United States Department of Transportation
FY 2014 National Infrastructure Investments

Transportation Investment Generating Economic Recovery (TIGER)
2014 Discretionary Grant

**Dort Highway Connector Project**

Genesee County Road Commission
Genesee County, Michigan

<table>
<thead>
<tr>
<th>United States Department of Transportation TIGER 2014 Discretionary Grant</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Title</strong></td>
</tr>
<tr>
<td><strong>Project Location</strong></td>
</tr>
<tr>
<td><strong>Type of Application</strong></td>
</tr>
<tr>
<td><strong>Applicant Organization Name</strong></td>
</tr>
<tr>
<td><strong>Type of Eligible Applicant</strong></td>
</tr>
<tr>
<td><strong>Amount of TIGER Funding Requested in Application</strong></td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Description</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Summary</td>
<td>1</td>
</tr>
<tr>
<td>I Project Description</td>
<td></td>
</tr>
<tr>
<td>a. Geographic Description:</td>
<td>2</td>
</tr>
<tr>
<td>b. Project Connection to Existing Transportation Infrastructure</td>
<td>3</td>
</tr>
<tr>
<td>c. Description of Transportation Challenges the Project Aims to Address</td>
<td>4</td>
</tr>
<tr>
<td>d. How the project will address challenges</td>
<td>5</td>
</tr>
<tr>
<td>e. How project addresses the needs of an urban area</td>
<td>5</td>
</tr>
<tr>
<td>f. Expected Users of the Project</td>
<td>6</td>
</tr>
<tr>
<td>g. Project Benefit to the Region</td>
<td>6</td>
</tr>
<tr>
<td>II. Project Parties</td>
<td>7</td>
</tr>
<tr>
<td>a. Grant Recipient</td>
<td>7</td>
</tr>
<tr>
<td>b. Other Project Parties</td>
<td>8</td>
</tr>
<tr>
<td>III. Grant Funds and Sources/Use of Project Funds</td>
<td>9</td>
</tr>
<tr>
<td>IV. Selection Criteria</td>
<td>11</td>
</tr>
<tr>
<td>a. Primary Selection Criteria</td>
<td>11</td>
</tr>
<tr>
<td>i. State of Good Repair</td>
<td>11</td>
</tr>
<tr>
<td>ii. Economic Competitiveness</td>
<td>11</td>
</tr>
<tr>
<td>iii. Quality of Life</td>
<td>13</td>
</tr>
<tr>
<td>iv. Environmental Sustainability</td>
<td>14</td>
</tr>
<tr>
<td>v. Safety</td>
<td>17</td>
</tr>
<tr>
<td>b. Secondary Selection Criteria</td>
<td>17</td>
</tr>
<tr>
<td>i. Innovation</td>
<td>17</td>
</tr>
<tr>
<td>ii. Partnership</td>
<td>18</td>
</tr>
<tr>
<td>c. Results of Cost Benefit Analysis</td>
<td>19</td>
</tr>
<tr>
<td>V. Project Readiness</td>
<td>20</td>
</tr>
<tr>
<td>VI. Federal Wage Rate Certification</td>
<td>25</td>
</tr>
</tbody>
</table>

To view this application digitally please go to: http://www.gc4me.com/departments/planning_commission/transportation/docs/Dort2014TigerApp.pdf

To view the supplemental documents please go to: http://www.gc4me.com/departments/planning_commission/transportation/docs/DortTiger2014Supp.pdf
Project Summary:
The Genesee County Road Commission (GCRC) is committed to provide and maintain a safe and cost efficient quality county road system for the motorists in Genesee County, Michigan. Comprehensive planning efforts involving public and private stakeholders have established transportation infrastructure needs that are consistent with US Department of Transportation National Infrastructure priorities. The Dort Highway Connector application is a capital project with pre-construction elements that focuses on two primary objectives:

1. Completion of the Dort Highway interchange at I-75 to improve traffic flow and relieve current and anticipated congestion at the Holly Road I-75 interchange in Grand Blanc, Michigan

2. Improve the conditions for economic development in the Genesee County region with the addition of the Dort Highway Connector which will connect people and communities with centers of employment, education, healthcare and commerce to stimulate long-term job growth.

U.S. Department of Transportation National Infrastructure Investments/TIGER 2014 Discretionary funds would be utilized to complete the interchange at Dort Highway (M-54) and I-75 to create a full-access interchange and construct a 4-lane extension of Dort Highway from the interchange south to Baldwin Road in Grand Blanc, Michigan. This project also includes a non-motorized trail connection along the new road that would establish connections to an existing trail system to link residential, civic, commercial and recreational centers.

The Dort Highway Connector Project is exceptionally significant for Genesee County, the region and the Nation to leverage planned economic development that will require an improved transportation infrastructure to establish new businesses and maintain their long-term viability. Like dropping a pebble in a pool of water, TIGER Funds will represent a capstone investment needed not only to initiate immediate business development within Grand Blanc Township, but also to send a ripple of economic benefit throughout the county to link a solid infrastructure of local universities, colleges and hospital systems to support an emerging education and healthcare industry. New healthcare and education initiatives show promise to build upon automotive manufacturing workforce skills transferable to the life science industry, as well as attract talented professionals and students to conduct research, develop and commercialize related products and contribute to the overall economic development of the region.  

Genesee County is poised to embark on a path that will bring new vitality to the region. A public/private partnership of local, county and state government as well as private industry is working collaboratively to implement this project to connect communities to centers of employment, education and services in our region that has experienced significant economic distress over several decades largely due to the loss of automotive manufacturing jobs. Despite

---

1 An Analysis of the Economic Viability of Life-Sciences Cluster in Genesee County and Flint Michigan, Arduin, Laffer & Moore Econometrics. 2011.
these losses however, there are also many assets within the region upon which to build, including:

- Four major colleges and universities and many more satellite college campuses with more than 34,000 students and numerous “top 10” degree programs
- Three medical centers and a freestanding cancer treatment center
- A world-class transportation infrastructure that sits at the confluence of three major highways – I-75, US 23 and I-69 (the NAFTA/International Trade Corridor)
- A robust Regional planning process in which stakeholders have developed comprehensive plans to serve as a foundation for the proposed development including the Genesee County 2035 Long Range Transportation Plan, the Genesee County Freight and Connectivity Study, the Genesee County Comprehensive Economic Development Strategy (CEDS), Grand Blanc Township Master Plan, and the Genesys Health Park Campus Development Project.

DOT TIGER Funds will complete an overall package of funding to support construction of the Dort Highway Connector which will unlock current transportation infrastructure barriers to planned opportunities for economic development, job creation and quality of life for Genesee County residents by providing the infrastructure to enable access to potential business stakeholders to locate and do business in the region. This area of the county possesses great opportunity to become a vital hub of economic development.

I. Project Description

a. Geographic Description:

**History:** Dort Highway or M-54 is a state trunk line which was built in 1962. The northern end is at I-75 and M-83, near Birch Run, and runs 27.19 miles south to its terminus at I-75 South. M-54 was designated as a route of US 10 through Flint. US 10 was moved after I-75 was completed and US 10 became M-54 through Flint. In 1987, the southern end of M-54 ended at I-75 exit 109. This interchange was originally planned as full interchange connecting directly to Baldwin Road. However, this connection was never completed due to project constraints at the time. This lack of connection between I-75 and Baldwin Road greatly limits access to this region of the County from the north, and limits the ability to attract businesses and new jobs.

