



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

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

**Thursday, March 7, 2024
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the February 1, 2024 Regular Meeting (attached)
- IV. Old Business
- V. New Business
 - ***A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #15 (attached)
 - B. FY 2026 Safety Call for Projects (attached)
 - C. FY 2024 Non-Motorized Data Collection (attached)
 - D. FY 2024 PASER Data Collection (attached)
 - E. MDOT TAP Grant Overview (presentation)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item** NEXT MEETING – April 4, 2024 at 1:30 P.M.

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

MINUTES

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

I. CALL TO ORDER

Vice Chairperson Eric Johnston called the meeting to order at approximately 1:33 p.m.

II. ROLL CALL

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

Present: Alex Patsy, Brian Saad, Derek Bradshaw, Ellen Glass, Eric Johnston, Michael Pifer, Reggie Smith, Rod McGaha, Scott Bennett, and Shawnice Dorsey.

Absent/Excused: Adam Zettel, Amber Abbey, Andrea Schroeder, Brian Ulman, Chad Young, Chris Yeates, Christina Nicholaides, Clyde Edwards, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, David Dorr, Ed Benning, Eric Weiderhold, Frederick Thorsby, James Slezak, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Lynn Markland, Mary Ann Price, Max Gierman, Melinda Johnson, Michelle King, Neil Rankin, Paul Fortino, Rachel Stanke, Richard Bayus, Robert Bincsik, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, Vince Lorraine, and Wendy Jean-Buhrer.

Others Present: Robert Johnson, Jim Busch, Jacob Maurer, McKenna Dutkiewicz, Kris Garris, and Renate Soto.

III. MINUTES

*****A. Minutes of the December 7, 2023 Regular Meeting**

Motion: Action: Approve, **Moved by** Ellen Glass, **Supported by** Scott Bennett, to approve the minutes of the December 7, 2023 regular meeting as presented.

Motion carried unanimously.

IV. OLD BUSINESS

None

V. NEW BUSINESS

*****A. 2024 Safety Performance Measure Targets**

Mr. Garris stated that on October 17th, 2023, MDOT released the federally required state safety targets for the 2024 Safety Performance Measures. Genesee County Metro

Alliance (GCMA) previously adopted the 2023 Statewide Safety Targets last year. GCMA has until February 27, 2024, to either adopt the statewide safety targets or set their own. The five statewide performance targets are Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate, and Non-Motorized Fatalities & Serious Injuries. Mr. Garris reviewed how the crash trends in Genesee County compare to those across the state via a slide presentation. Overall, crash trends and statistics in Genesee County are very similar to the statewide trends in crash rates. Based in this information and discussions with other MPOs, MDOT and the Federal Highway Administration, staff is requesting that the Technical Advisory Committee (TAC) provide a recommendation of approval to the Genesee County Metropolitan Alliance to adopt the statewide safety targets for 2024.

Motion: Action: Approve. **Moved by** Scott Bennett, **Supported by** Ellen Glass, to recommend approval to adopt the statewide safety targets for 2024 to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

Discussion ensued.

*****B. Transit Asset Management Performance Measures Adoption**

Mr. Garris stated that the Mass Transportation Authority (MTA) has provided estimated Transit Asset Management (TAM) performance measure targets for 2024. Transit targets are required by the Federal Transit Administration (FTA) and are based on performance measures established under the National Public Transportation Safety Plan. The Genesee County Metropolitan Alliance (GCMA) may choose to either adopt and support the MTA's estimated targets or set their own. Staff has reviewed the targets and is requesting that TAC provide a recommendation of approval to the Metropolitan Alliance to adopt the MTA's estimated 2024 Transit Asset Management Performance Targets.

Motion: Action: Approve. **Moved by** Scott Bennett, **Supported by** Reggie Smith, to provide a recommendation of approval to the Metropolitan Alliance to adopt the Mass Transportation Authority's (MTA) estimated 2024 Transit Asset Management Performance Targets.

Motion carried unanimously.

