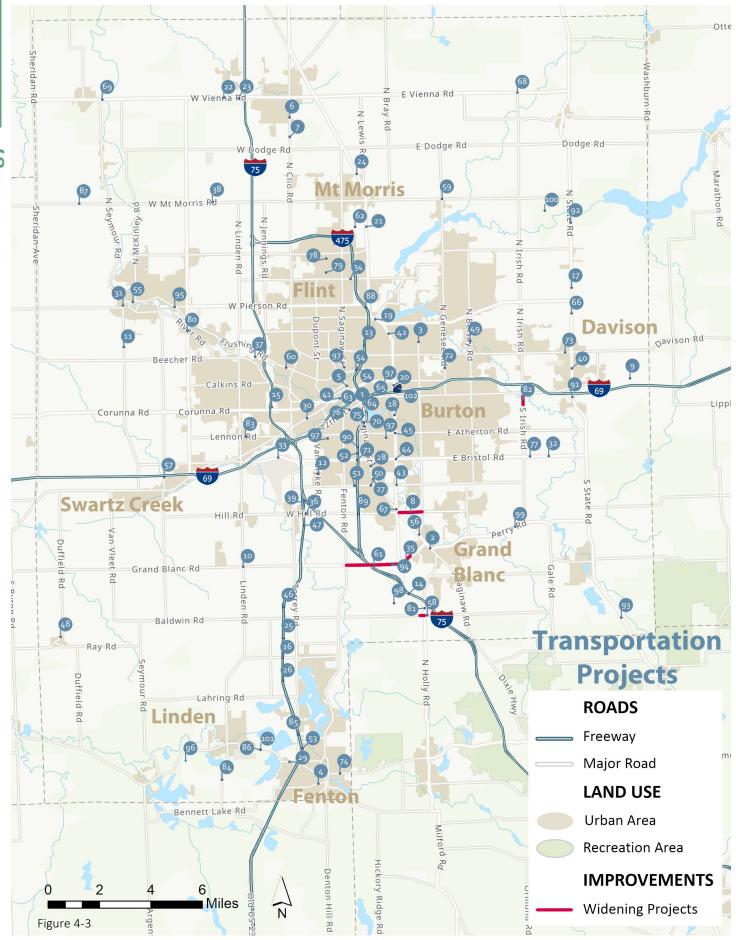
nual performance target setting. MPOs may either support the statewide targets or set their own targets. To ensure consistency, GCMPC coordinates with both the Michigan Department of Transportation (MDOT) and the Mass Transportation Authority (MTA) when setting performance targets.

As performance targets are set every year, GCMPC staff educates our committees on how to incorporate these elements into their transportation investments. Projects that help Genesee County towards achieving performance targets, such as improving traffic flow and freight movement, are rewarded with additional points during the selection of Genesee County's Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) projects. During the selection of the FY 2020-2023 TIP and LRTP 2045 projects, a comprehensive and inclusive public involvement process was undertaken. Each project was carefully reviewed at the time of application so there were no disproportionately high or adverse effects on minority populations residing in environmental justice zones. Genesee County is in air quality attainment and all TIP & LRTP projects have been analyzed and been determined to meet the U.S. Environmental Protection Agency (EPA) air quality conformity standards.



Genesee: Our County, Our Future

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#### 2020-2045 Transportation Projects

The Genesee: Our County, Our Future transportation projects identified in Figure 4-3, and listed on the following pages, represent projects that are planned between 2020-2023 as well as individual widening projects planned out to 2045. The map and list does not include the grouping of future transit, safety, bridge, preservation, non-motorized, and other projects which display projected future funding and investment for various categories. For a complete listing of individual and grouped transportation projects that describe the nearly \$5.4 billion transportation investment in Genesee County, refer to the 2045 LRTP Projects List available at ourfuturegenesee.org.

#### **Community Services**

- GCMPC Rideshare Program Services to Assist Persons in Forming Carpools 2020
- GCMPC Rideshare Program Services to Assist Persons in Forming Carpools 2021
- GCMPC Rideshare Program Services to Assist Persons in Forming Carpools 2022
- GCMPC Rideshare Program Services to Assist Persons in Forming Carpools 2023
- 1 MDOT Michivan Operations Improvements 2023
- 2 City of Grand Blanc Bike Share Program 2021

#### Roads/Bridges

- City of Burton Center Rd Resurface Davison Rd to North
  City Limits 2020
- City of Fenton Shiawassee Ave Rehabilitation Bent Oak
  St to Adelaide St 2020
- City of Flint Saginaw St Reconstruction Court St to Flint
  River 2020
- GCRC Clio Rd Rehabilitation Wilson Rd to Clio CTL Rd 2020
- GCRC Clio Rd Rehabilitation Dodge Rd to Wilson Rd 2020
- GCRC Hill Rd Major Widening from 2 to 3 and 5 Lanes S.
  Saginaw Rd to Center Rd 2020
- GCRC Lapeer Rd Restore and Rehabilitate Big Swamp
  Drain to County Line Rd 2020

- GCRC Linden Rd Reconstruct Intersection as a Roundabout
   at Grand Blanc Rd 2020
- GCRC Seymour Rd Rehabilitation Beecher Rd to Potter Rd 2020
- GCRC Van Slyke Rd Rehabilitation Maple Rd to Bristol Rd -2020
- MDOT I-475 Overlay 6 Bridges in Genesee County 2020
- MDOT I-75 Overlay 2 Bridges in Genesee County 2020
- MDOT I-75 N/Corunna Ramp Sign Obstruction Removal NB Exit Ramp at M-21 2020
- MDOT I-75 S/Thompson Ramp Geometric Improvements Thompson Rd Interchange 2020
- MDOT M-15 Culvert Replacement Over Bird County
  Drain 2020
- MDOT M-54 Signal Modernization and Synchronization at 4 Locations Atherton Rd to Lapeer Rd Signals 2020
- MDOT M-54 Scour Protection Genesee and Shiawassee Counties 2020
- MDOT M-54 Milling and One Course HMA Overlay Atherton Rd to Leith St 2020
- MDOT M-54 Two Course Mill and Resurface Coldwater Rd to Mt. Morris Rd - 2020
- MDOT M-57 Non-freeway Signing Replacement M-57 Genesee County - 2020
- MDOT M-57 Resurface Existing Carpool Lot at Linden Rd -
- MDOT US-127BR Traffic Signal Modernization M-54 at Frances Rd 2020
- MDOT US-23 N Tree Windscreen Thompson Rd to Baldwin Rd 2020
- MDOT US-23 S Freeway Signing Upgrade Contract Livingston County Line to I-75
- City of Burton S. Saginaw St Resurface Maple Ave to Judd Rd - 2021
- City of Burton Saginaw St Road Rehabilitation Judd Rd to Bristol Rd 2021
- City of Fenton Silver Lake Rd Road Rehabilitation W.
  City Limits to Poplar St 2021
- City of Flint Miller Road Capital Preventive Maintenance with Restriping from 4 to 3 Lanes - Ballenger Hwy to Hammerberg Rd - 2021

- City of Flushing N. Seymour Rd Milling and Resurfacing West Pierson Rd Intersection to Emily St Intersection 2021
- GCRC Bristol Rd Road Rehabilitation Lang Rd to Atlas Rd 2021
- GCRC Bristol Rd Signal Synchronization Bishop International Hub to Torrey Rd - 2021
- GCRC E. Carpenter Rd Restore and Rehabilitate N. Saginaw Rd to Harry St 2021
- GCRC Grand Blanc Rd Major Widening to Add Continuous

  Center Turn Lane and Roundabout at Embury Rd Dort Hwy to

  Grand Blanc City Limits 2021
- GCRC Hill Rd Road Rehabilitation Torrey Rd to Van Slyke Rd - 2021
- GCRC Mill Rd Road Rehabilitation Beecher Rd to Flushing Rd 2021
- GCRC W. Mt. Morris Rd Road Rehabilitation Elms Rd to Linden Rd 2021
- MDOT I-75/US-23 Tree Clearing Various Freeway Ramps 2021
- 40 MDOT M-15 Add Center Left Turn Lane at Clark St 2021
- MDOT M-21 Bridge Removal and Pedestrian Culvert
  Construction over CSX Railway 2021
- MDOT M-54 Traffic Signal Modernizations Various Locations in Genesee County 2021
- MDOT M-54 Signal Modernization and Synchronization at Maple Ave 2021
- MDOT M-54 Signal Modernization and Synchronization at Bristol Rd 2021
- MDOT M-54 Signal Modernization and Synchronization at Atherton Rd 2021
- 46 MDOT US-23 Overlay 13 Bridges along US-23 2021
- 47 MDOT US-23NB Guardrail Baldwin Rd to Hill Rd 2021
- Village of Gaines Walnut St Road Rehabilitation Village of Gaines Village Limits to Park Rd 2021
- City of Burton Belsay Rd Preventive Maintenance Davison Rd to Potter Rd 2022
- City of Burton Maple Ave Preventive Maintenance Sandalwood St to Saginaw St 2022
- City of Burton Maple Ave Preventive Maintenance Fenton Rd to Sandalwood St 2022

- City of Burton SB Grand Traverse St Road Rehabilitation -Bristol Rd to Hemphill Rd - 2022
- City of Fenton Torrey Rd Road Rehabilitation North Rd to Fenton City Limits 2022
- City of Flint Robert T Longway Blvd Preventive