**Location:** The Dort Highway Connector Project lies within Grand Blanc Township located in the southeast corner of Genesee County, Michigan. The Genesee County Road Commission (GCRC) is proposing the design and construction of a four (4) lane boulevard connector to extend the existing Dort Highway (M 54) by 1.7 miles from the interchange at I-75 (Exit 109) south to Baldwin Road and completion of the interchange at I-75 to allow for full access. Although this project extends M-54, the new connection will be a primary road owned and maintained by GCRC. The Connector will run just to the west of the Genesys
Regional Medical Center Health Park. The project also includes construction of water and sewer infrastructure along the connector to prepare for planned development. A non-motorized trail alongside the connector will provide connections to an existing trail system and additional connections to local transit will also be made available to facilitate mobility within the region. Geospatial Data for the proposed project is: Latitude: 42.90617, Longitude: 83.65026; and Latitude: 42.88644, Longitude: -83.64761. (See Project Overview Map: Attachment 5, Map 1).

b. Project Connection to Existing Transportation Infrastructure:

Genesee County is positioned at the confluence of three major highways, I-75, US 23 and I-69 (the NAFTA/International Trade Corridor) that connect to the United States, Canada and Mexico. Nearly 70% of US imports to Canada travel by truck over I-69. The intersection of continental and intercontinental railways CSX and CN, provides area companies with rail access to points across the US and Canada. The Mid-Michigan Foreign Trade Zone permits businesses to lower expenses and increase profits through import-export activities. I-475 is the interstate connector which links the proposed project adjacent to the Genesys Health park Campus to the heart of the City of Flint where institutions of higher education and two other health systems are located in an emerging Life Sciences Corridor (See Life Science Graphic: Attachment 8). This world-class infrastructure is also evidenced by a new $33 million intermodal freight center at Bishop International Airport which has the capacity to handle in excess of 60 million pounds of freight annually.

This location is an ideal setting for seizing opportunities associated with prime transportation and trade networks. The proposed Dort Highway Connector will connect with the existing transportation infrastructure by:

- Providing necessary additional transportation infrastructure for committed economic development and business attraction projects in the region
- Significantly diminishing congestion at the Holly Road and I-75 interchange by providing an additional entrance to the north of the Genesys Campus at Dort Highway
- Improving highway access to I-75 in order to increase connectivity between I-75 and US 23
- Providing connections to existing non-motorized routes/trails enabling new linkages between residential, commercial, civic and recreational areas consistent with the goals of the regional trail plan
- Providing additional opportunities to make connections to alternative modes of transportation

---

2 Leveraging Eds & Meds Life Sciences Corridor
c. Description of Transportation Challenges the Project Aims to Address:

The construction of the Dort Highway Connector is an essential improvement which will address current congestion issues on Holly Road by providing an alternative route, and also prepare the area for the planned economic growth in this location. Businesses located in this area draw business, truck and employee traffic not only from Grand Blanc Township, but from within Genesee, Oakland, Livingston and surrounding counties. This project will address two primary challenges in the region, traffic congestion and related economic development opportunities. Each of these challenges is influenced by the other. Without infrastructure improvements to address current and projected traffic congestion problems, the county will lose an opportunity to attract new businesses that will require expanded accessibility to locate in the area such as the Meijer store that plans to locate to Baldwin Road.

Holly Road just to the east of the proposed Dort Highway Connector site is a county primary road which currently is congested with average daily traffic of approximately 24,980 vehicles at the I-75 interchange. This is a large commercial business area consisting of a movie theater, several restaurants, car dealerships, and several large medical and office buildings. Genesys Health Park (Genesys Regional Medical Center), L&L Machine Tool, Inc., TMI Climate Solutions, Grand Blanc Processing, Acument Global Technologies, and Magna Electronics are all large medical and industrial businesses currently located along the Holly Road corridor with plans of expansion underway. Despite the divestment in the area that has resulted from the economic slowdown and the struggling automotive industry, this interchange still becomes highly congested at peak traffic hours, which presents a major impediment to attracting further investment in the area.

Using the Genesee County Travel Demand Model, this corridor was analyzed for the level of existing congestion using the base year of the model, 2005, and future congestion using the out year of the Genesee County Long Range Transportation Plan (LRTP) which is 2035. The area was considered approaching congestion if the level of service was a “D” and was considered over capacity if the level of service was “E or F”. The Holly Road corridor and I-75 interchange is currently at D level or approaching capacity. This area is fast approaching level of service E with current activity and projected growth if improvements are not made to alleviate traffic congestion. Safety currently is and will continue to be an issue at this location due to the high levels of congestion and expected increase in traffic volumes. Rear end and side swipe crashes are regular occurrences in highly congested areas. By providing an alternative travel route, it is expected that safety would greatly increase for travelers.

Congestion is also currently apparent at the Holly Road and I-75 interchange. With the development of the Genesys Health Park Campus, traffic volumes are projected to significantly increase causing additional congestion problems in this area. The construction of this connector will alleviate congestion now and in the future as shown from the GCMPC travel demand model. Additionally, Dort Highway is a special designated truck route which also carries a large volume of vehicles per day. The addition of a full access interchange at Dort Highway and I-75 would support freight flow to easily move commodities to the
northern end of the county. Optimal movement of freight throughout the county will in turn facilitate access to the area by businesses that will contribute to the economic development and stability of the area. (See Level of Service Maps: 1. Level of service (LOS) in 2011 with existing road network; 2. Projected LOS in 2035 with existing road network; 3. LOS in 2011 with the Dort extension; 4. Projected LOS in 2035 with Dort extension – Attachment 5, Maps 2,3,4,&5).

This project will also support a non-motorized trail connection along the new road enabling new linkages between residential, commercial, civic and recreational areas. Non-motorized travel opportunities will become available to connect currently existing trails with the county, supporting the goals of the regional trail plan, making this mode of travel safe and more easily accessible. Substantial improvements to congestion issues, traffic flow, air quality, safety, and alternative transportation methods will be seen with the construction of this connector. (See Land Use Map: Attachment 5: Map 6)

While reinventing the regional economy is a multi-faceted task requiring investment in many diverse elements, investment in upgrading and expanding physical infrastructure to improve connectivity and access to the region is the foundational key to the effort. The proposed Dort Highway Connector is a critical step in this process and will be a major catalyst for growth.

d. How the project will address challenges including potential project vulnerabilities to extreme weather and climate change during its projected life

The Dort Highway Connector will provide an alternative connection to cross I-75 if the Holly Road exit or any other major arterial roads were compromised due to natural or man-made obstructions. This accessibility to I-75 will provide an alternative route for incident management in the event of an emergency which is particularly important given its proximity to Genesys Regional Medical Center. Relative to extreme weather and climate change, the new road will be maintained by the Genesee County Road Commission within its comprehensive asset management program to mitigate or repair usual road problems.