*****C. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #14**

Ms. McKenna Dutkiewicz reviewed all the changes included in the TIP Amendment #14, including 2 transit GPA changes and 1 local bridge GPA addition to the FY 2023-2026 TIP. The project changes listed in the transit GPA consist mostly of projects moving from FY 2023 into FY 2024. The new FY 2026 local bridge GPA completes 4 new bridge projects. The Genesee County Road Commission, the City of Flint and the City of Linden were awarded funding for capital preventative maintenance for bridges. At this time, staff is recommending the approval of Amendment #14 to the FY 2023-2026 TIP from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve. **Moved by** Scott Bennett, **Supported by** Brian Saad, to approve Amendment #14 to the FY 2023-2026 TIP as presented.

Motion carried unanimously.

D. FY 2023 Annual Status Report of TIP Projects

Ms. Dutkiewicz stated that GCMPC is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to publish an annual list of TIP projects that were obligated in the previous fiscal year. Over \$164 million dollars were invested into Genesee County's transportation network in FY 2023. To see a complete breakdown

of funding, the list of TIP projects is available for review on our website using the link provided in the memo. Mr. Maurer recognized Ms. Dutkiewicz in her efforts in preparing and improving the Annual Status Report from previous years.

E. FY 2024 MPO TIP Amendment Schedule

Ms. Dutkiewicz stated the FY 2024 MPO TIP Amendment Schedule was developed by GCMPC staff in collaboration with MDOT. This schedule lists the steps that staff takes when developing the TIP and explains the timeline in TIP Amendment process that staff follows along on a month-to-month basis. Please find this schedule on our website under the Transportation heading. Mr. Maurer added that the TIP Amendment Schedule will help to ensure that staff is monitoring federal and state resources spending and to give all the transit and road agencies ample time to submit TIP changes to GCMPC staff.

F. Safe Routes to School (SRTS) Mini Grant RFP

Mr. Garris stated that MDOT has announced the Safe Routes to School (SRTS) Program is accepting applications through a Request for Proposals (RFP) for their SRTS Mini Grant. The Mini Grant supports active transportation programs, encouraging and educating students about how they can travel safely to and from school. Applicants can receive up to \$15,000 per school or up to \$120,000 per applicant with 8 or more schools. Schools with students in grades K-12, or affiliated non-profits, are eligible to apply. Applications will be accepted until 5:00 pm on March 1, 2024. A virtual informational session will be held on February 8, 2024, at 3:30 pm. For more information about this SRTS Mini Grant, please visit the website via the link provided in the memo or contact the SRTS Coordinator, Adam Jenks, at 517-908-3816. Discussion ensued.

F. Genesee County Road Commission (GCRC) 2023 Road Pavement Conditions Presentation

Mr. Patsy gave a presentation on current road conditions in Genesee County. This information was gathered from the PASER (Pavement Surface Evaluation and Rating) that is done each year. He stated that every 2 years every hard surface road is completed with the help of the staff at GCMPC, with federal aid routes being done on the odd years and non-federal aid routes being completed on the even years. The presentation was broken down by 2 lane primary roads and multi-lane primary roads. With the PASER rating system, the roads are assessed with a number system of 1-4 (poor), 5-7 (fair) and 8-10 (good). Mr. Patsy stated that overall, the conditions of the roads in Genesee County have improved in the last few years and they are continuing to trend favorably. Discussion ensued.

VI. OTHER BUSINESS

None

VII. ANNOUNCEMENTS

Mr. Derek Bradshaw spoke about the Genesee County Broadband Task Force established recently. This task force will establish the current state of broadband access in the county and work towards pursuing local and federal funding sources to help fill in the gaps in access that are discovered. Currently there is a variety of cable systems and fiber optics in Genesee County and the goal of the task force is to establish a system with

more accessibility and continuity. The results could impact whether a person or business would consider moving into the County. The task force will be looking into hiring a consultant to assist in this process. Stay tuned for more information to come.

VIII. ADJOURNMENT

Vice Chairperson Johnston adjourned the meeting at approximately 2:24 pm.