  Maintenance Chavez Dr to E Boulevard Dr 2022
- City of Flushing E. Main St Road Rehabilitation Flint River/Main St Bridge to McKinley Rd - 2022
- City of Grand Blanc Center Rd Reconstruction McFarland St to Brainard St 2022
- City of Swartz Creek Morrish Rd Road Rehabilitation Miller Rd to Bristol Rd 2022
- GCRC Baldwin Rd Reconstruction and Addition of Turn Lanes - Holly Rd to 900 ft. West - 2022
- GCRC E. Mt. Morris Rd Road Rehabilitation Dort Hwy to Irish Rd - 2022
- GCRC Flushing Rd Road Rehabilitation with Restriping 4 to 3 Lane Reduction - Eldorado Dr to Ballenger Hwy - 2022
- GCRC Grand Blanc Rd Major Widening with Reconstruction and Addition of Turn Lanes; 2 to 3 Lanes - Fenton Rd to Dort Hwy - 2022
- GCRC Stanley Rd Road Rehabilitation Union St to Dort Hwy - 2022
- 63 MDOT I-475 Overlay I-69/I-475 Interchange 2022
- 64 MDOT I-475 Deck Replacement I-69 over I-475
- MDOT I-69 Reconstruct Mainline and Overlay Ramps -Fenton Rd to M-54 - 2022
- MDOT M-15 Center Left Turn Lane Potter Rd to Richfield Rd 2022
- MDOT M-54 Signal Modernization and Synchronization at Saginaw St 2022
- 68 MDOT M-57 Roundabout Installation at Irish Rd 2022
- 69 MDOT M-57 Overlay over Flint River 2022
- MDOT NB I-475 High Friction Surface Course Atherton Rd to S. of Thread Creek 2022
- City of Burton Bristol Rd Road Rehabilitation Fenton Rd to Saginaw St 2023
- City of Burton Genesee Rd Road Rehabilitation Court St to Davison Rd 2023

- City of Davison W. Flint St Road Rehabilitation W. City Limits to State Rd - 2023
- City of Fenton Main St Road Rehabilitation Leroy St to E. City Limits 2023
- City of Flint Saginaw St Preventive Maintenance Atherton Rd to Oakley St 2023
- City of Flint Twelfth St Preventive Maintenance with

  Restriping 4 to 3 Lane Reduction Fenton Rd to Grand Traverse
  St 2023
- 77 GCRC Bristol Rd Reconstruction Irish Rd to Lang Rd 2023
- GCRC Detroit St Reconstruction with Restriping 4 to 3 Lane Reduction - S. Cornell St to Natchez/Peach Tree Dr - 2023
- GCRC Detroit St Reconstruction with Restriping 4 to 3 Lane Reduction - Carpenter Rd to S. Cornell Ave - 2023
- GCRC Elms Rd Road Rehabilitation Potter Rd to River Rd 2023
- GCRC Holly Rd Road Rehabilitation Baldwin Rd to SB I-75 Ramps - 2023
- GCRC Irish Rd Major Widening to add Continuous Center
  Turn Lane Lippincott Rd to Bridge Over Kersley Creek 2023
- GCRC Lennon Rd Road Rehabilitation Linden Rd to
  Dutcher Rd 2023
- GCRC Linden Rd Road Rehabilitation S. County Line to Linden City Limits 2023
- GCRC North Rd Road Rehabilitation Fenton City Limits to Rolston Rd - 2023
- GCRC Silver Lake Rd Road Rehabilitation Ripley St to Fenton City Limits 2023
- GCRC W. Mt. Morris Rd Road Rehabilitation Sheridan Rd to Gillette Rd 2023
- MDOT I-475 Bridge Removal 2 Structures over I-475 2023
- MDOT I-475 Deck Replacement 5 Structures on I-475 -
- MDOT I-475 Deep Overlay and Epoxy Overlay 5 Structures on I-475 - 2023
- MDOT I-69 E/State Ramp Signal Modernization M-15 at EB I-69 Exit Ramp 2023
- MDOT M-15 Mill and Two Course HMA Overlay Richfield Rd to Dodge Rd 2023

- MDOT M-15 Culvert Replacement over Paddison County
  Drain 2023
- GCRC Grand Blanc Rd Widen to 5 Lanes and Addition of Turn Lanes Fenton Rd to Grand Blanc City Limits 2045

#### Safety

City of Flushing - Roundabout Installation - E. Pierson Rd, Flushing Rd, and Flushing Rd/Main St - 2023

#### **Trails**

- GCRC Argentine LAFF Pathway Construction of a Nonmotorized Pathway - Lobdell Rd and Haviland Beach Dr to Silver Lake Rd and Chestnut Way - 2020
- MDOT Father Dukette Blvd Bike/Pedestrian Facilities
  Improvements Doyle-Ryder, Freeman, Neithercut, Pierce
  Schools 2020
- GCRC Dort Hwy Extension Pathway Construct Multiuse Path - Cook Rd to Baldwin Rd - 2021
- GCRC Perry Rd Trail Construct Multiuse Path Whitetail Dr to Sidewalks W. of Gale Rd 2022
- GCRC Teachout Trail Construct Multiuse Path Richfield
  Park to M-15 2022
- City of Fenton Silver Lake Rd Connector Trail Construct
  Multiuse Path Jennings Rd to East Broad St 2023

#### **Transit**

- 102 MTA Equipment Purchase Capital Parts 2020
- MTA Equipment Purchase Shop Equipment 2020
- MTA Equipment Purchase Service Vehicles 2020
- MTA Equipment Purchase Computer Hardware 2020
- MTA Equipment Purchase Computer Software 2020
- 102 MTA Facility Rehabilitate/Renovate Facilities 2020
- 102 MTA Facility Bus Shelter and Signage 2020
- 102 MTA Facility Security 2020
- MTA Operations Preventative Maintenance 2020
- MTA Operations JARC-Operations 2020
- 102 MTA Operations 2020
- MTA Operations Enhanced Service to ADA Passengers 2020

- 102 MTA Operations Non-Urban Operating Assistance 2020
- MTA Transit Vehicle Replacement Purchase of 15 New Propane Powered Cutaway Buses for Your Ride Services - 2020
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2020
- MTA Vehicles Rehabilitate/Renovate Vehicles 2020
- 102 MTA Vehicles Transit Vehicle Replacement 2020
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2020
- 102 MTA Operations Preventive Maintenance 2021
- 102 MTA Equipment Purchase Capital Parts 2021
- 102 MTA Equipment Purchase Shop Equipment 2021
- 102 MTA Equipment Purchase Computer Hardware 2021
- 102 MTA Equipment Purchase Computer Software 2021
- 102 MTA Facility Rehabilitate/Renovate Facilities 2021
- 102 MTA Facility Bus Shelter and Signage 2021
- 102 MTA Facility Security 2021
- 102 MTA Operations JARC-Operations 2021
- MTA Operations Enhanced Service to ADA Passengers 2021
- MTA Operations Non-Urban Operating Assistance 2021
- MTA Vehicle Purchase Purchase of 3-4 New Propane Powered Cutaway Buses for Your Ride Services - 2021
- 102 MTA Vehicles Rehabilitate/Renovate Vehicles 2021
- 102 MTA Vehicles Purchase Support Vehicles 2021
- 102 MTA Vehicles Transit Vehicle Replacement 2021
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2021
- 102 MTA Equipment Purchase Capital Parts 2022
- 102 MTA Equipment Purchase Shop Equipment 2022
- 102 MTA Equipment Purchase Service Vehicles 2022
- 102 MTA Equipment Purchase Computer Hardware 2022
- 102 MTA Equipment Purchase Computer Software 2022
- 102 MTA Facility Rehabilitate/Renovate Facilities 2022
- 102 MTA Facility Bus Shelter and Signage 2022

- 102 MTA Facility Security 2022
- 102 MTA Operations Preventive Maintenance 2022
- 102 MTA Operations 2022
- MTA Operations Enhanced Service to ADA Passengers 2022
- 102 MTA Operations Non-Urban Operating Assistance 2022
- 102 MTA Operations JARC-Operations 2022
- MTA Vehicle Purchase Purchase of 3-4 New Propane Powered Cutaway Buses for Your Ride Services - 2022
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2022
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2022
- 102 MTA Vehicles Rehabilitate/Renovate Vehicles 2022
- 102 MTA Vehicles Transit Vehicle Replacement 2022
- 102 MTA Equipment Purchase Capital Parts 2023
- 102 MTA Equipment Purchase Shop Equipment 2023
- 102 MTA Equipment Purchase Service Vehicles 2023
- 102 MTA Equipment Purchase Computer Hardware 2023
- 102 MTA Equipment Purchase Computer Software 2023
- 102 MTA Facility Rehabilitate/Renovate Facilities 2023
- 102 MTA Facility Bus Shelter and Signage 2023
- 102 MTA Facility Security 2023
- 102 MTA Operations Preventive Maintenance 2023
- 102 MTA Operations 2023
- MTA Operations Enhanced Service to ADA Passengers 2023
- 102 MTA Operations Non-Urban Operating Assistance 2023
- 102 MTA Operations JARC-Operations 2023
- MTA Vehicles Purchase Replacement/Expansion Vehicles 2023
- MTA Vehicles Purchase Replacement/Expansion Vehicles -
- 102 MTA Vehicles Rehabilitate/Renovate Vehicles 2023
- 102 MTA Vehicles Transit Vehicle Replacement 2023



# **Transportation System**

## **Performance Report**

Progress made towards achieving national performance goals and the MPO-adopted performance targets are documented through the following system performance report. Genesee County's System Performance Report will be updated annually in addition to being documented in Genesee County's LRTP every five vears. The annual updates will evaluate the condition as well as assess the overall performance of the transportation system. The following describes the common project types that will help achieve targets for each performance area, as well as what GCMA is currently doing to assist our local road and transit agencies to improve Genesee County's transportation system performance. A summary of the performance areas, specific measures, baseline conditions and targets, general trends, financial investments, and anticipated impacts are included in Figure 4-4.

## Safety

While Genesee County does not select the safety projects for the annual MDOT call for projects themselves, staff prioritizes projects submitted. A time-of-return analysis (cost-benefit analysis) and annual crash data analysis is completed on all safety projects submitted. For the Genesee County TIP, projects that implement safety improvements in conjunction with normal roadway improvements are prioritized for funding. These improvements can include 4-to-3 lane conversions, signage and signal upgrades, lane re-striping, ac-

cess management, turn lane additions, bus turnouts, and roundabouts. To understand the type of safety improvements that can be made, staff will continue to educate local municipalities on the local, regional, and statewide safety policies and strategies identified through both the Region V Traffic Safety Plan and the State of Michigan Strategic Highway Safety Plan.