e. How project addresses the needs of an urban area

**Economic Development:** This proposed project area of Grand Blanc Township possesses great opportunity to become a vital hub of economic development within a deeply economically distressed county. The Dort Highway Connector will facilitate economic development by providing greater connectivity and access to this part of the township, as well as providing the infrastructure that is vital to attracting new business. The proposed Dort Highway Connector will run along the western edge of the Genesys Regional Medical Center (GRMC) Health Park Campus. Genesys is currently embarking on a planned major campus expansion which is part of its 25-year strategic plan-VisionScape, that relies in large part on the infrastructure and connectivity that would be provided by the Dort Highway Extension. One pillar of VisionScape is an extensive Community and Campus Development initiative for which validated academic studies have forecast the potential for the creation of over 4,000-5,000 medical research and manufacturing jobs. The Genesys
Campus alone will generate over $270 Million over the next 10 years in new annual revenue to the workers of this region.\(^3\) The completion of the Dort Highway Connector is foundational to the implementation of the first phase of this campus expansion, and will be a significant catalyst for development both on campus and in the surrounding area. This planned campus expansion will have a substantial impact regionally on the economy, transportation, livability, and housing as the development includes education, research and development, senior living, ambulatory care, retail and conference components. The first Health Park project is the construction of the Continuing Care Retirement Community (CCRC) slated to begin in the fall of 2014. Overall, approximately 5,000 direct jobs and 10-15,000 indirect jobs are anticipated from the Health Park development. (See Genesys Campus Development Map: Attachment 5, Map7)

**Improved Highway Access:** There is currently no efficient connection between two of the region’s major highways, I-75 and US-23 making travel logistically challenging and time consuming for commercial, residential and emergency vehicles. Although the Dort Highway Connector will not link these two arteries directly, it would improve connectivity with a direct route between the two with access to Baldwin Road. (See Overview Map: Attachment 5, Map1)

**f. Expected Users of the Project**

The Dort Highway Connector will provide connectivity and access throughout the community for a variety of purposes and users – residential, mass transit (including a bus stop at Genesys Regional Medical Center), commercial (patients, employees, clients, emergency, customers), and recreational utilizing the proposed non-motorized trail.

**g. Project Benefit to the Region**

Grand Blanc Township updated their Master Plan in 2010 and has identified the area of the township by Baldwin and Holly Roads as the growth area for Genesys Health Park, research and development, and light industrial. This area is comprised of approximately 4,100 acres which the Township identifies as the Technology Village Plan. Many benefits will be realized within the region with the addition of the Dort Highway Connector including connectivity, saved time, environmental, economic development, and safety.

**Connectivity:** Accessibility for the arterial system crossing I-75, accessibility onto the freeway and arterial systems in the region, and expanded multi-modal system expansion for transit and non-motorized traffic. Additionally, the location of many businesses along Holly Road including Genesys Regional Medical Center, Genesys Athletic Club and Genesys Banquet Center are currently causing congestion problems. Through the reconstruction of the Dort Highway interchange and construction of the connector from Dort Highway south to Baldwin Road, congestion would be greatly alleviated and thus would directly reduce the quantity of greenhouse gases being emitted due to idle vehicles. More importantly, with the

---

\(^3\) Economic Impact of Genesys Health Park Campus Expansion Plans, Anderson Economic Group, 2012
economic development planned in the area, infrastructure would be in place to handle the increase in traffic and business growth. This has already presented a challenge for Meijer that purchased property to build a large-scale grocery store in 2007 however the township denied construction of the Meijer store until road improvements were complete to handle an increase in traffic. (See Meijer’s Story Board: Attachment 9)

**Time Savings:** The project will reduce auto travel time delay in the county by 299 person-hours a day if the extension was built today, as well as an expected reduction of 792 person-hours a day for the future condition. Similarly, truck traffic delay in the county can be reduced by 19 person-hours a day if built today and 32 person-hours a day for the future.

**Environmental:** The project can reduce carbon dioxide emission in the county at the time of completion by 88,294.5983 kilograms per day and future carbon dioxide emissions by 82,827.1308 kilograms per day due to anticipated traffic increase. Additionally, by insuring local industry access in this corridor, many environmentally friendly “green” industries can flourish and grow. This will maintain regional economic and environmental sustainability as well as national environmental sustainability.

**Economic Development:** Genesys Health System is the largest occupant along the Holly Road corridor which is located to the east of the project location. Their planned campus expansion plan will include Senior focused services (including the Veteran population), Life Science Research and Development, Wellness Services and health related retail over the next six years that will further expand their base for employment. The anticipated 5,000 direct jobs that this brings to the area, also brings 10-15,000 indirect jobs that are essential to this severely economically depressed region. It will substantially improve the perception and function of this region as a hub for Life Sciences activity and investment. Direct Genesys Health System salaries and other indirect salaries of $9,496,721 projected into the future can be sustained by constructing this highway extension. It is also expected that $80,797,461 in direct and indirect salaries of surrounding industries will be sustained now and into the future with the project. Also the project construction alone should generate $87,360,200 of construction industry related benefits to the regional and state economy.

**Safety:** Safety Benefits of $5,315,619 in crash reductions will occur with the extension project as derived from the Benefit Cost Analysis.

**II. Project Parties**

a. **Grant Recipient**  
   Genesee County Road Commission – Project Lead  
   The Genesee County Road Commission (GCRC) is committed to provide and maintain a safe and cost efficient quality county road system for the motorists in Genesee County. As the lead for this project, the GCRC is responsible for the design and construction of all phases of this project including roadway construction, coordination and oversight of bridge widening, coordination of utility construction, construction of the non-motorized trail, and will ultimately have ownership of the road. The GCRC will work with Grand Blanc Township and Genesys Health System to maintain the roadway and median on the new
connector along with the non-motorized trail. Ownership and maintenance of the water and sewer infrastructure will be the responsibility of Grand Blanc Township.

b. **Other Project Parties:**
This project will depend on the collaboration of key four strategic partners for successful implementation. Strategic Partners include:

<table>
<thead>
<tr>
<th>Partner</th>
<th>Contribution to Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Genesee County Metropolitan Alliance (MPO)</td>
<td>The Genesee County Metropolitan Alliance is the designated Metropolitan Planning Organization (MPO) for Genesee County having representation from all 33 local units of government in Genesee County and also has representation from various other agencies representing multimodal interests such as transit, air (airport), and intermodal freight. The Genesee County Metropolitan Planning Alliance passed a resolution of support on April 16, 2014 to recommend support of the US DOT TIGER 2014 grant project for the Flint-Genesee County Area for the Dort Highway Connector Project to be submitted by the Genesee County Road Commission. This request is consistent with the 2035 Long Range Transportation Program goals and the objectives of the TIGER Program.</td>
</tr>
<tr>
<td>Genesee County Metropolitan Planning Commission (GCMPC)</td>
<td>GCMPC has assisted with funding opportunities; grant writing, project coordination, and government liaison. The Genesee County Metropolitan Planning Commission provides staff for the Genesee County Metropolitan Alliance.</td>
</tr>
<tr>
<td>Grand Blanc Township</td>
<td>Grand Blanc Township’s Technology Village is known as a thriving “New Economy” center. It is a place where people desire to work, live and play. Its vibrancy also serves to attract our people educated in ‘knowledge economy’ and ‘high-tech’ jobs. It is an incubator for high-tech businesses, research and development facilities and educational institutions. Site design and improvements are of high-quality, and integrate energy efficient and environmentally sound (green) principles and practices. Center uses facilitate social interaction with a variety of housing in proximity to restaurants, retail, service, entertainment, cultural facilities and recreation. Transit to Bishop Airport is available, and a multi-use pathway system connects uses within the Village, as well as destinations in Grand Blanc Township, the City of Grand Blanc, and the region. Grand Blanc Township will contribute $1.2 Million in Sanitary Sewer and Water improvements to the area along the proposed Dort Highway Extension.</td>
</tr>
<tr>
<td>Genesys Health</td>
<td>As part of its strategic vision, Genesys Health System is</td>
</tr>
</tbody>
</table>
System

committed to shape and revitalize the community through its Health Park Campus and land holdings throughout the community. Genesys will partner with complementary organizations to influence development that will benefit the region economically and enhance the quality of life for residents. Over the past 5 years, Genesys has commissioned several studies to determine the feasibility of facility construction, business partnerships, populations to be served, and opportunities to leverage economic development and job creation. Genesys will contribute 2 parcels of land that comprise 19.38 acres of land valued at $750,000 to the project.

See letters of Support: Attachment 6

Additional parties supporting the project include a diverse group of legislators, municipal and local business stakeholders who will participate and derive benefits from the proposed project.

- US Congressman Daniel Kildee
- US Senator Debbie Stabenow
- State Representative Charles Smiley
- Michigan Department of Transportation
- Michigan Economic Development Corporation
- I-69 International Trade Corridor
- Genesee County Board of Commissioners
- Genesee County Metropolitan Alliance
- Flint and Genesee Chamber of Commerce
- Grand Blanc Township Planning Commission
- Grand Blanc Township Police Department
- Grand Blanc Fire Department
- City of Grand Blanc
- Mass Transportation Authority
- Magna Electronics
- Grand Blanc Processing

To view letters of support See Attachment 6 or go to: http://www.gc4me.com/departments/planning_commission/transportation/docs/DortTiger2014Supp.pdf

III. Grant Funds and Sources/Use of Project Funds

This is a combined capital application with pre-construction elements. This project includes pre-construction activities for a capital project which will be ready to proceed in the statutory timeframe before June 30, 2016.

The capital grant will cover the costs of the Dort Highway Connector construction, the utility construction, right-of-way, construction engineering and wetland mitigation. The pre-construction elements of the project will include preliminary engineering, environmental determination and soil borings. The Road Commission has a contract proposal cost from an engineering consortium for proposed work on all early preliminary engineering, environmental determination and final preliminary engineering development.
on the project. These proposal costs are reflected in the funding participation chart below. The Michigan Department of Transportation (MDOT) has provided a letter of support to participate in the project. The Genesee County Road Commission has previously approved a resolution of support for the project. Grand Blanc Charter Township has letters of support for their participation in the project. Genesys Health System has provided a current letter of support updating a 2011 resolution passed by their Board of Directors indicating their commitment to donate their 19.3 acres of property valued at $750,000 for the project. (See Letters of Commitment & Resolutions: Attachment 6).

It is proposed that 2014 TIGER funding will contribute $17,903,182 or 74.0% of the project funding; State Funding through MDOT will contribute $4,117,427 or 17.2% of the funding; Grand Blanc Charter Township will contribute $1,055,250 or 4.4% of the funding; The Genesee County Road Commission will contribute $305,368 or 1.3% of the funding; and Genesys Health System would contribute an in-kind donation of property worth $750,000.

Use of proposed preconstruction and construction funds are outlined in the table below.

Letters of Commitment and Resolutions can be found in Attachment 6 and at the following website:
IV. Selection Criteria

a. Primary Selection Criteria

i. State of Good Repair:
A transportation system is not considered to be in a State of Good Repair if it is over capacity and not functioning properly. The Dort Highway Connector Project is consistent with relevant plans to maintain the transportation system in a good state of repair and address current and projected vulnerabilities as described in the Genesee County 2035 Long Range Transportation Plan. The construction of the Dort Highway Connector will bring our system in this area up to a State of Good Repair by alleviating capacity issues and improving flow where it is currently failing at the Holly Road corridor and I-75 interchange. These improvements to the system will meet the capacity required for the current conditions and foreseeable future. The enhanced conditions will also make the area economically competitive and attractive for business development coming into the area supported by the Genesee County Freight and Connectivity Study which concluded that the extension of Dort Highway would provide necessary highway access and infrastructure for the planned development of the Genesys Health System Campus. If left unimproved, the current infrastructure will threaten future transportation efficiency, mobility of people and goods to support business development and overall economic growth due to inaccessibility to the property. Funding secured from the TIGER grant and the investment of partners will sufficiently capitalize the project to adequately construct the new roadway. The Genesee County Road Commission will assume responsibility for the maintenance of the connector and the boulevard through implementation of a comprehensive asset management program that assesses road system conditions to effectively distribute resources to properly maintain the road systems.

ii. Economic Competitiveness

The proposed project is projected to:

- **Improve long-term efficiency, reliability, and cost competitiveness in the movement of goods and export cargo** with projected connectivity to the I-75, US 23 and I-69 (NAFTA/International Trade Corridor) that connect to the United States, Canada and Mexico via intermodal connections – freight, air and rail.

- **Increase the economic productivity of land, capital and labor** in Grand Blanc Township and ripple throughout the region by connecting workers with centers of employment within an area of economic distress. Genesee County meets the requirements for “Severe Economic Distress”. According to the Public Works and Economic Development Act of 1965 Section 301 Eligibility of Areas (42.U.S.C. s3161), “the area has an unemployment rate that is, for the most recent 24-month period for which data is available, at least 1 percent greater than the national average unemployment rate”. According to the US Bureau of Labor February 2014 Statistics, Flint and Genesee County currently experience an unemployment rate of 9.4%, significantly higher than the State (7.5%) and the nation (6.7%). Although this indicates severe economic distress these figures are improved
compared to February of 2012 unemployment rates for Flint and Genesee County (10.1%), the State (9.8%) and the nation (8.3%). Nearly 20% (19.9%) of County residents live below the poverty level.

- **Result in long-term job creation and other economic opportunities, especially for people in economically stressed areas.** The project area is the fastest growing area of the county. It was also recognized as the target growth area for Grand Blanc Township for future development in their updated Master Plan of 2010. During the completion of the Genesee County Freight and Connectivity Study, Genesys Health System detailed their plans for a campus development project. The $700 million, 201 acre development includes opportunities for senior living and services, medical educational facilities, research and development facilities, retail and hotel services, and technological facilities. Genesys is currently working to develop Memorandums of Understanding with area Academic Institutions to engage in research and development activities, connecting the Genesys Health Park Campus to the City of Flint. Additionally, Genesys will also develop Letters of Intent with industry within the region relative to potential product manufacturing and commercialization. Genesys is forecasting 5,000 new long-term direct jobs on their campus by 2020, including 10-15,000 support jobs throughout the region which translates to $10-17.5 million dollars in income tax revenue.