Respectfully submitted,
Renate Soto, Secretary
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: March 7, 2024

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 15**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 15. This amendment changes four (4) projects and changes two (2) GPAs in the FY 2023 – 2026 Transportation Improvement Program.

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

The assumptions asserted in the conformity document for the FY 2023-2026 TIP, for which this amendment is being made, are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS).

At this time, staff is recommending the approval of the attached Amendment #15 to the FY 2023-2026 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2023-2026 Transportation Improvement Program
Proposed Amendment # 15**

Project Proposed to be Changed with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	216169	City of Clio	N. Mill	0.50	Vienna St to Field Rd	One Course Asphalt Overlay and Concrete Pavement Repairs	CON	STU	\$409,880		\$171,069 \$550,442	\$580,949 \$960,322	Project budget increased based on new estimates provided by engineer.
2025	216204	GCRC	Grand Blanc Rd	4.44	Grand Blanc Rd from 200ft west of Elms Rd to Torrey Rd	Road Capital Preventive Maintenance	CON	STU	\$730,781 \$715,425	\$0	\$164,519 \$530,558	\$895,300 \$1,245,983	Updated budget to reflect the November 2023 allocation estimates. Incorrect local amount was submitted back in June.
2025	217036	City of Flint	W 2nd St	0.00	West Second Street over Swartz Creek	Bridge Replacement	PE	LBBI	\$0	\$10,000	\$0	\$10,000	Phase added to project
2026	217036	City of Flint	W 2nd St	0.00	West Second Street over Swartz Creek	Bridge Replacement	CON	LBBI	\$0	\$6,732,544	\$0	\$6,732,544	Project moved from the Phase 2 local bridge bundle to the Phase 3 local bridge bundle after the HIP-CRRSAA funding was rescinded.

GPA's Being Changed With a TIP Amendment

Year	GPA Type	Agency	Project	Length	Limits	Description	Phase	Federal	State	Local	Total Cost	Comments
2025	Local Traffic Operations and Safety	Genesee County		0	Genesee County	Local Traffic Operations and Safety GPA	n/a	\$960,200 \$1,360,200		\$117,800 \$217,800	\$1,078,000 \$1,578,000	FY 2025 Traffic Safety Projects
2026	Local Bridge	Genesee County		0	Genesee County	Local Bridge	n/a	\$1,124,000 \$2,468,000	\$175,750 \$366,250	\$105,250 \$295,750	\$1,405,000 \$3,310,000	FY 2026 Local Bridge Projects

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

2025 Local Traffic Operations and Safety GPA--Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2025	220864	GCRC	N Irish Rd	Court St to McDermitt Dr	0.19	Minor Widening	CON	HSIP	\$400,000	\$0	\$100,000	\$500,000	This is a new project that was recently awarded safety funding.

2026 Local Bridge GPA--Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2026	220502	GCRC	N Elms Rd	N Elms Rd. Str #2737 over Flint River Genesee County	0.00	Bridge Rehabilitation	CON	BHT	\$1,524,000	\$190,500	\$190,500	\$1,905,000	This is a new project that was recently awarded bridge CPM funding.

STU - STP - Urban Areas > 200,000 Population

BHT - Bridge Rehabilitation - Surface Transportation Program (STP)

LBBI - Statewide Bridge Bundle funding

HSIP - Highway Safety Improvement Program - SAFETEA-LU

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: March 7, 2024

SUBJECT: FY 2026 Safety Call for Projects

The Michigan Department of Transportation (MDOT) has released a call for Highway Safety Improvement Safety Program (HSIP) projects, Highway Safety Improvement Program Streamlined Systemic Safety Projects, and High-Risk Rural Road (HRRR) projects to all local road agencies for the 2026 fiscal year. A letter detailing the qualifications for these funds and the criteria by which applications will be judged is enclosed.

MDOT is requesting that project applications be submitted to their office by **Wednesday, May 1st, 2024**.