#### **Pavement**

Pavement conditions account for 65 percent of all points available on preservation and reconstruction applications submitted through Genesee County's TIP call for projects. Projects with higher traffic volumes and projects that can incorporate performance principles receive higher priority. Performance principles may include: transit design elements such as bus shelters and bus turnouts; complete streets design elements such as sidewalks and bike lanes; safety upgrades including signal upgrades and lane-restriping; and/or area-wide impacts such as improved connections to the community's downtown. Staff will keep on making a concerted effort to educate member road agencies, collect and analyze pavement conditions, and improve criteria for future project prioritization. A recent example was allotting 15 percent of pavement funds for priority preservation projects with a pavement condition rating of five for Genesee County's FY 2020-2023 TIP. By adding another project category, local road agencies have more options available to them to preserve their transportation system. Through our committees we continually evaluate how projects are selected and how we can better work toward meeting Genesee County's performance targets.

#### **System Reliability**

While the transportation network in Genesee County is relatively reliable, certain roadways are prone to increased congestion. The congestion management process (CMP) is used to identify system deficiencies that effect reliability, and to analyze projects that address the deficiencies. Only the most critical areas are considered for capacity increasing projects. Capacity improvement strategies may include shifting automobile trips to other modes such as transit and non-motorized, improving roadway operations through signal timing optimization, and adding thrulane capacity. While there are a wide variety of projects, only the more significant capacity-related projects were identified on the map (Figure 4-3). Road and transit agencies will continue to be provided with the data necessary to identify areas with patterns of congestion and determine what level of improvement will have the greatest impact for a corridor. Staff will continue to work with agencies prior to each TIP and LRTP project selection cycles in order to review best potential CMP strategies for each project application. This in turn will contribute to an efficient transportation system and towards improving the economic vitality of our communities.

#### **Bridge**

In Genesee County, 77 percent of our bridges are considered in "fair" condition or worse (MI Local Technical Assistance Program). Even as bridges are reconstructed and their condition improves, older bridges will continue to deteriorate and fall out of the "good" category. Typical projects are preventative maintenance or rehabilitation. Common temporary fixes include weight restrictions or lane closures. Rehabilitation may cost less than full replacement, but a more expensive fix will eventually be needed. As an MPO, we will continue to monitor bridge conditions, prioritize projects and assist in applications for bridge funding. Staff will continue to educate citizens and local officials about the importance of taking action and the impact of closing or restricting bridges. A strategic approach must also be instituted by road agencies when applying for grants to prioritize the most important structures.

#### **Transit: Asset Management and Safety**

Current projects programmed will improve transit performance and safety including vehicle replacements and facility upgrades. Advancements in technology have made it cost-effective for the MTA to transition to a newer fleet. The MTA's ability to diversify their fuel sources helps to reduce costs, better maintain their current vehicles and facilities, as well as provide a safer and higher quality service to residents. GCMA will continue ongoing coordination with the State, MTA, and other transit stakeholders to address areas of concern, secure funding, and prioritize transit projects. Our technical and policy committees continue to recognize the importance of allotting federal funding for transit asset management and safety projects that will improve residents' access to core community resources. Roadway improvement project applications that incorporate transit elements such as bus stops and pull outs receive higher priority.



# Transportation System Performance

					Trend	
				Target		
		Baselin	e Condition			
Performance Area	Impact on Condition	Measures	2017	2019		
Safety	Reduced potential for motor vehicle	Number of fatalities	981	1023		\$114
	crashes and non-motorized crashes, injuries and fatalities in relationship to	Rate of fatalities (per 100 million VMT)	1	1		
	vehicle miles traveled (VMT)	Number of serious injuries	5355	5407		
		Rate of serious injuries (per 100 million VMT)	5	5	•	
		Number of nonmotorized fatalities and serious injuries	744	760		
			2017	2021		
Pavement		Percent Interstate pavement in good condition	57%	48%	-	\$4,32
	international roughness index (IRI). Eliminate issues with cracking, rutting, and	Percent Interstate pavement in poor condition	5%	10%		
	faulting on the interstate and non-	Percent Non-Interstate NHS pavement in good condition	50%	44%		
	interstate national highway system (NHS)	Percent Non-Interstate NHS pavement in poor condition	19%	25%		
			2017	2021		
System Reliability	Improvement in freight movement,	Interstate travel time reliability	85%	> 75%		\$730
	reduction in traffic congestion, and associated user delay costs	Non-Interstate travel time reliability	86%	> 70%		
	associated user delay costs	Freight travel time reliability	1.38	< 1.75	•	
			2017	2021		
Bridge	Reduction in the number of structurally	Percent NHS Bridges in good condition	33%	26%		\$152
	deficient and functionally obsolete bridges on national highway system (NHS)	Percent NHS Bridges in poor condition	10%	7%	•	
			2017	2019		
Transit Asset Management	Reduction in percentage of vehicles, equipment, and facilities that are past	Revenue Vehicles: small bus and van; demand response - past ULB	1%	1%	<b>\</b>	\$58
3	useful life benchmark (ULB)	Revenue Vehicles: large bus class; motorbus - past ULB	51%	33%	•	
		Service Vehicles - past ULB	50%	< 40%	-	
		Facilities - all classes - past ULB	0%	0%	$\Leftrightarrow$	
			2017	2021		
Transit Safety	Reduced potential for transit vehicle	Total Number of Fatalities	0	0	$\Leftrightarrow$	
	injuries, safety events, and major mechanical system failures. Maintain zero total fatalities	Fatality Rate per 10,000,000 VRM (Vehicle Revenue Miles)	0	0	$\Leftrightarrow$	
totalitataites	total latalities	Total Number of Injuries	25	28		
	Injury Rate per 10,000,000 VRM	30	33			
	Total Number of Safety Events	31	33			
	Safety Event Rate per 10,000,000 VRM	38	36	-		
		Total Number of Major Mechanical System Failures - Motor Bus	7,297	6,800	•	
gure 4-4		Total Number of Major Mechanical System Failures - Direct Operated	161,028	70,000	•	
5		Annual VRM	8,221,649			

<sup>\*</sup>Condition Measures and Investments are rounded numbers.

<sup>\*\*</sup>Arrows indicate if the condition is trending up or down. Green arrow indicates a favorable trend, blue indicates no change, and gray indicates a negative trend.

# **Community Development Planning**

The Genesee County Metropolitan Planning Commission is an entitlement grantee for the Department of Housing and Urban Development (HUD) and oversees administration of Community Development Block Grant (CDBG) funds, Home Investment Partnerships (HOME) funds and Emergency Solutions Grant (ESG) funds. CDBG funds are distributed to local units of government to benefit low-to-moderate income populations throughout the County, which are determined by factors given by HUD. HOME funding is utilized to provide affordable housing for low-to-moderate income residents, and ESG funding has a strong focus on homelessness prevention.

Through the CDBG funding that is provided to Genesee County from the Federal Department of Housing and Urban Development, there are three national objectives that must be followed. Any projects carried out with this funding must either benefit low-to-moderate income persons, aid in the prevention or elimination of slums or blight, or meet a need having a particular urgency (urgent need). Genesee County mainly

utilizes the first two national objectives, with many of the projects carried out benefitting low-to-moderate income populations. In order to assure that we are meeting the national objectives and carrying out projects effectively, five goals were determined through public input and consultation with local units of government and local agencies. Under each of these goals, there are several "priority needs" that are addressed from implementation of the projects that fall under each. These needs help determine what projects hold the highest priority throughout our communities. During project selection, local units of government must hold a public hearing to gain input from their residents before undergoing a project application process that assures requested projects are meeting a national objective, accomplishing one of the set goals, and addressing the priority needs of the community.

CDBG, HOME and ESG projects can be found on Figure 4-5. These projects, in addition to the goals and priority needs for Genesee County, can be found in the 2020-2024 Consolidated Plan Technical Report.





## **Upcoming Community Development Projects**

#### Community Development Block Grant (CDBG)

- City of Burton Road Improvements Scottwood Ave, Fire Safety Equipment, Senior Center Operations
- 2 City of Fenton Blight Removal, Senior Programs, Home Improvement Program
- 3 City of Flushing Blight Removal, ADA Picnic Tables, Senior Center Improvements & Operations
- 4 City of Grand Blanc Physicians Park Restroom, Senior Center Improvements and Operations
- 5 City of Linden Senior Center Operations
- 6 City of Montrose Blueberry Park Improvements
- City of Mt. Morris Sidewalk Installation, Library ADA Improvements, Drainage Repairs
- 8 City of Swartz Creek Street Sign Replacements, Senior Center Operations
- 9 Argentine Township Home Improvement Program
- 10 Atlas Township Senior Programs
- 11 Clayton Township Road Improvements Duffield Rd
- Davison Township Road Improvements Lippincott/Irish Rd Intersection
- Fenton Township SLPR Scholarship, Road Improvements -
- Flint Township Crime Prevention, Senior Food Pantry,
  Sidewalk Installation, Road Improvements Hogarth Ave, Utley
  Rd, River Valley Dr
- Flushing Township Township Hall ADA Entry, Senior
  Center Bus Purchase and Operations
- Forest Township Blight Removal, Senior Center Improvements
- Gaines Township Senior Center Operations, Home
  Improvement Program
- Genesee Township Senior Center Improvements, Road
  Improvements George St
- Grand Blanc Township Senior Center Improvements/
  Operations, Smoke/CO Detectors, Road Improvements Howe
  Rd

- Montrose Township Senior Center Improvements
- Mt. Morris Township Road Improvements Mott Ave,
  Code Enforcement, Blight Removal, Senior Center Operations,
  Youth Program
- Mundy Township Vocational Independence Program,
  Home Improvement Program
- Richfield Township Road Improvements Henderson Rd,
  Senior Center Operations
- Thetford Township Senior Center Operations, Road Improvements Frances Rd
- Vienna Township Smoke/CO Detectors, Sidewalk
  Improvements, Senior Center Van Purchase and Operations,
  Art Program for Disabled Adults
- Village of Gaines Senior Center Operations
- 27 Village of Goodrich Senior Programs
- 28 Village of Otisville Sidewalk Improvements
- 29 Village of Otter Lake Home Improvement Program