Magna Electronics (Lithium Battery Manufacture) is bringing 585 new jobs to S. Holly Road over the next 5 years including $42,000,000 in tax incentives for the township. This is happening in conjunction with L&L Machine adding 8 new employees and $456,000 in tax incentives, and Grand Blanc Processing adding another 5 jobs and nearly $1,000,000 in tax incentives.

The majority of the jobs created will have an average annual income of $55-65,000 and will be in the service industry. As shown in the table, if no improvements are made to the existing infrastructure, opportunities for economic growth will be reduced or in some cases eliminated, such as in the case of Meijer who was denied construction permits because of lack of adequate roadway capacity. (See Meijer Storyboard: Attachment 9)

- **Improve economic mobility through enhanced multimodal connections to centers of employment, education or services or the stimulation of such centers in Economically Distressed Areas.**

---

4 [http://www.bls.gov/eag/eag.mi.htm](http://www.bls.gov/eag/eag.mi.htm)
5 [http://quickfacts.census.gov/qfd/states/26/26049.html](http://quickfacts.census.gov/qfd/states/26/26049.html)
Another focus to improve the changing economy in Genesee County has been on intermodal freight facilities. Transportation infrastructure to and from Magna Electronics and other industrial facilities in this area to intermodal freight facilities is essential to business success. Genesee County lies at the crossroads of the national and international freight network. There is access to I-69, I-75, US-23 along with the Blue Water Bridge and the double-stacked rail tunnel in Port Huron that links the United States and Canada. There is also access to Canadian National (CN) and CSX Rail lines along with Bishop International Airport. By capitalizing on assets such as these, it is expected that the region’s economic conditions and quality of life can be improved in Genesee with connections such as the proposed Dort Highway Connector link to these facilities.

The intermodal network in and around Genesee County includes trucking, aviation, railroad and marine services. Bishop Airport just developed a $33.7 million intermodal hub designed to move cargo and other goods through the facility. Bishop is partnering with the Flint and Genesee Chamber of Commerce to foster increased job opportunities and economic diversification through the development of the intermodal hub. This expansion at the airport is expected to increase the area’s global competitiveness and foreign trade zone designation.

Use of the transit system between communities within the county will help to ensure that individuals, especially those who are economically disadvantaged, have access to the new jobs that will be created. MTA’s Bus Station is located in Downtown Flint so that those without transportation, including students, can compete for good paying jobs in the region. As part of the planned development, an MTA bus stop will be located on the Genesys Campus.

The intersection of I-75 and I-69 is an extremely important hub in facilitating freight movement and international trade. The Holly Road and I-75 interchange is located along the I-75 corridor to the east of this vital hub and is a cause of constant congestion getting on I-75. The construction of this connector would assist to alleviate both the road congestion and safety concerns at the Holly Road site.

iii. Quality of Life:

Quality of life within a community focuses on increasing transportation choices and access to transportation services based on Six Livability Principals developed by DOT with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency as part of the Partnership for Sustainable Communities. The six areas include: Provide more transportation choices; Promote equitable, affordable housing; Enhance economic competitiveness; Support existing communities; Coordinate and leverage federal policies and investment; and Value communities and neighborhoods.

http://www.sustainablecommunities.gov/aboutUs.html
The principal emphasized within this application is **providing more transportation choices**. Expansion of the public transit system made possible by the Dort Highway connector will increase viable transportation choices to provide connectivity in all areas of the county for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities to employment, training, health care services, and education services.

**Coordinate and leverage federal policies and investment:** Quality of life also focuses on projects that are developed in coordination with land-use planning and economic development decisions. Genesee County received $480,000 in High Priority Project (HPP) finds as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation passed in 2005 to conduct a feasibility study to extend I-475 to US 23 in Genesee County (SAFETEA-LU HPP #1762). The resulting study is the 2011 Genesee County Freight and Connectivity Study which concluded that the best alternative to extending I-475 is the extension of Dort Highway to Baldwin Road providing greater connectivity to US-23. (See the Freight and Connectivity Summary Document: Attachment 10)

**iv. Environmental Sustainability:**

Environmental sustainability involves ways in which the proposed project will help to reduce certain negative activities or reduce the depletion of natural resources. At the same time the project should also facilitate the increase in positive benefits to our society. Resources that are of most concern include fuel and oil consumption, emissions of carbon dioxide and their impact on the environment. This proposed project will:

- **Reduce energy use and air or water pollution:** The project can significantly reduce existing carbon dioxide emission in the county by 88,294.5983 kilograms per day and future carbon dioxide emissions by 82,827.1308 kilograms per day. The volatile organic compounds can be reduced by 385 kilograms per day with the opening of the project and reduced by 377 kilograms per day in the future. The sensitivity of nitrogen oxides to speed makes their emissions go up by 348 kilograms per day when the project opens and by 390 kilograms per day in the future. There are other analysis that can be utilized moving forward with the project.

  By providing a transit parking facility and transit stop locations throughout the corridor, potential alternative transit will reduce the number of vehicles on the roadway and reduce fuel consumption.

- **Avoid adverse environmental impacts to air or water quality, wetlands and endangered species:** The project will provide significant reductions in carbon dioxide and volatile organic compounds. There can be increases in oxides of nitrogen.

  The species information review for the consultation process identified no endangered species of state or federal concern within the project area. The Genesee County Road
Commission concludes that “species and their critical habitat are not present” in the project area and the proposed roadway project will have “no effect” on the potentially listed species, their habitats, or proposed or designated critical habitat. These conclusions will be reviewed with the environmental study proposed for the pre-construction activities. See NEPA Summary below.

- **Provide Environmental Benefits:** The existing Sewer Drain will have two crossings within the project corridor. Storm water runoff will be controlled and protected by the storm drainage system design within the project. Correct soil erosion and sedimentation controls will be incorporated into the project construction to ensure compliance with both federal and state regulations.

It is estimated there will be a ¼ mile of wetlands in the proposed project corridor. The preferred alternative ultimately chosen will mitigate the impact of the project by avoidance, reducing the roadway width and providing offset wetland areas. The final mitigation will be determined by the preferred alternative addressing the final environmental determination of the project under the pre-construction element activities.

- **Improve the resilience of a transportation asset or the transportation system:**
  - **Vehicle Trip Reduction:** The proposed park and ride lot within the project will help decrease total vehicle trips by providing a facility which accommodates car-pooling potential and transit stops. The Metropolitan Transit Authority which operates the local transit system will be able to use this park and ride facility to accommodate users of the regional commuter bus service from the Genesee County area to Detroit metropolitan area. This would provide primarily commuter morning pick-ups and evening drop offs. This facility will also provide the opportunity for not only auto to transit transfers but also line haul bus service transfers to commuter bus service. This overall impact should not only help continue but also potentially increase park and ride activities. This in turn will maintain or improve the reduction of auto vehicle negative impacts of noise, emissions, fuel consumption and traffic congestion. This will help sustain our existing roadway transportation system. It also justifies the need to provide alternate ride share and transit mode operations. Resilience will also be incorporated with additional arterial access to mitigate vulnerability in the event of a natural or man-made disaster that would limit arterial access.