In order to have time to review and endorse the applications we are asking that you submit a copy of your application to our office by **Wednesday, March 20th, 2024**. Projects will be ranked using Time-of-Return Analysis, and prioritized list will be sent to MDOT. A prioritized list of projects and resolution will be brought back to this committee for approval at the April meeting. The resolution endorsing the submitted projects will be sent to MDOT in May.

Additional safety resources can be found on our website at the following link: <http://www.gcmpc.org/safety/>. If you need any assistance with selecting safety projects or have questions about the application process, feel free to contact me at (810) 766-6564 or kgarris@geneseecountymi.gov.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: March 7, 2024

SUBJECT: FY 2024 Non-Motorized Data Collection

The Genesee County Metropolitan Planning Commission (GCMPC) is now accepting requests from all Genesee County municipalities who are interested in collecting pedestrian and bicyclists count statistics along their non-motorized trail network. Spring is almost here and staff is beginning to develop a schedule to collect non-motorized counts on trails throughout the county. Each count will have a duration of two weeks. Each survey will depict general usage trends such as daily average, busiest days, hourly profiles, and comparisons between weekday vs. weekend.

If your community is interested in participating in the FY 2024 Non-Motorized Trail Count program, staff would be happy to meet with you to discuss the best locations to install the counter along your trails. Requests will be considered on a first come, first served basis.

To view previous trail count locations and their average daily use, check out the Genesee County GIS Map Gallery at: <https://arcg.is/1959Dm>. More Non-Motorized information can be found on our website: <http://gcmprc.org/non-motorized/>

Should you have any questions regarding the non-motorized count program, please contact Kris Garris at kgarris@geneeecountymi.gov or (810) 766-6564.



MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: March 7th, 2024

SUBJECT: FY 2024 PASER Data Collection

The Genesee County Metropolitan Planning Commission (GCMPC) will be collecting pavement condition data using the PASER System on all federal-aid roads within Genesee County in FY 2024. Collection is anticipated to begin in April.

Staff will be coordinating with local road agencies who wish to participate in the data collection, a communication will be sent in March. Reimbursement through the Transportation Asset Management Council (TAMC) is available to local units if participating raters have completed TAMC PASER Training within the past 3 years.

Staff will work with local units to establish memorandums and assist in reimbursement activities as needed.

Should you have any questions regarding this year's data collection, please contact Kris Garris at kgarris@geneseecountymi.gov or (810) 766-6564.