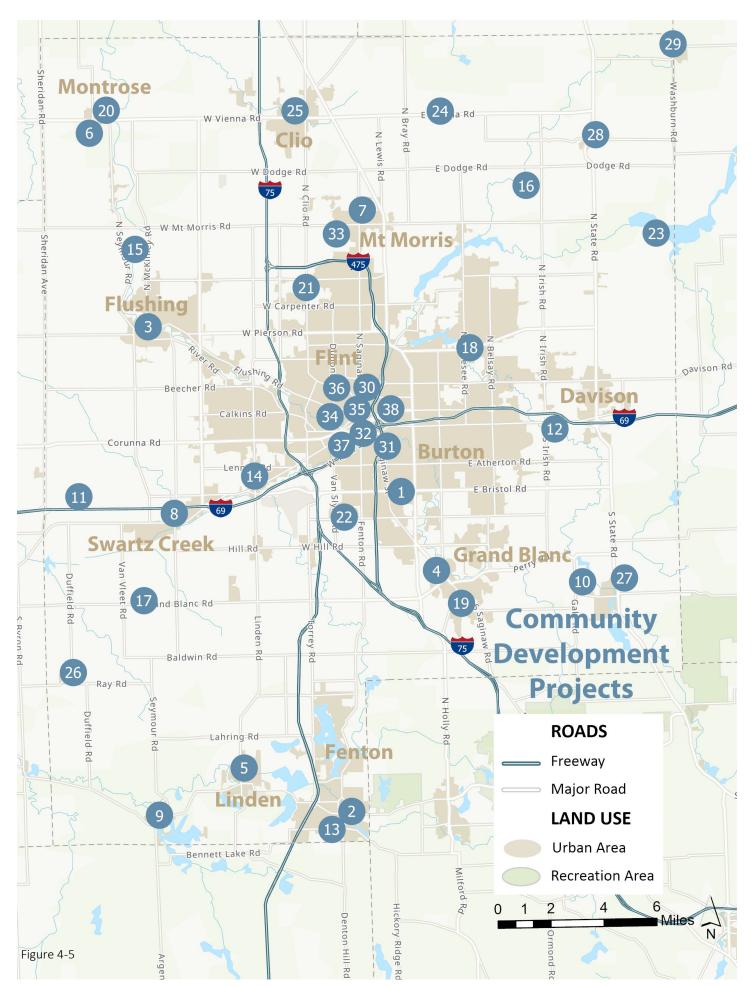
#### **HOME Investment Partnerships\***

- GCMPC Home Improvement Program, Administration
- Habitat For Humanity New Construction Affordable Housing
- Metro Community Development Tenant Based Rental Assistance, Homeless Management Information System

#### Emergency Solutions Grant (ESG)\*

- 30 GCCARD Homelessness Prevention
- Genesee County Youth Corporation Emergency Shelter
- Legal Services of E. Michigan Fair Housing Center
- 36 My Brother's Keeper Emergency Shelter
- Shelter of Flint / One Stop Emergency Shelter, Homelessness Prevention, Rapid Rehousing
- 38 YWCA Emergency Shelter

<sup>\*</sup>Program Year 2019



# **Community Development System Performance Report**

Every five years, the goals and priority needs of the community are reevaluated to ensure that project selection is addressing current needs and needed improvements, which can be found in the Genesee County 2020-2024 Consolidated Plan (Figure 4-5). Annually there is an evaluation of project performance to understand the goals achieved and the number of people that benefitted from the carried-out projects for the previous program year. These evaluations serve as a way for staff to ensure that the projects being selected are addressing the needs that have been presented by our communities. A summary of performance measures is included in Figure 4-6.

#### **Housing Conditions**

The availability of quality affordable housing is a need in Genesee County, especially for low-to-moderate income residents. Projects that improve housing conditions for low-to-moderate income homeowners and renters include homeowner rehabilitation, demolition of blighted structures and the implementation of housing code enforcement. These projects are all considered high priority in Genesee County. Staff will continue to promote the resources that are available for homeowner rehabilitation, such as the Home Improvement Program that is funded through CDBG and HOME funds. GCMPC will also continue to work with local units of government to encourage blight elimination and code enforcement.

#### **Public Services**

Access to public services is an essential part of experiencing a high quality of life. Public service projects include the funding of senior and youth services, safety resources, crime awareness and job training for low-to-moderate income residents. In order to assure that public service projects are carried out in the most effective manner, staff will continue to assist with and monitor the implementation of projects. It is important that there is continued communication between community organizations and local units of government, so that funds are being used for the highest priority services in each community.

#### **Public Facilities**

Improvements to roads, sidewalks and sewer infrastructure, community facilities, and public parks are all considered public facility improvements. This category also includes adding ADA accessible improvements to public infrastructure. These are considered high priority projects. Proper coordination with local agencies on projects that improve infrastructure is a key aspect of carrying out these types of projects. It is important that staff continues coordination with local units of government to ensure that projects are completed in a timely and cost-effective manner.

#### Homeownership

Many low-to-moderate income families across Genesee County find themselves unable to afford the cost of a home. Projects that help increase homeownership opportunities include the construction of new housing units for low-to-moderate income residents, direct financial assistance to homebuyers and fair housing assessments. Fair housing is a high priority need in Genesee County. Staff will continue to work with the Legal Services of Eastern Michigan Fair Housing Center to continue efforts to provide fair housing opportunities for all demographics. GCMPC will also continue to promote services such as the Down Payment Assistance Program for low-to-moderate income residents that are seeking help with purchasing a home.



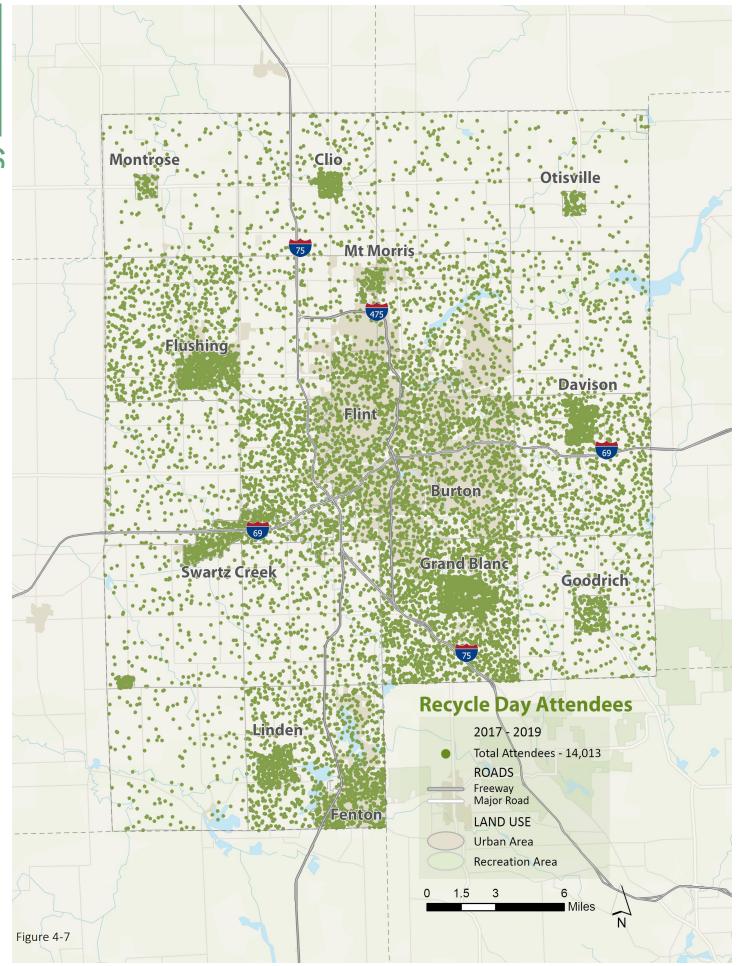
# Community Development System Performance

conditions for homeowners and renters  Public Services  Promote access to public facilities and services  Promote access to public facilities and services  Fair housing  Economic development  Public Facilities  Improve Public Facilities  Improve Public Facilities  Accessibility/Barrier Free Improvements  Public Facilities  Accessibility/Barrier Free Improvements  Public Facilities  Improve Public Facilities  Accessibility/Barrier Free Improvements  Public Facilities  Accessibility/Barrier Free Improvements  Public Facilities and Services  Homeownership  Opportunities  Homeownership  Opportunities  Accessibility and barrier free improvements to housing  Accessibility and barrier free improvements  Fair housing  Production of new units  Homeless Needs  Address the needs of homeless and at-risk persons  Emergency shelters  Accessibility and barrier free improvements  Figure 4-6  Accessibility and barrier free improvements  Figure 4-6  Accessibility and barrier free improvements  Figure 4-6  Energy efficiency improvements to housing  Accessibility and barrier free improvements  Figure 4-6  Energy efficiency improvements to housing  Accessibility and barrier free improvements  Figure 4-6  Energy efficiency improvements to housing  Accessibility and barrier free improvements  Figure 4-6					
Performance Area Housing Conditions Improve housing conditions for homeowners and renters Public Services Promote access to public facilities and services Fair housing Accessibility and barrier free improvements Accessibility/Barrier Free Improvements Accessibility and barrier free improvements Accessibility and barrier free improvements Fair housing Emergency shelters Accessibility and barrier free improvements Figure 4-6  Address the needs of homeless and at-risk persons Emergency shelters Accessibility and barrier free improvements Supportive services  Figure 4-6					(in thousand
Housing Conditions			Estir	nated to Benefit	
public facilities and services		Improve housing conditions for homeowners and	Housing rehabilitation Energy efficiency improvements to housing Accessibility and barrier free improvements Demolition, clearance and remediation	600 HH	\$2,704
and Infrastructure  Parks, Recreation and Community Facilities Accessibility/Barrier Free Improvements Public Facilities and Services  Homeownership Opportunities  Increase Homeownership Opportunities  Pown payment assistance Energy efficiency improvements to housing Accessibility and barrier free improvements Fair housing Production of new units  Homelessness Needs  Address the needs of homeless and at-risk persons  Public facilities and services Permanent supportive housing Emergency shelters Accessibility and barrier free improvements Supportive services  Figure 4-6	Public Services	public facilities and	Supportive services Fair housing	30,000 Ind.	\$435
Homeownership Opportunities  Energy efficiency improvements to housing Accessibility and barrier free improvements  Fair housing Production of new units  Homelessness Needs  Address the needs of homeless and at-risk persons  Emergency shelters  Accessibility and barrier free improvements  Supportive services  Down payment assistance  Energy efficiency improvements improvements  Fair housing  Production of new units  Fublic facilities and services  500 Ind. \$594	Public Facilities		Parks, Recreation and Community Facilities Accessibility/Barrier Free Improvements	30,000 Ind.	\$1,847
homeless and at-risk persons  Figure 4-6  Permanent supportive housing  Emergency shelters  Accessibility and barrier free improvements  Supportive services	Homeownership	Homeownership	Down payment assistance Energy efficiency improvements to housing Accessiblity and barrier free improvements Fair housing	25 HH	\$1,035
		homeless and at-risk	Permanent supportive housing Emergency shelters Accessibility and barrier free improvements	500 Ind.	\$594

#### **Homeless Assistance**

\*HH = Households Ind. = Individuals

Homelessness is something that effects families and individuals in virtually every community. Addressing the needs of homeless and at-risk persons is accomplished through providing support and funding for homeless shelters and service providers. Staff will continue to work with the Continuum of Care, a dedicated group of organizations that provides assistance to the homeless and near homeless populations in the County.