**Electric Vehicle Manufacturing Support Industry:** The emerging electric vehicle manufacturing support industry is also directly related to the resilience of the transportation system. Magna Electronics Company, located in Grand Blanc Township adjacent to the Genesys Campus, manufactures car batteries for production of electric automobiles. This has the potential to support a high growth “green” industry and also be a major contributor to reduce vehicle fuel consumption, emissions, green house gases and noise. It is projected that without the Dort Highway Connector this industry could experience traffic grid lock which would reduce their future expansion capabilities within 5 to 7 years. The proposed connector would ensure this industry could receive and ship products to meet just-in-time client
expectations. This aspect of the automobile industry is redeveloping this area of southeast Michigan. The Grand Blanc area is located in the I-75 corridor between Detroit and Flint which is identified locally as “Automation Alley”. By improving this interchange it will help support a developing green industry which should directly improve our national sustainability. This will be done by introducing alternative fuel vehicles which will significantly lower our dependence on oil and reduce green house gases. Also, by improving this interchange it will keep commercial transportation in this developing corridor within the proximity of the nation’s primary automobile manufacturing region.

**Green Energy:** As the push to go green escalates, Grand Blanc Township is preparing to become a large supporter of this effort directly within the area of the Dort Highway Connector. Grand Blanc Township was a recipient of an allocation of the Energy Efficiency and Conservation Block Grant (EECBG) Program funded through the American Recovery and Reinvestment Act of 2009. With the planned developments and expected growth in this area, the township is prepared to provide transportation resources to alternatively fueled vehicles that may come through this area. With the EECBG funds, the Township has installed the county’s first public vehicle electric charging station at the MDOT Park and Ride Lot located on Saginaw Street. With these improvements, the interchange at Saginaw Street (Dixie Highway) is being dubbed the “Electric Exit”. This is 3 miles south of the Dort Highway exit and 2 miles south of the Holly Road exit. The township has also utilized this funding to install sidewalks and non-motorized trails within the Township. The City of Grand Blanc received funding as well through the EECBG to upgrade the street lighting, crosswalks, and traffic signals to LED lighting.

Grand Blanc Township is also the location of the county’s first privately owned solar plug-in station at Al Serra Chevrolet on Saginaw Street and the Mass Transportation Authority’s (MTA) hydrogen fuel center on Dort Highway. MTA is a forerunner in this type of development and production for transit vehicles in Michigan.

The Master Plan for development of the Genesys Campus also takes a green approach to be mindful of the environment and include it in the landscape of the facility. They currently have incorporated 3.1 miles of non-motorized trail which takes users throughout their property while maintaining the natural elements of the property including trees, water and wildlife in the area. The growth plan continues to incorporate natural elements of the environment along with clean energy technologies.

The Dort Highway Connector is proposed as a 4 lane boulevard. In keeping with the greening and energy efficiency within Grand Blanc Township and Mid-Michigan, solar powered lights or signage and drip irrigation will be considered as the design of the boulevard median is developed.
v. Safety:

Reduce the number, rate and consequences of surface transportation-related accidents, serious injuries and fatalities among operators, drivers, and/or non-drivers in the US and region: The method of estimating crash reductions was the same technique used by the consultant who compiled the County Freight and Connectivity Study which identified the need for a new Dort Highway extension. The technique used was to define a sample network of roadways around the study area and calculate various appropriate crash rates for those segments in the network. The traffic was projected on those network roadways from various alternative results from the Travel Demand Model. Crashes were calculated from the existing crash rates and various travel for each segment for each alternative. By this method we projected that existing crashes would be reduced by 30.4 crashes per year in the sample network by building the Dort Connector. Similarly, future traffic crashes would be reduced by 51.9 crashes per year if the connector was built. This shows the project will improve safety in the area around the project for both existing and future traffic.

b. Secondary Selection Criteria

i. Innovation

Innovative project elements include:

Innovative Technology: The conditions of the existing roadway system and geographic constraints have required the Road Commission to consider the alternative of building modern roundabouts as an innovative design for the interchange accesses at I-75. The existing bridge may not have the capacity in width for the required lanes if a conventional ramp access design is considered. If modern roundabouts are considered to access the existing ramps on both sides of the interstate freeway, the existing bridge width over the freeway may be adequate to accommodate the expected traffic now and in the future. This alternative design will have to be assessed and evaluated through the environmental analysis and determination under the pre-construction activities using the 2014 TIGER discretionary grant funds.

Congestion Management: The Road Commission has already implemented a traffic adaptive signal system within the Holly Road corridor from the Genesys Health campus north to the City of Grand Blanc. This work was accomplished with Federal Congestion Mitigation and Air Quality (CMAQ) funding. The results have provided incremental improvements to the level of service but the expected growth of services and industry in the corridor is anticipated to reach capacity in the near future. Additional capacity within the corridor is needed. When additional capacity is added with the Dort Highway extension, this traffic adaptive system should more effectively provide better levels of service even under continuing high traffic volumes.

Asset Management: Michigan is a national leader in innovation with regard to asset management in developing specialized computer software to assist in the collection and
analysis of road condition data for the management of the local and federal aid road networks in the State of Michigan. Michigan representatives are often asked to give presentations at national and international asset management related events regarding the development of asset management programs. In Genesee County, every federal aid road is rated on an annual basis. This data is used by local road agencies, including the Genesee County Road Commission, to make informed decisions on how to best allocate limited resources to maintain the road network. Genesee County is one of the leaders in developing the asset management program in the State of Michigan and was one of a handful of agencies that participated in the original Michigan road rating pilot programs in 2001 and 2002. The Genesee County Road Commission actively participates in the Michigan Transportation Asset Management Council and currently has an employee (representing the Michigan Municipal League) that is part of the 10 member council.

**Funding, finance, leveraging new sources of funding:** This project will be made possible in part because of the Genesee County/Genesys Health System public private partnership. Genesys will provide significant resource in the donation of 19.3 acres of land valued at $750,000 representing 3.1% of project costs. Genesys’ geographic location within the region also serves to anchor economic revitalization by leveraging the resources of its 500 acre campus by providing access to land which will serve as a catalyst for other companies, academic institutions and workers to locate and do business.

**ii. Partnership**

(a) **Jurisdictional and Stakeholder Collaboration**

As described in Section II. Project Parties, this project is comprised of diverse jurisdictional and stakeholder collaboration to achieve regional benefit. Primary collaboration across jurisdictions is occurring between Genesee County and Grand Blanc Township who will assume responsibility for management of preconstruction and construction activities, partial project funding at 1.3% and 4.4% respectively and the ongoing maintenance costs after the project is complete.

Genesys Health System leverages private assets to support the project with the donation of land for initial road construction as well as access for future business development opportunities.