Office of Economic Development

Transportation Solutions for Vibrant Communities

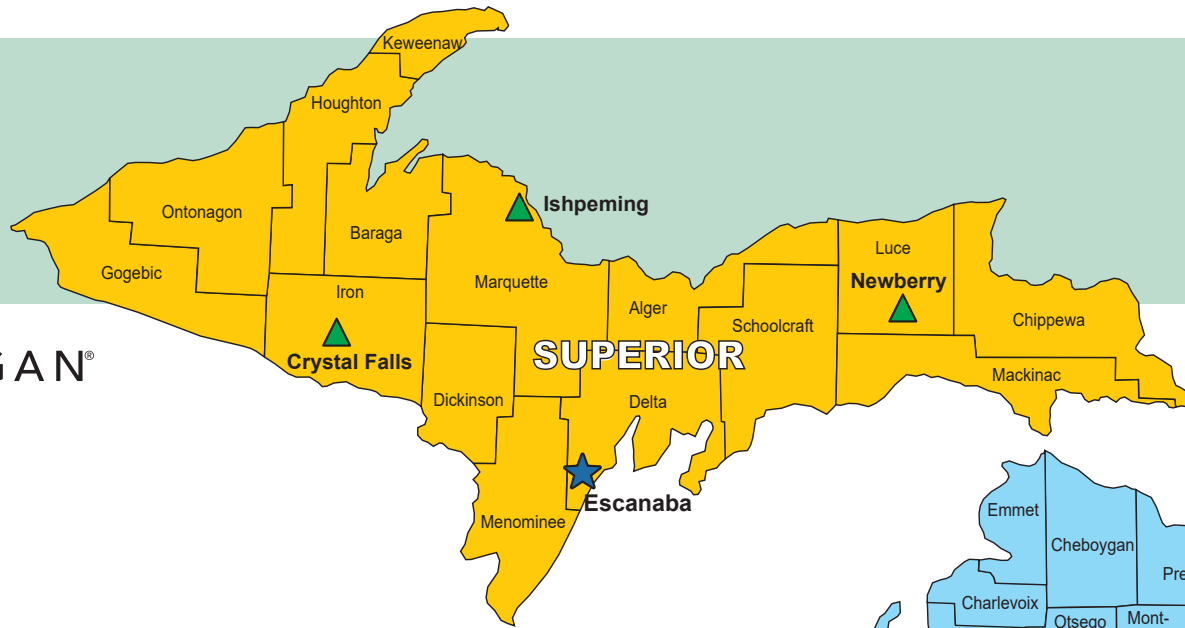


Safe Routes to School



www.Michigan.gov/OED

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Please direct questions regarding program specifics to the following contacts:

Regions	Contact	Phone	E-mail
Bay, Superior	Lindsay Ross	517-242-3192	RossL7@Michigan.gov
Grand, North	Julie Thomas	517-256-6524	ThomasJ5@Michigan.gov
Metro	Caitlin Yost	517-243-2395	Yostc1@Michigan.gov
Southwest, University	Mike Smith (TAP) Christine Zuzga (TEDF)	517-242-2514 517-388-7644	SmithM13@Michigan.gov ZuzgaC@Michigan.gov

TEDF Category F: Lindsay Ross, 517-242-3192, RossL7@Michigan.gov

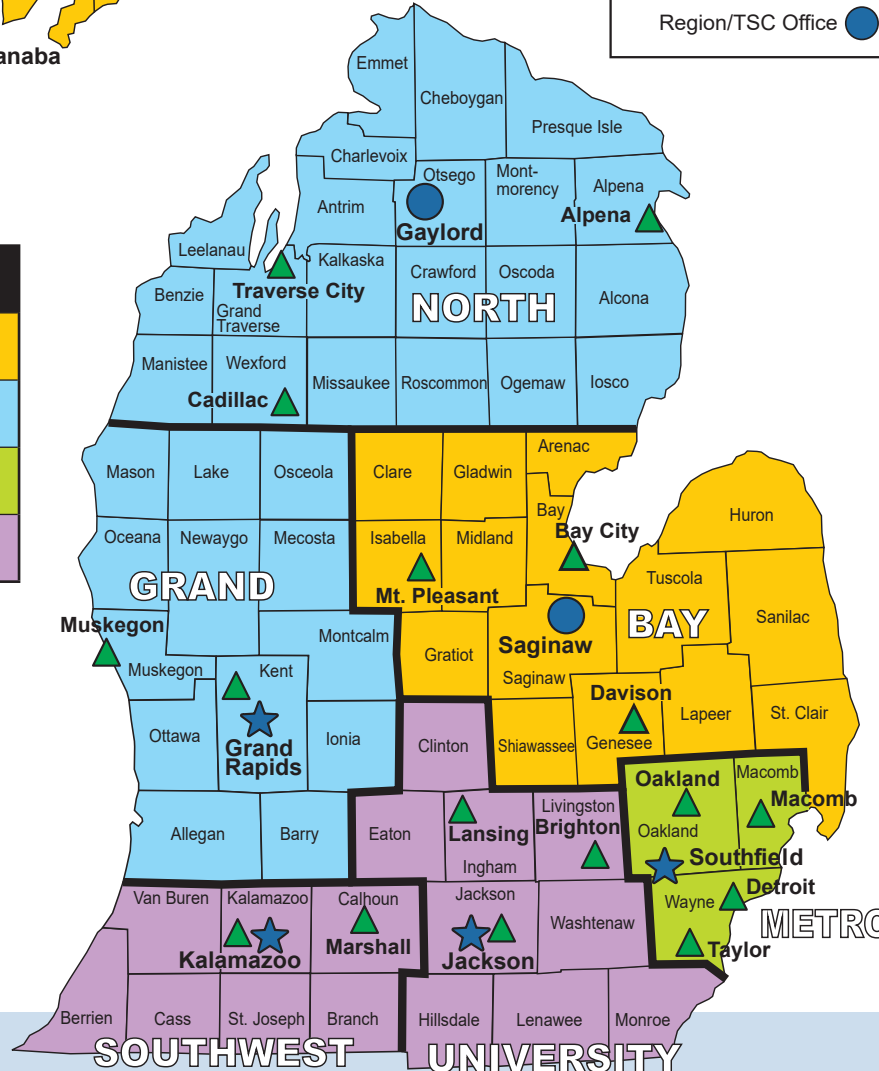
Tribal Liaison: Amy Matisoff, 517-282-7457, MatisoffA@Michigan.gov