# **Solid Waste Management Planning**

Solid Waste Management programs are funded by the Genesee County Solid Waste Ordinance. Through the Ordinance, local landfills, waste haulers, and transfer stations pay \$0.12 per cubic yard on all waste collected or disposed of within our County. Annually, this generates about \$350,000. Most of the funding is used on Recycle Day events where residents can drop-off hard to dispose-of items including household hazardous waste and electronics (Figure 4-7). Other programs that use this funding include a free latex paint recycling drop-off for residents, recycling education and outreach. Programs that use Solid Waste Ordinance funding are guided by the Genesee County Solid Waste Management Plan. This plan primarily ensures that efficient disposal and recycling services as well as educational opportunities are available to our County's residents. .

# Solid Waste Management System Performance Report

Approximately every five years, the Genesee County Solid Waste Management Plan is updated to ensure there are efficient disposal and recycling services available to manage the waste generated within the County and that any needed improvements are being made. The solid waste programming and events are evaluated annually to ensure any public concerns are being addressed and that funding is being utilized in the most efficient way. The following narrative outlines each of the solid waste management performance areas (Figure 4-8).

#### **Solid Waste Planning**

All solid waste initiatives in Genesee County are guided by the Solid Waste Management Plan (SWMP). The funding mechanism for implementing this plan is the Genesee County's Solid Waste Ordinance. The purpose of the SWMP is to foster sustainable practices that ultimately lead to increased waste diversion from landfills. This is done through outreach and education about recycling as well as providing opportunities for residents to properly dispose of their waste. The plan also addresses concerns from the current waste management system to provide policies and recommendations for an improved system in the future. For this plan to be successful, the County evaluates its goals and actions on a regular basis, as well as has an open dialogue with communities and residents about their waste management needs.

#### **Education and Outreach**

A key component to increase waste diversion in our County is through education and outreach. Staff provides presentations to students, seniors, and other groups to enhance their knowledge about reducing, reusing, and recycling. Community events are also attended to distribute information about recycling programs available to residents. Social media is another effective method used for getting the word out about recycling opportunities. All these efforts allow people in Genesee County to stay informed on solid waste concerns, giving them an understanding on how to properly dispose-of their materials.



Genesee: Our County, Our Future

#### **Waste Diversion**

Many recycling programs have been put into action in our County. Each community has access to curbside residential recycling for items such as paper, cardboard, and plastic. Recycle Day events are also held periodically throughout the year at various locations allowing residents to properly recycle hard to dispose-of items like paint, televisions, and tires free of charge. A permanent drop-off site where residents can take latex paint has been established at Habitat for Humanity in the City of Flint. This paint is recycled and sold as a new, usable paint at the same Habitat for Humanity location. Implementing programs like these creates a sustainable solid waste program that reduces the overall amount of waste going into our landfills.

#### **Economic Impact**

Providing waste services is a large cost for many communities. It is important that local units of government develop partnerships with each other to help reduce the cost of these services, while at the same time providing increased recycling opportunities for residents. Recycling can also have a large economic benefit in terms of jobs and value of materials collected. In Genesee County, millions of dollars' worth of recyclables are thrown away every year. If these resources were diverted from the landfill, they could be very beneficial in stimulating the County's recycling industry. By developing a solid waste program that leverages local waste industry assets, more recycling opportunities could be provided for residents and businesses while also enhancing the local economy.



# Solid Waste System Performance

		Program			
		Measures			
Performance Area	Impact on Condition				
Solid Waste Planning	A healthy environment and financially sound waste management system	Monitor solid waste imports and exports to track long term disposal capacity Improving the quality and accuracy of solid waste data Evaluate existing solid waste programs to make improvements moving forward	Solid Waste Ordinance Solid Waste Management Plan Solid Waste Evaluation Study Data Maintenance		
Education and Outreach	Increased waste diversion	Determine best practices from other agencies for education programs  Expand recycling education to include a recycling curriculum that is available to teachers  Increase outreach to adult populations through presentations, websites, and social media  Educate local municipalities and businesses with the cost	Recycling Presentations Social Media Marketing Education Outreach Event Attendance		
Waste Diversion	Reduction in the overall amount of waste landfilled	Establish annual goals for evaluation of waste generation, creating a metric system to measure progress Increase participation in curbside residential recycling programs Conduct waste assessments within the commercial sector to recommend methods to increase recycling Research and make recommendations of implementing a Material Recovery Facility in the County	Curbside Residential Recycling Recycle Day Events Latex Paint Recycling Drop-off		
Economic Impact	Foster new economic development opportunities	Utilize comparable organizations as examples to formulate a plan for potential revenue and expenditures based on their programs and facility operations  Develop partnerships with and between local communities to reduce cost, increase recycling opportunities, and minimize the overall environmental footprint	Recycle Education and Waste Audits Solid Waste Evaluation Study Municipality Coordination		

<sup>\*</sup>Solid Waste Management FY 2020-2023 \$1.6 million total estimated investment

Figure 4-8



# 5. Our Future

The projects identified in the previous chapter are only a small piece of what it takes to improve our communities. These projects also help to spur future investments by encouraging improvements in the communities where they take place. Improvements may include attracting new businesses, motivating residents to care about the appearance of their home and enticing people to live in our County. To make sure that future improvements are being carried out in the most effective manner, staff has derived five overarching visions with specific actions. A reasoning as to why each action is important and steps that our local officials, community agencies, and residents (Figure 5-1) can take to start making a difference today is detailed in the following pages.



# **Visions and Actions**

	7.0.0.0				
				Public	Input
	So	lid Waste N	lanageme	nt Plan	
	Genesee Cour	nty Consolic	lated Plan		
	Transportation Perf	ormance Ar	ea		
	FAST Act Planning				
Vision	Action				
	•Continue to support public services such as crime prevention, code				
	enforcement, and demolitions that promote safe neighborhoods				
	Expand awareness of the resources available for community				
Encourage equitable	stabilization/revitalization through marketing available programs  Increase affordable housing options with down payment assistance, home				
housing options and	rehabilitation, new constructions, energy efficiency, and funding for low-to-				
- ·	moderate income households				
improve public facilities	*Continue to support the Continuum of Care to provide funding for the needs of				
and services	the homeless and near homeless populations  *Support mixed-use, higher density development opportunities in downtown				
	areas by establishing new public-private partnerships				
	•Continue to encourage public facility improvements that enhance vital				
	community structures				
Foster a rewarding	<ul> <li>Enhance existing intermodal facilities to create a more efficient network for people and freight</li> </ul>	•			
_	Prioritize projects that improve multi-modal access to employment and core				
environment for business	community resources				
attraction, workforce	•Grow connections between the private sector and educational institutions •Support economic vitality by preparing our communities to attract and retain a				
development, and talent	skilled labor force to live, work, and play				
retention	*Assist our communities with best practices to attract and retain young				
	professionals				
	•Continue to promote transportation and community development projects that preserve critical environmental areas				
	Improve education and awareness of proper material management such as				
Cultivate a sustainable	reducing, reusing, and recycling				
	•Continue to monitor local air quality and prioritize projects that will help				
linkage between man-	reduce the impact of the transportation system on the environment				
made and natural assets	<ul> <li>Plan, monitor, and mitigate for natural and man-made hazards to reduce potential negative impacts on our communities</li> </ul>				
	Provide more opportunities for residents to recycle general materials such as				
	paper and plastic; as well as hard to dispose-of items including hazardous				
	waste and electronics				
	•Continue to invest in travel and tourism to improve the quality of life for current residents while attracting new residents				
	•Continue to encourage complete street and accessibility principles in all				
Enhance our unique	projects by awarding points on project applications to foster a safe, secure and				
identity and sense of	comprehensive transportation system for all users				
community	*Ensure equitable access to core community services such as medical facilities,				
community	employment and fresh food  *Foster distinctive, attractive communities with a strong sense of place				
	•Encourage local zoning ordinances and master plans that seek commonality				
	with adjacent municipalities				
	<ul> <li>Maintain and improve upon the existing transportation network and prioritize projects that work towards the bridge, pavement, safety, transit, and system</li> </ul>				
	reliability performance target conditions				
	•Continue to expand broadband access and education to areas that are				
Develop and preserve a	underserved •Inventory the current state of public and private infrastructure such as roads,				
safe, secure, reliable, and	bridges, sewer lines, and fiber optics				
	*Encourage coordinated and strategic infrastructure improvements in				
efficient transportation	conjunction with housing and job creation efforts  Provide a safe, secure, reliable, and efficient transportation network that is				
and utility network	accessible for all by working with local agencies to identify issues and prioritize				
	projects to maximize use of limited resources				
	<ul> <li>Enhance the integration and connectivity between all transportation modes by working with communities to write grants and encouraging complete street</li> </ul>				
Figure 5-2	elements in project applications				



## Encourage Equitable Housing Options and Improve Public Facilities and Services



Continue to support public services such as crime prevention, code enforcement, and demolitions that promote safe neighborhoods



Throughout our County, there are blighted properties which tend to attract crime and negatively affect neighborhoods.



#### Officials:

Seek funding for code enforcement officers, while also working with law enforcement to monitor unsafe neighborhoods.

#### Agencies:

Alleviate the affect blighted properties have on neighborhoods by funding programs to reduce crime, enforce local codes, and demolish neglected properties.

#### Residents:

Maintain your property to help keep your neighborhood clean and safe by organizing neighborhood cleanups and watch groups. Expand awareness of the resources available for community stabilization/revitalization through marketing available programs



Every municipality has areas that can be improved but residents may not be aware of the resources available to them.