(b) **Disciplinary Integration**

Genesee County entities have initiated a robust planning process throughout the region in which stakeholders have developed comprehensive, complimentary plans that serve as a foundation for the proposed transportation infrastructure development. These plans include the Genesee County 2035 Long Range Transportation Plan, the Genesee County Freight and Connectivity Study (SAFETEA-LU Funded), the Genesee County Comprehensive Economic Development Strategy /CEDS (EDA Funded), Grand Blanc Township Master Plan, and the Genesys Health Park Campus Development Project. The Dort Highway Connector Project was specifically
identified as a priority to increase connectivity, boost economic development and improve livability to benefit all residents and business stakeholders within the region.

c. Results of Benefit-Cost Analysis

Benefit cost analysis involves measuring the change in the benefits of a proposed project with an existing baseline condition if normal conditions continue. Similarly the proposed project costs are measured by the difference in life cycle costs of the proposed project against the baseline normally expected. Both net benefits and costs are projected out into the future with an appropriate discount rate for the cost of money less inflation. The final total of discounted benefits is divided by the similar discounted total costs which will provide a ratio to see if benefits outweigh the costs of the proposed project.

The baseline alternative was defined as a no build scenario. It was anticipated that if no significant outside source of funding is found for the development and construction of the Dort extension connector there will not be enough accumulated federal, state and local funds available in the future to build it. Given the state of our roadway network throughout all agencies in the county, our present and future normal roadway budgets will provide only in part the resources to maintain our existing roadway infrastructure. Looking at this situation with a no-build scenario, the current congested areas will continue to worsen as development occurs in this location of the county.

The details of the development of the project net benefits can be found in the Benefit/Cost Analysis Summary found in the attached file with the application. This file name is BCAsummary.doc. The specific details of the benefit and cost calculations is in the excel spreadsheet file attached to the final application. (See BCAcalctn.xlsx.: Attachment 2) The following net discounted 20 year benefits were defined and calculated for construction of the Dort Connector.

<table>
<thead>
<tr>
<th>Benefit Category</th>
<th>Benefit Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Time Savings</td>
<td>$18,949,395</td>
</tr>
<tr>
<td>Truck Time Savings</td>
<td>$2,846,077</td>
</tr>
<tr>
<td>Genesys Economic Benefit</td>
<td>$9,496,721</td>
</tr>
<tr>
<td>Non CO² Emissions Reduction</td>
<td>-$6,721,329</td>
</tr>
<tr>
<td>CO² Emissions Reduction</td>
<td>$39,498,942</td>
</tr>
<tr>
<td>Construction Economic Benefits</td>
<td>$87,360,201</td>
</tr>
<tr>
<td>Crash Reduction Benefits</td>
<td>$5,315,619</td>
</tr>
<tr>
<td>Surrounding Industry Benefits</td>
<td>$80,797,461</td>
</tr>
</tbody>
</table>

This provides a total net discounted benefit of $237,485,649. The costs of the project included all phases of the estimated project development and construction along with the future costs of maintenance and resurfacing. This provided a total life cycle cost of the project. The projected total future costs were discounted and
summarized for the project life cycle. The total discounted life cycle project cost was $20,148,812. This resulted in a final benefit/cost ratio of 11.7.

V. Project Readiness

1. Technical Feasibility
There are 11 parcels which must be acquired prior to construction. Genesys Health Park is donating the 2 large parcels that they own. Discussions have taken place with Consumers Energy regarding the crossing of the right of way that they own. Consumers Energy requires an application to request access of their easement. This process along with acquisition of the other residential parcels will begin following the award of the TIGER grant.

2. Financial Feasibility
Funding for the match portion of the grant includes financial commitments for preliminary engineering as a match from the Genesee County Road Commission, property donation by Genesys Health System, and construction of water and sewer by Grand Blanc Township. At this time, we are expecting to receive Michigan Department of Transportation Economic Development Category A funds which will assist with right of way acquisition and construction costs. (See MDOT Letter of Support: Attachment 6). Also See Section III: Grant Funds and Sources /Uses of Project Funds for project budget and allocation/percentage of costs.
3. Project Schedule:

Below is the projected timeline for this project which includes project milestones for each program pre-construction and construction program element. A rough draft of the preliminary engineering has been completed to determine the cost estimate of this project.

(a) As the project timeline depicts, all project pre-construction and construction activities are scheduled to be obligated before June 2016 and expended before September 30, 2021. The Road Commission is prepared to implement an expeditious construction schedule by scheduling incentive clauses or liquidated damage clauses into the construction proposal to keep the construction on schedule. Right-of-way negotiation delays can be expedited through court condemnation proceedings at the expense of the public agency initiating the acquisition.

(b) The project will begin upon receipt of funds and grant funds will be spent expeditiously once project early pre-construction activities start. The project schedule and total funding is estimated to accommodate and sustain the following jobs per annual quarter:

- **2015**
  - 1st - 10 jobs; 2nd - 10 jobs; 3rd - 14 jobs; 4th - 14 jobs
- **2016**
  - 1st - 14 jobs; 2nd - 14 jobs; 3rd - 14 jobs; 4th - 14 jobs
- **2017**
  - 1st - 100 jobs; 2nd - 216 jobs; 3rd - 216 jobs; 4th - 216 jobs

(c) Property ownership and evidence of right-of-way: Genesys Health System is donating two parcels of land to the project and three additional parcels will have to be acquired. The right-of-way acquisitions will be part of the pre-construction work elements. All right of way will follow federal regulations. Any right-of-way delays will be mitigated by court condemnation proceedings at the expense of the acquiring public agency.

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>2014</th>
<th></th>
<th>2015</th>
<th></th>
<th>2016</th>
<th></th>
<th>2017</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>J</td>
<td>F</td>
<td>M</td>
<td>A</td>
<td>M</td>
<td>J</td>
<td>A</td>
<td>S</td>
</tr>
<tr>
<td>US DOT Grant Award</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROW Acquisition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Infoamational Meeting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental-Alternative Analysis, Final Determination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Design &amp; Permits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approval of Plans, Specs, Estimates</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway and Non-Motorized Trail Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. Assessment of Project Risks and Mitigation Strategies:

The material risks of the project would include final roadway and bridge design, wetland mitigation, right-of-way acquisition and construction delays. The final road and bridge design is dependent upon the preferred alternative from the final environmental determination and upon the most feasible design using the existing infrastructure. Wetland impacts from the project will be mitigated by avoidance, reduced roadway width and wetland offset. Any other mitigation requirements in the project design will be identified and defined in the final environmental determination (See NEPA Summary). The construction delays can be mitigated by using incentive and disincentive clauses in the construction proposal in line with the designated grant obligation and expenditure deadlines. All of these risk issues will be addressed as part of the pre-construction elements of the project.

5. National Environmental Policy Act (NEPA) Summary

All project pre-construction work elements connected to environmental review and determination will follow the National Environmental Policy Act (NEPA) and FHWA Technical Advisory T 6640.8A (Section 4f) federal regulations. The Road Commission has advertised and selected an engineering consortium under a quality based selection process to perform all early preliminary engineering, environmental analysis & determination and final preliminary engineering for the project. All present indications from the context and intensity of the preliminary environmental impacts of the project conclude that the project could be designated as an “Environmental Assessment” under NEPA and Section 4f. The final environmental analysis and determination would be concluded under the pre-construction work elements proposed with the use of the 2014 TIGER Grant funds.