Office of Economic Development, 517-335-1069

Michael B. Kapp, Administrator



MDOT: Providing the highest quality integrated transportation services for economic benefit and improved quality of life.





Transportation Economic Development Fund

The Transportation Economic Development Fund (TEDF) provides funding for transportation improvements that enhance the state's ability to compete in a global economy, promote economic growth, and improve the quality of life in the state of Michigan.

Category A provides funding for road improvements that help remove the transportation impediments to private investment and job creation or retention. Selected projects must be related to developments in one of eight eligible target industries. Eligible applicants are county road commissions, MDOT, cities, and villages. Applications are accepted year-round with award announcements made multiple times a year.

Category B provides funding for road improvements in small cities and villages. Eligible applicants are cities and villages with a population of 10,000 or less. Applications are accepted annually in late winter.

Category F provides funding for road improvements that increase or preserve the all-season road system within the urban areas of rural counties. Competitive applications provide connectivity to the local all-season system, or state trunklines and/or have a high percentage of commercial traffic. Eligible applicants are county road commissions, cities, and villages. Applications are accepted annually each spring.

Christine Zuzga
TEDF Program Manager
www.Michigan.gov/TEDF



Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a competitive grant program that funds projects such as regional trails, pedestrian safety streetscapes in core downtowns, and preservation of historic transportation facilities. These federally restricted funds enhance Michigan's inter-modal transportation system and provide safe alternative transportation options that support place-based economic development.

Applications are accepted year-round. Grants are typically for construction only. TAP funding requires a cash match of at least 20 percent of the project cost, though the average match for successful requests is 40 percent. Eligible applicants include county road commissions, cities, villages, state agencies, transit agencies, and Native American tribes.

Conditional commitments for future years are given to projects that demonstrate a competitive concept and a high likelihood of being constructed on schedule. This allows applicants time to raise and leverage matching funds for projects. Funds are awarded if the applicant meets certain conditions according to schedule, including certifying property, completing design plans according to state and federal standards, and certifying that matching dollars are available.

Michael Smith
TAP Manager
www.Michigan.gov/TAP



Safe Routes to School

Safe Routes to School (SRTS) is a school-based international movement to make it safe, convenient, and fun for children, including those with disabilities, to bicycle and walk to school. This creates a safe environment for children to get the regular physical activity needed to encourage a healthy and active lifestyle from an early age. SRTS initiatives also help ease traffic jams and air pollution in the vicinity of elementary schools, unite neighborhoods, and contribute to students' readiness to learn in school.

Michigan's SRTS program begins with a school-based comprehensive planning process. Of the 3,400 elementary and middle schools in Michigan, nearly 900 have committed to developing SRTS action plans, and high schools are now eligible to participate.

SRTS is a competitive grant program. SRTS grant funds can support both infrastructure and non-infrastructure projects for K-12 schools.

Michigan's SRTS program is managed by MDOT, with training, logistical, administrative, and technical support from the Michigan Fitness Foundation (MFF): 517-347-7891. MFF provides assistance and training to start a SRTS program at your school, developing an SRTS action plan, and developing competitive grant applications.