#### Officials:

Assess which areas of our community could use positive change. Talk with neighboring communities about best practices or to gather information on resources available.

#### Agencies:

Evaluate how programs are currently being marketed so that improvements can be made.

#### Residents:

Follow your local municipality on social media or attend local board meetings to stay informed. Inform neighbors and friends on community resources available to them.

Increase affordable housing options with down payment assistance, home rehabilitation, new construction, energy efficiency, and funding for low - to moderate-income households



How

There are residents within every community that are spending more than 30 percent of their income on housing. Low-to-moderate income households may not be aware of resources available to them.

#### Offic

#### Officials:

Update local zoning codes to support the development of affordable housing options and be mindful of fair housing regulations. Provide information to residents for available assistance programs.

#### Agencies:

Promote programs that offer support for homeowners and renters such as down payment assistance.

#### Residents:

Call your municipality to ask what programs are available for assistance if you are struggling to afford housing.

# Continue to support the Continuum of Care to provide funding for the needs of the homeless and near homeless populations



On any given night, there are people that are homeless or require housing services in every community throughout the County.

# How

#### Officials:

Stay up to date on homeless needs in your community and the programs that are available.

#### Agencies:

Provide funding to shelters and educate the public on resources available for the homeless population.

#### Residents:

Volunteer and make donations to your local shelter.



# Support mixed-use, higher density development opportunities in downtown areas by establishing new public-private partnerships



To prevent unnecessary development by utilizing existing infrastructure and to offer housing options that are attractive to varying ages, family sizes, and income levels.



#### Officials:

Make the approval process of developments more efficient and easier to navigate.

#### Agencies:

Provide data that defines the benefits of higher density, mixed-income development.

#### Residents:

Be open to development that brings in new residents to your community.

# Continue to encourage public facility improvements that enhance vital community structures



Public facilities including libraries, schools, and parks are essential to retain and attract residents and businesses, which will improve your community's tax base.



#### Officials:

Inventory the condition of vital community structures and determine which need improvements. Seek out funding to make needed improvements.

#### Agencies:

Fund projects that improve community structures and assist with grant development to secure additional funding.

#### Residents:

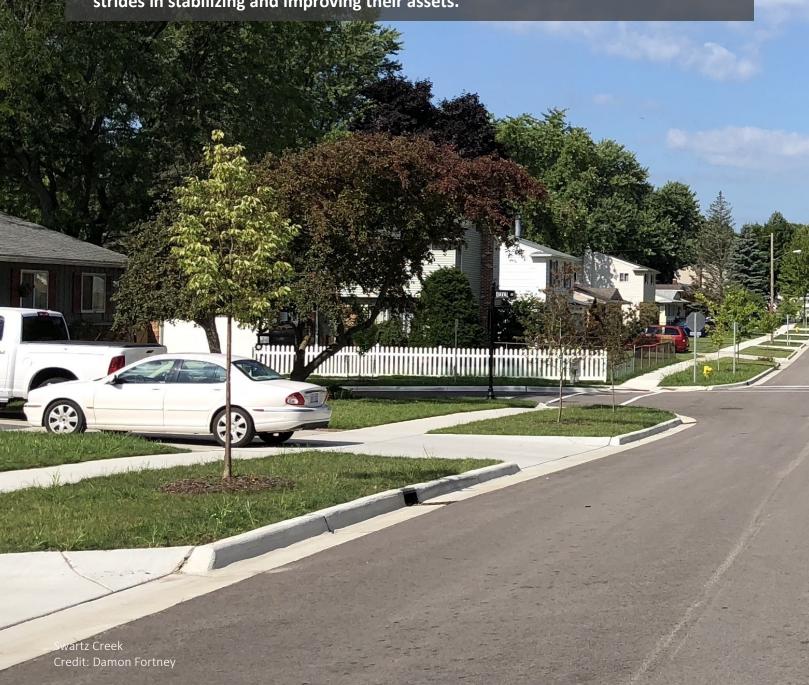
Visit your local park, check out a book at your closest library, or volunteer in your community.



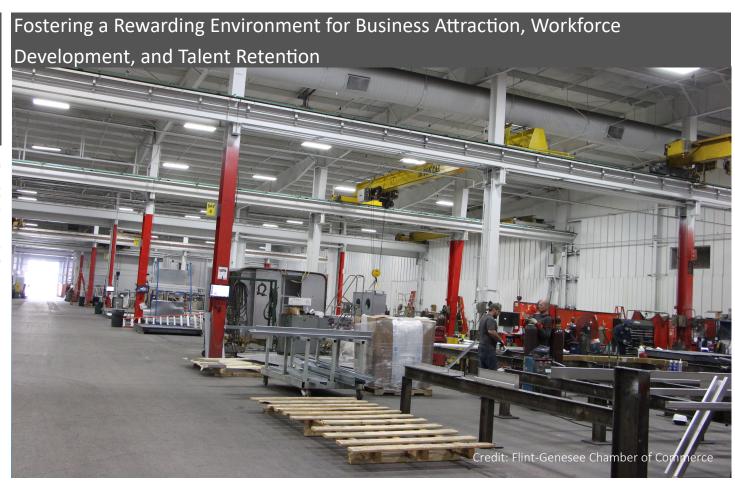


### **Swartz Creek - Public Improvements**

The City of Swartz Creek is currently implementing a six year Consolidated Capital Improvement Program in which several major improvements will be made throughout the City including street resurfacing, park improvements, as well as sewer and watermain improvements. The City's Downtown Development Authority is also in the process of implementing transportation and public facility improvements. To supplement all of this work, the City will utilize Community Development Block Grant (CDBG) funds for the replacement of street signs throughout low to moderate income areas within the City. The strategic planning and coordination of these improvements is how communities can make great strides in stabilizing and improving their assets.







Enhance existing intermodal facilities to create a more efficient network for people and freight



Having a more efficient network will increase economic incentives for businesses and individuals while reducing environmental impacts.



#### Officials:

Focus investments on intermodal facility infrastructure that attracts economic development.

#### Agencies:

Inventory the location and condition of existing intermodal facility assets.

#### Residents:

Seek opportunities to carpool to reduce congestion.

Prioritize projects that improve multi-modal access to employment and core community resources



Not everyone has a personal vehicle or can afford transportation to reach a grocery store, medical facility, employment, or school.



#### Officials:

Work with regional and state agencies to improve connectivity for non-motorized and transit users.

#### Agencies:

Inventory ridership on non-motorized and public transit to see what areas are most used and where to direct future investments.

#### Residents:

Use non-motorized and public transportation whenever you can to support the expansion of current services.

## Grow connections between the private sector and educational institutions



Increasing the amount of research activity, job training, and entrepreneurship that occurs within your community can improve economic development and tax base.



#### Officials:

Determine if there are any private businesses in your community that would benefit from having ties with an educational institution.

#### Agencies:

Offer internship programs that educational institutions can make available to students.

#### Residents:

Take advantage of the services that educational institutions offer to the public.

## Assist our communities with best practices to attract and retain young professionals



There is a talent shortage for skilled positions due to retirement of current position holders and an insufficient population of incoming skilled workers. Although we have a strong presence of educational intuitions, we struggle to retain students after graduation.



#### Officials:

Participate in a first impressions evaluation of your community to learn of potential improvements to make.

#### Agencies:

Sign-up for local and regional career fairs to highlight your organization to aspiring job seekers.

#### Residents:

Participate in local and regional career fairs. Encourage your employer to participate.

## Support economic vitality by preparing our communities to retain and attract skilled labor forces to live, work, and play



An efficient transportation network, a variety of housing options, and recreational amenities are qualities that prospective employees and their families look for in a community.



#### Officials:

Amend existing zoning codes to allow for mixeduse development for housing such as condos, lofts, and rowhouses that are affordable and near core services.

#### Agencies:

Work with local officials to propose new development that align with goals identified in community master plans.

#### Residents:

Educate yourself on new developments that are being introduced in your community so that you can give valuable input throughout the process.



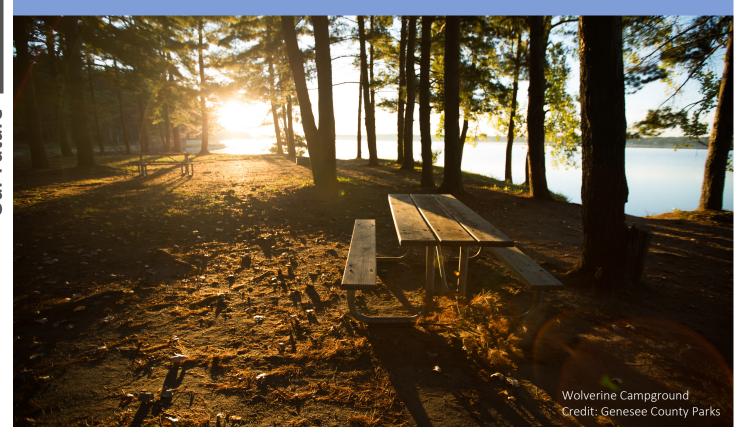
### University of Michigan - Flint Outreach, MI Start Smart

Launched in 2018, the MI Start Smart database catalogs resources that entrepreneurs and small business owners might need in order to start or grow their business. It contains a comprehensive listing of organizations, including government offices, which provide services, filtered by business stage and geographical area in the 7-county (Genesee, Lapeer, Shiawassee, Huron, Tuscola, Sanilac, and St. Clair) region. A promotional video was created to showcase the convenience and accessibility of the tool which can be viewed on the Region's website at http://i-69thumbregion.org/.





### Cultivate a Sustainable Linkage between Manmade and Natural Assets



## Continue to promote transportation and community development projects that preserve critical environmental areas



Environmental assets provide recreational opportunities, natural habitats, and a buffer between manmade and natural features.



#### Officials:

Educate residents on the importance of environmental assets and zoning, while upholding the intent of local land use plans to protect natural assets.

#### Agencies:

Review projects in consideration of environmental features.

#### Residents:

Attend local community meetings to advocate for environmental preservation.

# Improve education and awareness of proper material management such as reducing, reusing, and recycling



It is important for people in our County to understand that reducing, reusing, and recycling lessens the impact of pollution on our natural environment and increases landfill capacity.