The NEPA process to date has included the following environmental review areas: Habitat and Species, Section 7 Review - The Road Commission completed the consultation process for the area of endangered species and habitats. Following directions from Craig A. Czarnecki, Field Supervisor, U.S. Department of Interior, Fish and Wildlife Service, East Lansing Field Office, 2651 Coolidge Road, East Lansing, Michigan 48823 on March 5, 2007; an online review of the U.S. Fish and Wildlife, technical assistance website for federally listed threatened and endangered species and an on-line consultation process with the U.S. Fish and Wildlife Service was performed. The following species were listed for Genesee County, Michigan: Indiana Bat (Myotis sodalist), Endangered; Eastern Massasauga (Sistrurus catenatus catenatus), Candidate; and Eastern prairie fringed orchid, Threatened.

The project described above involves the extension of Dort Highway as a 5 or 4 lane roadway with bridge and ramp alteration/construction, 5 lane roadway HMA construction and 4 lane boulevard HMA construction with related work. This will require new right of way. Project activity will involve extensive tree removal and earthwork within the project area. The project area is in a semi-urban, undeveloped area of the county with low density residential, low density developed commercial building sites and a primary
institutional health complex. Extensive right of way will need to be purchased. All right-of-way activities, negotiations and acquisitions will follow the Uniform Condemnation Procedures Act (Act 87) and 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

As part of the species information review for the on-line consultation process, a review of the Michigan Department of Natural Resources, Natural Features on-line map resource identified no species of state or federal concern within the project area. The Genesee County Road Commission concludes that “species and their critical habitat are not present” in the project area and the proposed roadway project will have “no effect” on the listed species, their habitats, or proposed or designated critical habitat.

Historic Preservation, Section 106 Review - The Road Commission initiated the Historic Review process by determining the “Area of Potential Effect” (APE) by the influence of the potential noise and visual changes generated by the construction of a new roadway in this semi-developed, semi-urban area of Grand Blanc Township. A review of the Township Tax Assessment Records for all complete lots within any area of the APE indicated a limited number of properties with building ages with historic potential. A more detailed review of the buildings on each lot indicated that no buildings were within the specific limits of the APE and that the buildings were not unique in background or architecture. Since there were no potential historic buildings, the Road Commission concluded there were no historic properties within the APE for this project. The Michigan State Historic Preservation Office will still need to concur with these findings to complete the consultation process for Historic Preservation under the pre-construction work elements proposed with the use of the 2014 TIGER Grant funds.

Wetlands – The initial Genesee County Freight and Connectivity Study determined that approximately ¼ mile of wetlands were present in the project area of the Dort Highway Extension. It was concluded that there would be some form of mitigation by reduction of the roadway width, re-alignment to avoid the wetland or new wetland establishment to offset the filling of some wetlands involved with the project. The entire issue of wetlands on the project has yet to be fully analyzed, for proposed alternatives to be identified, for complete consultation concurrence and for a final environment determination to be made. This effort would be done under the pre-construction work elements proposed with the use of the 2014 TIGER Grant funds.

All other areas of environmental review to satisfy the requirements of NEPA and Section 4f have not yet been concluded and will need further analysis, development, consultation and final determination. At this time it is anticipated that the project would have no significant environmental impact and that an environmental assessment would address the environmental needs and/or mitigation required by this project. Since the environmental review is not complete, environment work would be completed under the pre-construction work elements proposed with the use of the 2014 TIGER Grant funds.
6. Other Environmental Reviews and Approvals - See NEPA Summary

7. Permitting will be addressed as part of the pre-construction elements of the project.

8. Legislative Approvals: Letters of support from national, state and local elected officials have been received from: US Senator Debbie Stabenow, Michigan; U.S. Congressman Daniel Kildee, 5th District, Michigan; and State Representative Charles Smiley. Each has indicated broad support of leveraging Federal resources to initiate local collaboration with specific interest in support of economic development and accessibility of services to Veterans. (See Letters of Support: Attachment: 6)

9. State and Local Planning

The following planning documents prioritize construction of the Dort Highway Connector. Each is linked to a website for more detailed review and reference.

- **Flint-Genesee County Transportation Improvement Program**
  The Metropolitan Planning Organization approved allocating funding towards this project in September 2011 and amending it into the TIP in October 2011. Project funding continues to be identified for the Dort Highway Connector project. [http://www.gc4me.com/departments/planning_commission/transportation/transportation_improvement_program_(tip).php](http://www.gc4me.com/departments/planning_commission/transportation/transportation_improvement_program_(tip).php)

- **Genesee County 2035 Long Range Transportation Plan**
  The MPO approved amending this project into the LRTP in May 2010. [http://www.gc4me.com/departments/planning_commission/transportation/long_range_transporation_plan.php](http://www.gc4me.com/departments/planning_commission/transportation/long_range_transporation_plan.php)

- **Genesee County Freight and Connectivity Study**
  This project is one of the recommended alternatives in the Genesee County Freight and Connectivity Study that was completed in February 2011. [http://www.gc4me.com/departments/planning_commission/transportation/docs/Genesee_County_Final_Report_P1.pdf](http://www.gc4me.com/departments/planning_commission/transportation/docs/Genesee_County_Final_Report_P1.pdf)

- **Genesee Regional Trail Plan**

- **Grand Blanc Master Plan**
  The Township updated their master plan in 2010. The land use map shows the future land use expected for this area. [http://www.birchlerarroyo.com/Clients/grand-blanc-twp.htm](http://www.birchlerarroyo.com/Clients/grand-blanc-twp.htm)

- **Genesys Health Park Campus Development Project**
  The expansion and development of the Genesys campus is detailed in this project summary.
Genesee County Comprehensive Economic Development Strategy
The CEDS discusses the move from an automotive driven community to a strong focus on “Eds and Meds” or the focus of our educational and medical assets. Eds and Meds is the focus of the planned development in the area of the Dort Highway Connector. The CEDS was approved in March 2010.

Flint & Genesee Chamber of Commerce: Genesee County Freight Flow Report
This report was completed in 2012, focusing on freight movements in Genesee County. It identified a new highway connector in the area of Genesys as a project of significant importance to the area.

Michigan Department of Transportation Long Range Transportation Plan
This plan addresses the State’s needs for the next 25 years.

Commissioned Genesys Health System Campus & Economic Development Studies:
Genesys has commissioned several studies since 2009 to assess and recommend the best use of the Genesys Health Park land and economic development opportunities. Two studies with particular relevance include Anderson Economic Group Economic Impact of Genesys Health Park Campus Expansion Plans and the Arduin, Laffer, and Moore Analysis of the Economic Viability of a Life Sciences Cluster in Genesee County. Study Summaries are included at this website.

VI. Federal Wage Rate Certification

At the following link please find the written certification that the Genesee County Road Commission will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2014 Consolidated Appropriations Act.(See Certification Document: Attachment 11).