Bryan Armstrong
SRTS Program Manager
www.saferoutesmichigan.org



State Infrastructure Bank



The State Infrastructure Bank (SIB) was created under the National Highway System (NHS) Designation Act of 1995 to provide loans to public and private entities for eligible transportation improvements. The SIB complements traditional funding techniques and serves as a useful tool to meet urgent project financing demands, stretching federal, state, and local dollars. These loans allow eligible applicants to close financing gaps, expand project scopes, improve safety, avoid cost increases, and reduce construction period disruptions.

Qualified borrowers include county road commissions, cities, villages and public transportation systems. Though other public and private entities are not eligible to apply, they may be able to enter into agreements with eligible borrowers to finance eligible transportation projects.

There is no minimum loan amount. Generally, SIB financing will not exceed \$2 million per project. The level of SIB participation in proposed projects is determined on a case-by-case basis. The interest rate is evaluated on an annual basis and will not exceed the market rate. The interest rate may vary depending on the level of risk, repayment terms requested by the borrower, and for projects related to an emergency.

Jessica Pierce
SIB Coordinator
www.Michigan.gov/SIB

Transportation Alternatives Program Grant Overview

Presented by Lindsay Ross, MDOT Grant Coordinator
GCMPCC Technical Committee, March 7, 2024

1

Office of Economic Development

- Mission: Provide innovative transportation solutions through funding assistance to support community economic development through collaboration and quality customer service
- Programs: Transportation Economic Development Fund (TEDF) Categories A, B, F, Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), State Infrastructure Bank loan program.

2

Office of Economic Development


Transportation Solutions for Vibrant Communities

Region	Contact	Phone	Email
Grand Haven	John Thomas	616-221-2222	JohnT@Michigan.gov
Grand Haven	John Thomas	616-221-2222	JohnT@Michigan.gov
Other	John Ross	616-221-2222	JohnR@Michigan.gov
Business Community	Mike Jank	616-221-2222	MikeJ@Michigan.gov
	James Ferguson	616-221-2222	JamesF@Michigan.gov

Please direct questions regarding program specifics to the above contacts.

MICHIGAN FITNESS INITIATIVES

Regional Coordinators Safe Routes to School



To be assigned to a coordinator, please contact Mary Rosewood: 616-221-2222, MRO@Michigan.gov

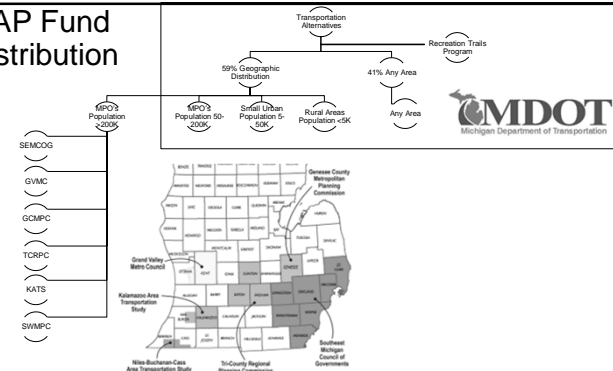
- BAY • METRO**
Adam Jank, M.U.R.P.
- GRAND • UNIVERSITY**
Colleen Syak, M.S.P.H.
- NORTH • SOUTHWEST • SURESOURCE**
Max Falkenberg, M.A.

www.saferroutesmichigan.org

3

TAP Fund Distribution

- SEMDOG
- GVMC
- GCMPCC
- TORPC
- KATS
- SWMPC



59% Geographic Distribution


41% Any Area

MDOT Michigan Department of Transportation

4

TAP Basics – Project Types


- Pedestrian & Bicycle Facilities
- Separated Pathways
- Sidewalks & Bike Lanes
- Bike Racks on Buses
- Historic Preservation
- Lighthouse
- Train Depot
- Locomotive
- Brick Street
- Covered Bridge
- Safe Routes to School
- Infrastructure
- Non-infrastructure



5

TAP Basic – Federal Funding


- Authorization from Infrastructure Investment & Jobs Act (IIJA) through 2026.
- Requires Davis Bacon, NEPA, AASHTO, etc.
- Implemented by MDOT LAP
- Open 24/7, continued operation & maintenance
- Other federal funds may not qualify for match.