#### Officials:

Make it easier for residents and local businesses to access information about how to properly recycle materials in their community.

#### Agencies:

Increase education efforts for residents on what can and cannot be recycled through recycling presentations, websites, social media, and flyers.

#### Residents:

Get a copy of your community's curbside recycling guide and start recycling. Encourage family and friends to start recycling too. Continue to monitor local air quality and prioritize projects that will help reduce the impact of the transportation system on the environment



Assuring that development does not negatively impact air quality is important in sustaining our natural environment for the future.



#### Officials:

Review projects in consideration of their impact on air quality based on emissions data. Prioritize projects that have minimal or no impact.

#### Agencies:

Monitor air quality and provide information about the impact of future projects.

#### Residents:

Use public transit, non-motorized transportation, carpool, or telecommute when possible to reduce your carbon footprint. Improve the energy efficiency of your home by using less power, changing incandescent lightbulbs to LED and monitoring heating/cooling usage.

# Plan, monitor, and mitigate for natural and man-made hazards to reduce potential negative impacts on our communities



Natural and man-made disasters are a very real threat to our County. Disasters such as flooding and tornadoes occur every year, causing millions of dollars in damage to our communities' infrastructure.



#### Officials:

Take part in Countywide hazard mitigation plan updates and invest in technology, such as advanced warning systems, to be better prepared for natural or man-made disasters. Enforce zoning and land use to minimize impact of incidents.

#### Agencies:

Provide data for local units to make informed decisions on how to mitigate disaster threats.

#### Residents:

Subscribe to emergency notification outlets to stay up to date on ongoing threats. Review insurance policies for proper coverage in the case of a natural disaster.

Provide more opportunities for residents to recycle general materials such as paper and plastic; as well as hard to dispose items including household hazardous waste and electronics



HHW is hard to get rid of, harmful to the environment, and needs to be disposed-of properly. Also, not every resident is able to recycle general materials like those living in apartments.



#### Officials:

Work with other communities to provide lower cost and more convenient curbside pickup services and/or drop-off locations that allow residents to recycle general materials. Consider providing additional services such as hazardous waste recycling.

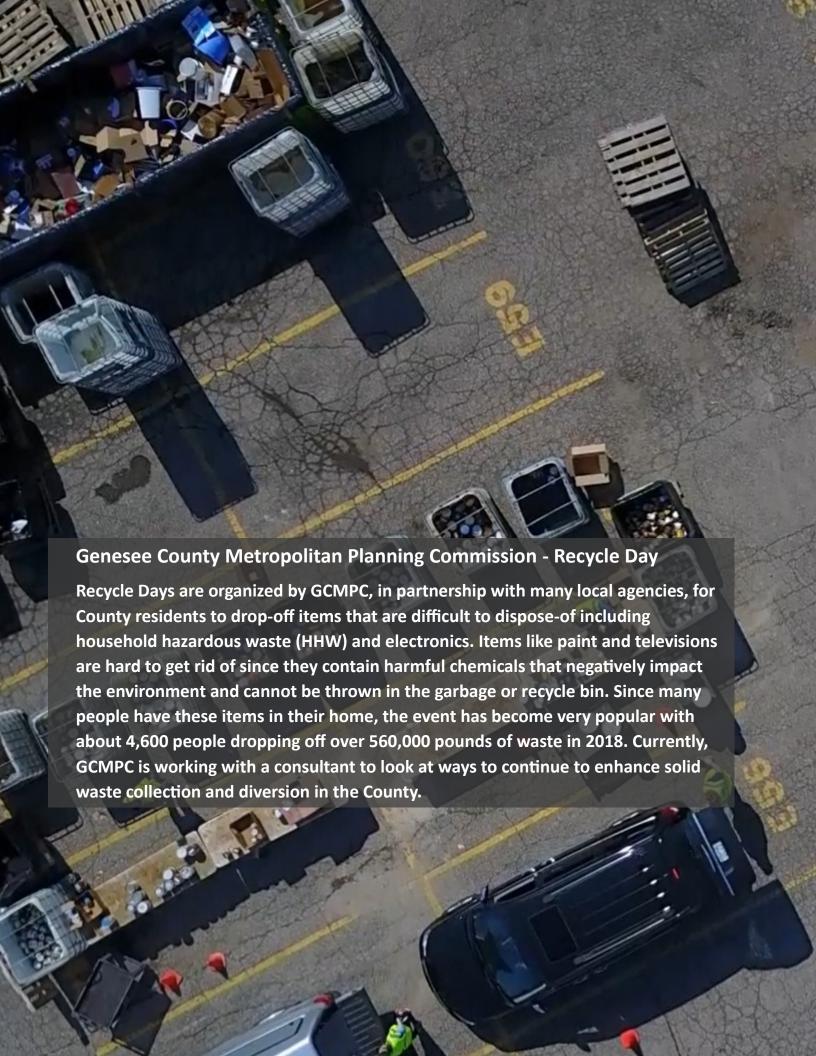
#### Agencies:

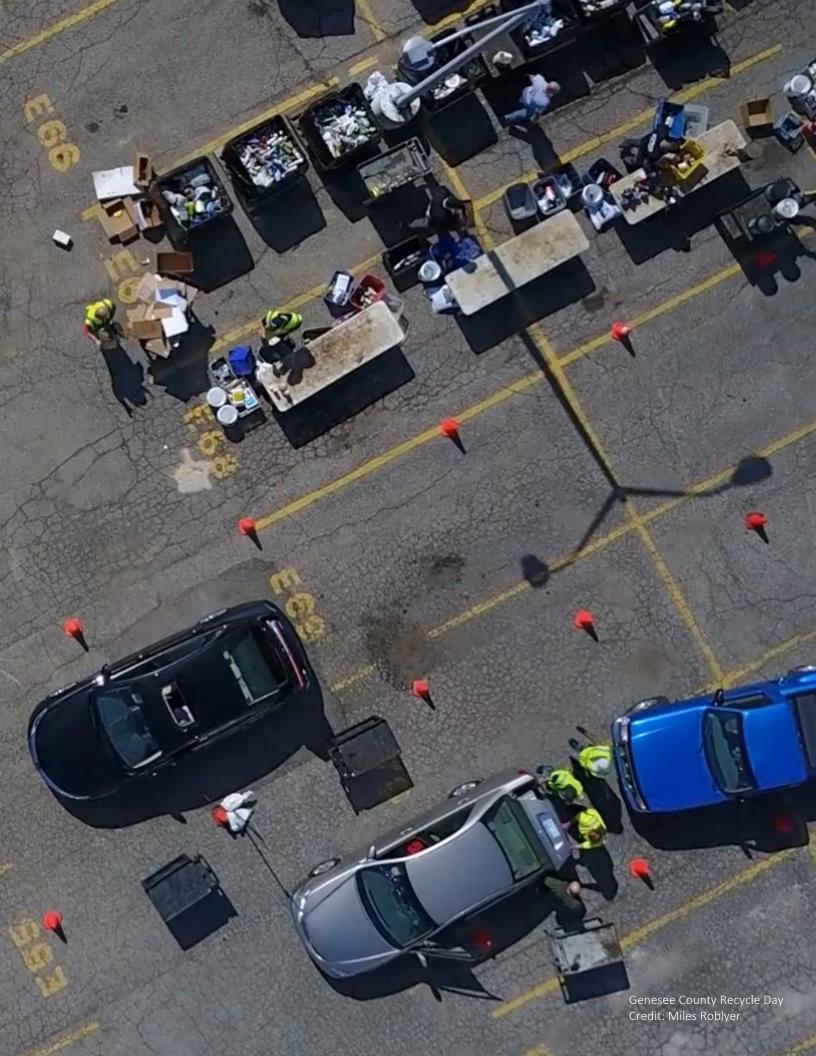
Enhance programs to allow residents to disposeof general recycling and hazardous materials in a more convenient manner.

#### Residents:

Participate in your community's curbside recycling program and hazardous waste collection events. Advocate for additional services such as bigger recycling bins.







## Enhance our Unique Identity and Sense of Community



Continue to invest in travel and tourism to improve the quality of life for current residents while attracting new residents



To attract customers for local businesses and create a community that is desirable to live in and visit.



#### Officials:

Invest in your community to improve aesthetics and infrastructure which encourages people to return.

#### Agencies:

Survey communities to identify areas where improvements can be made.

#### Residents:

Explore neighboring communities and attend or volunteer at local events.

Continue to encourage complete street and accessibility principles in all projects by awarding points on project applications to foster a safe, secure, and comprehensive transportation system for all users



People want to get to places in a convenient and safe way whether that is by car, bus, bike, or walking. It is important that these options exist to make our County a more attractive place.



#### Officials:

Prioritize projects that incorporate complete streets components and improve safety.

#### Agencies:

Provide data on roads that could use improvements in terms of accessibility, safety, and security.

#### Residents:

Ride your bike or take a walk around your nearest downtown next time you visit. Show your support for non-motorized improvements.

# Ensure equitable access to core community services such as medical facilities, employment, and fresh food



There are some residents who do not have access to needed community resources such as fresh food, recreation, education, and health care. Having access reduces food insecurity, improves economic opportunities, and promotes healthy lifestyles.



#### Officials:

Approve housing developments that are located near core services.

#### Agencies:

Identify where core community services are located throughout the County and assess if there are any areas that may have difficulty getting those services.

#### Residents:

Consider how easy it is for you to access the services you need. Report any issues you find to your local officials.

## Foster distinctive, attractive communities with a strong sense of place



Our communities need to be attractive to maintain a healthy tax base.



#### Officials:

Use various funding sources including CDBG funding to improve public facilities such as local parks and sidewalks.

#### Agencies:

Provide local officials information about funding opportunities for their communities and what types of projects that funding could be used on.

#### Residents:

Volunteer within your community on beautification initiatives.

# Encourage local zoning ordinances and master plans that seek commonality with adjacent municipalities



Assures that future development has a seamless connection between land uses in communities and one community is not negatively impacting another.