6

TAP Basics – Grant Amounts

- MDOT TAP = Approximately \$26M available annually
- Minimum grant request = \$200,000* (Construction project minimum)
- No maximum grant request
- Minimum 20% cash match
 - Grantee billed for their % of the cost
 - Higher match can increase competitiveness



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TAP Basics – Eligible Applicants

Road Commissions

Cities

Villages

Tribal Governments

Regional Transportation Authorities

Transit Agencies

State and Federal Natural Resource or public land agencies

Non-profits responsible for administration of local transportation safety programs

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Latest Initial Contact with Grant Coordinator for this Review Cycle	Application Due Date	Application Review Committee Meeting	Final Date for Resubmitting Application with Requested Revisions, or Application Moved to Future Review Cycle	Tentative Funding Decision Date (for future fiscal year funds)
at least 12 weeks before Application Due Date	9-10 weeks before ARC	ARC	5-6 weeks after ARC	12 weeks after ARC
7/20/2022	10/12/2022	12/14/2022	01/18/23	3/8/2023
11/29/2022	2/22/2023	4/26/2023	05/31/23	7/26/2023
3/29/2023	6/21/2023	8/23/2023	09/27/23	11/15/2023
7/19/2023	10/11/2023	12/13/2023	01/17/24	3/6/2024
11/29/2024	2/21/2024	4/24/2024	5/29/2024	7/24/2024
3/27/2024	6/19/2024	8/28/2024	10/2/2024	11/20/2024
7/17/2024	10/9/2024	12/11/2024	1/22/2025	3/12/2025

2023-2024 Grant Application Schedule

TAP Basics – Application Review

9

TAP Basics – Project Lifecycle

Application Review
5+ months

LAP Process
12+ months

Construction
2+ years

10

TAP Basics – LAP Process

Coordination Meeting

Project Design, NEPA, Utility & Railroad Coordination, Signal Coordination, Permits, Property Acquisition

Submit NEPA (2-6 months before GI submittal)

Submit acceptable grade inspection documents

Grade inspection meeting

Submit complete biddable package

LAP forwards final bid proposal to specs and estimates

Letting

11

TAP Basics – Application Requirements

Online Application through MI Login website using MDOT Grant System (MGS)

Public Input

Property Ownership

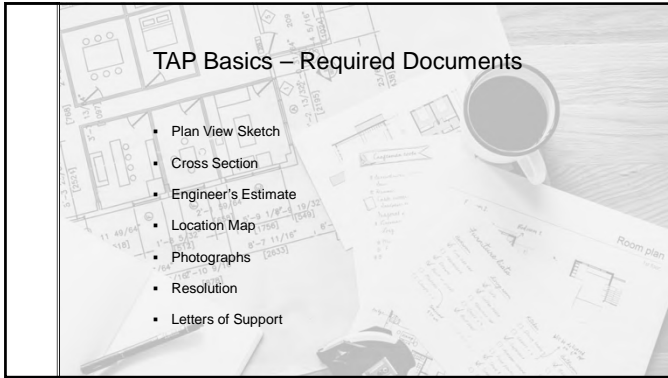
Match Commitments

Perpetual Maintenance

12

TAP Basics – Required Documents


- Plan View Sketch
- Cross Section
- Engineer's Estimate
- Location Map
- Photographs
- Resolution
- Letters of Support



13

TAP Details - Competitiveness


- Match %
- Regional Need
- Feasibility/Constructability
- Safety



14

TAP Details – Potential Problems

- Inaccurate cost estimates
- Schedule does not allow enough time to work through LAP process or potential NEPA studies
- Documents do not meet requirements – use i information icon in MGS
- Ineligible match sources
- Lack of public support or involvement
- Lack of property owner support



15

Previous TAP Projects in Genesee County

- Swartz Creek Genesee Valley Trail Extension (2023)
- Genesee CRC/Grand Blanc Township Perry Road Iron Belle Trail Phase 2 (Future)

16

Additional Information:
www.Michigan.gov/TAP

- Applicant Guide
- Application Schedule
- Contact Map




17