#### Officials:

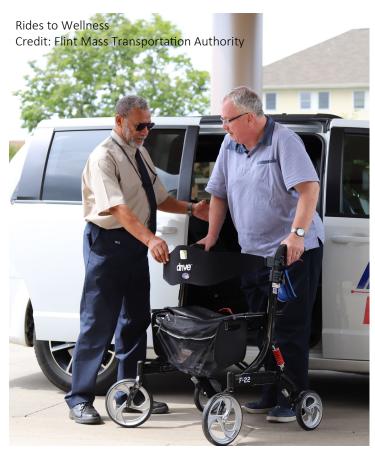
Invite neighboring municipalities to the table when updating local zoning ordinances and master plans.

#### Agencies:

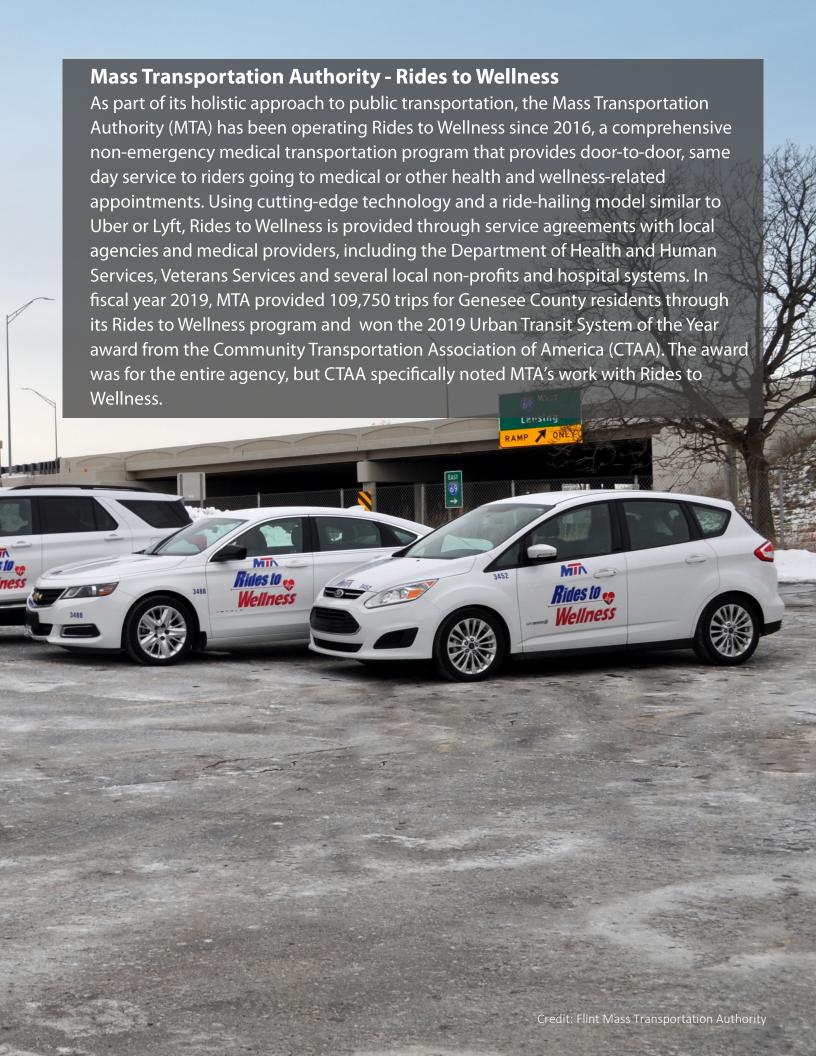
Offer educational opportunities for local officials to learn more about the process of updating zoning ordinances and master plans.

#### Residents:

Make local officials aware of current issues in your community so that your comments can be included in future planning documents.









The Genesee Valley Trail Extension via Chevy Commons continues a vision that provides alternative transportation facilities throughout the Flint River Corridor, linking residents with core community services including medical facilities, educational institutions, employment hubs, and grocery stores. This connection was outlined as a priority trail segment in Genesee County's Regional Non-Motorized Trail Plan. Furthermore, the project is a continuation of the Rails-to-Trails Initiative that began with the transformation of an old Canadian National (CN) rail line into a non-motorized corridor; now known as the Genesee Valley Trail (GVT). The six-mile connection begins at Carriage Town Plaza in the City of Flint and travels five miles west to the Genesee Valley Mall in Flint Township. A two-mile extension to Elms Road Park in the City of Swartz Creek will be complete in 2020.





## Develop and preserve a safe, secure, reliable, and efficient transportation and utility network



Maintain and improve upon the existing transportation network and prioritize projects that work towards the bridge, pavement, safety, transit, and system reliability performance target conditions



The condition and safety of our infrastructure is not adequate for our current needs. For example, roads are deteriorating faster than funding can be sourced to repair them.



#### Officials:

Develop and implement a Capital Improvement Plan that works to improve the existing transportation system. Explore and support additional funding initiatives such as a countywide millage.

#### Agencies:

Incorporate performance measures into the decision-making process. Explore and support additional funding initiatives such as a countywide millage.

#### Residents:

Educate yourself on the benefits of local road funding initiatives such as a county-wide millage.

Continue to expand broadband access and education to areas that are underserved



Communities still lack broadband infrastructure at the speeds necessary to improve their quality of life for the 21st Century.



#### Officials:

Leverage partnerships with neighboring municipalities, school districts, libraries, and other anchor institutions to increase broadband adoption.

#### Agencies:

Support computer literacy programs for residents to improve access to educational content, employment opportunities, and other online tools/ services.

#### Residents:

Teach others about the benefits of connectivity and technology available.

# Inventory the current state of public and private infrastructure such as roads, bridges, sewer lines, and fiber optics



Our infrastructure is aging and quickly deteriorating; at the same time communities must use their limited revenues to rehabilitate or replace those assets.



#### Officials:

Formalize an asset management committee within your agency, involving all departments, which can help inventory assets, assess your gaps, and prioritize future investments.

#### Agencies:

Share your knowledge with residents on the total cost of asset ownership, which includes the cost to maintain current assets and provide additional services.

#### Residents:

Be open to contributing more in local taxes for new community programs and services that support a higher quality of life.

# Encourage coordinated and strategic infrastructure improvements in conjunction with housing and job creation efforts



Infrastructure improvements can encourage economic growth that may not otherwise happen. By proactively and strategically expanding your community's utility service area, new industry and housing developments will be attracted to your community.



#### Officials:

Utilize or update your community's master plan and zoning ordinance to strategically focus development in conjunction with your Capital Improvements Plan.

#### Agencies:

Reward project applications and/or provide financial incentives to communities that incorporate elements in consideration of housing, complete streets, etc.

#### Residents:

Be an active participant when your community updates their master plan and zoning code.

Provide a safe, secure, reliable, and efficient transportation network that is accessible for all by working with local agencies to identify issues and prioritize projects to maximize limited resources



There is limited funding available for infrastructure improvements, and our infrastructure is in need of repair, so improvements must be prioritized. Technology is available that can enhance the system in a cost-effective way.



#### Officials:

Incorporate new technologies that are more cost effective and create a well-rounded transportation network when updating infrastructure.

#### Agencies:

Keep local officials informed of new intelligent transportation systems (ITS) technologies such as adaptive traffic signal controls which improve travel time reliability.

#### Residents:

When buying a vehicle, be aware of technologies that improve your safety and fuel efficiencies.



Enhance the integration and connectivity between all transportation modes by working with communities to write grants and encouraging complete street elements in project applications



Our transportation system is primarily built for vehicles resulting in other users such as bicyclists, pedestrians, and public transit users being left out.



#### Officials:

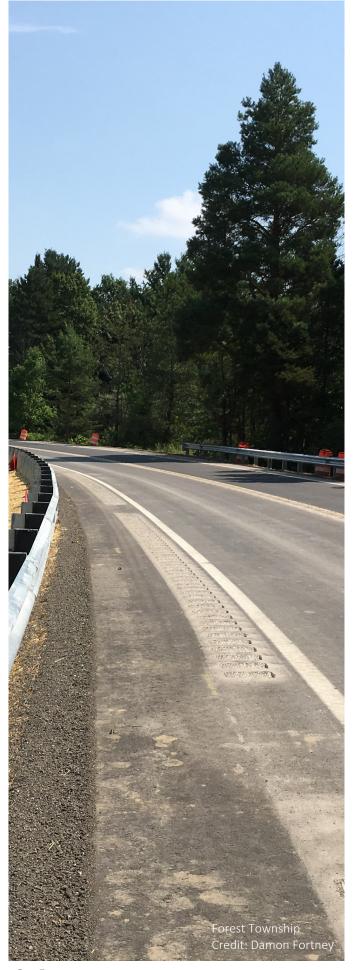
Pair road projects with non-motorized and transit improvements by leveraging resources.

#### Agencies:

Award extra points to projects that incorporate other transportation modes with road projects.

#### Residents:

Write a letter supporting the inclusion of alternative transportation modes in your community.















## **Supplemental Data & Technical Reports**

Even though the Genesee: Our County, Our Future plan is presented in a style that is reader friendly, it is the result of extensive technical analyses and public outreach efforts. For those interested in the more technical details of the plan, the following supporting materials can be found on the plan website at: <a href="http://ourfuturegenesee.org/">http://ourfuturegenesee.org/</a>

2019 - 2021 CD Projects

2045 LRTP Projects

Air Quality

**Aviation** 

Barriers to Affordable Living

Bridge

Community Development Consolidated Plan

Community Development Financial Plan

**Community Downtown Profiles** 

**Community Housing Profiles** 

**Community Survey** 

**Congestion Management Process** 

Coordinated Plan

**Economic Development** 

**Environmental Assets** 

Environmental Justice & Access to Core

Service

**Environmental Mitigation & Consultation** 

Federal Transportation Requirements

Monitoring

Infrastructure Coordination

**Intelligent Transportation Systems** 

Intermodal Freight

Landfill

Land Use

**Listening Sessions** 

**Natural Disaster Threats** 

Non-Motorized Trails

**Open Houses** 

**Pavement Conditions** 

**Public Involvement** 

Recycling

Roundabouts

Safety

Socio-Economic Projections

Solid Waste Financial Plan

Stakeholder Interviews

Steering Committee

Title VI Policies

Tourism

**Transit** 

Transportation Financial Plan

**Transportation Model Update** 

Transportation System Performance

**Visions and Actions** 

Water Trails

### **ArcGIS Online Map Gallery**

A web-based GIS mapping tool is available on the plan website that allows the public to view plan data in more detail all in one place on a customizable map.





