

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

TRUSTEES
BILL BAIN – 659-0001

PAULETTE JOHNSON
JOHN GILBERT – 635-9762
JOHN WHITESIDE

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

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

**Wednesday, March 20, 2019
7:00 P.M.**

AGENDA

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes
- ***A. Minutes of the February 20, 2019 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
- IX. Committee Reports
 - A. Nominating Committee Report

- X. Old Business
 - A. FY 2020-2023 Transportation Improvement Program (TIP) Draft Prioritized List of Projects (attached)
 - B. 2018 PASER Data Availability (attached)

- XI. New Business
 - ***A. Election of Officers
 - ***B. FY 2017-2020 Transportation Improvement Program (TIP) Amendment #16 (attached)
 - C. Call for FY 2022 Local Bridge Program Applications (attached)
 - D. Community Infrastructure Fund -Category B (attached)
 - E. 2019 Iron Belle Trail Grant Opportunity (attached)
 - F. Fixing Michigan Roads Plan – Summary (attached)

- XII. Other Business

- XIII. Announcements
 - A. 2019 Metropolitan Transportation Planning Certification Review for the Flint, Michigan Transportation Management Area (Genesee County Metropolitan Alliance)

- XV. Adjournment

***** Action Items**

NEXT MEETING – Wednesday, April 17, 2019, 7:00 P.M.

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
February 20, 2019

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, February 20, 2019, in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Third Floor, Flint, Michigan.

I. CALL TO ORDER

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

II. PLEDGE OF ALLEGIANCE

Chairperson Johnson led the Pledge of Allegiance.

III. ROLL CALL

Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County
 City of Burton

City of Clio

City of Davison
 City of Fenton
 City of Flint

City of Flushing

City of Grand Blanc

City of Linden

City of Montrose
 City of Mt. Morris
 City of Swartz Creek

Duane Mosher

Patricia Lockwood

George Gray

Chris Douglas

Mark Richard

John Gilbert
 Robert Plumb
 Dennis Cramer

Commissioner Ted Henry
 Thomas Martinbianco
 Danny Wells

Eric Wiederhold
 Reuben Garcia
 Leigh LaForest

Mayor Karen Weaver
 Robert Bincsik
 Betty Wideman

John Crawford
 Mayor Susan Soderstrom
 Ray Culbert
 Paul Zelenak

William Daniels

Argentine Township

Brian Saad
Leslie Renckly
Paulette Johnson
Tere Onica
Shelley Thompson

Atlas Township

Clayton Township

Davison Township

Fenton Township

Flint Township

Flushing Township

Forest Township

Gaines Township

Genesee Township

Grand Blanc Township

Montrose Township

Mt. Morris Township

Mundy Township

Richfield Township
Theftord Township

Vienna Township

Goodrich Village

Otisville Village
Otter Lake Village

Chris Gehringer

Rhonda Clark

Andrew Marko

John Whiteside

Bill Bain

Matt Davis

Tod Sorensen
Cheryl Woughter

Robert Johnson
Brian Baxter

Mark Gorton
Dan Morey
Gerry Masters

Matthew Karr

Vince Lorraine

Robert Kesler
Karyn Miller

Tracey Tucker
Jenifer Almassy

Frederick Thorsby
Mary Ann Price

Lee Purdy

Diane Hyrman

Al Mansour
Monica Shapiro
Tom Tithof
Mark Emmendorfer

Michael Dunklee
Kay Doerr

Gary Stevens
Rachel Stanke
David Cain
Kerry Paulson
Doug McAbee
Tim Light

Joan Skias

Lennon Village
Gaines Village

Emily Alexander
Valerie Delauter
Melissa Neal
Andrea Dewey
Aaron Dawson
Jeff Wright

Federal Highway Admin

Gen Cty Drain Comm
Gen Cty Road Comm
GCMPC
Mass Trans Authority

Alex Patsy

Derek Bradshaw
Ed Benning

Mich Dept of Trans

Shawnice Dorsey

Anita Boughner
Jay Reithel
Kim Zimmer

Trevor Block

OTHERS PRESENT: Jason Nordberg, Sharon Gregory, and Debby Compton.

IV. Minutes

*****A. Minutes of the January 16, 2019 Regular Meeting**

Motion: Action: Approve, **moved by** Robert Plumb, **supported by** Tod Sorensen, to approve the minutes of the January 16, 2019 regular meeting as presented. Motion carries unanimously.

V. Introduction of Guests

Maurice Ryan from Linden introduced himself and his wife, Cynthia Ryan to the committee.

Bob Slattery, Director of Public Works from the City of Burton, introduced himself to the committee.

VI. Public Comment

None

VII. Public Hearing

A. Amending Performance Measures into the FY 2017-2020 Transportation Improvement Program (TIP) Document

CHAIRPERSON JOHNSON OPENED THE PUBLIC HEARING PORTION OF THE MEETING AT 7:03 p.m.

Chairperson Johnson provided the public an opportunity to comment on the Amending Performance Measures into the FY 2017-2020 Transportation Improvement Program (TIP) Document. Chairperson Johnson repeated this opportunity for comment twice more with no comments at this time.

CHAIRPERSON JOHNSON CLOSED THE PUBLIC HEARING PORTION OF THE MEETING AT 7:04 p.m.

B. Air Quality Conformity Analysis for the 2017-2020 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan

CHAIRPERSON JOHNSON OPENED THE PUBLIC HEARING PORTION OF THE MEETING AT 7:05 p.m.

Maurice Ryan of Linden, Michigan stated that he and his wife Cynthia have been life-long Genesee County residents. They purchased their home in Argentine Township thirty-eight years ago. Mr. Ryan stated that he is going to be talking about the non-motorized pathway in Argentine Township running along Silver Lake Road from Chestnut Way through the Linden Schools Campus to Haviland Beach Drive, a project on the 2014 Genesee County Regional Non-Motorized Plan document taken from the GCMPC website. Mr. Ryan also stated that he had a letter that him and Mrs. Ryan wrote that he would be reading from and they would like entered into the minutes. A copy of the letter was given to the Chair and Secretary. The Ryans stated that this project has a pathway spur that is crossing their property and they are asking that this spur be removed from the pathway. He presented a map to the committee.

Jason Nordberg stated that the current item for public review is on the Air Quality Analysis and does not relate to this project in general. Staff is reviewing both the Long Range Transportation Plan and the Comprehensive Plan and is looking at that pathway and refining it but that section is not currently funded. Mr. Nordberg stated that Jacob Maurer, the non-motorized planner for GCMPC, will contact Mr. Ryan tomorrow to discuss this project.

Chairperson Johnson provided the public an opportunity to comment on the Air Quality Conformity Analysis for the 2017-2020 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan. Chairperson Johnson repeated this opportunity for comment twice more with no further comments at this time.

CHAIRPERSON JOHNSON CLOSED THE PUBLIC HEARING PORTION OF THE MEETING AT 7:17 p.m.

(Document on file with minutes)

VIII. Finances

Tod Sorenson advised that there are two (2) municipalities that have not paid their 2019 Metro dues. Staff will personally reach out to these municipalities.

Motion: Action: Approve, **moved by** Chris Gehringer, **supported by** Chris Douglas, to approve the Finances as presented.

Motion carried unanimously.

IX. Committee Reports

None

X. Old Business

*****A. Approval of Genesee County Public Participation Plan**

Sharon Gregory stated that this is the Public Participation Plan that this committee has seen a couple of times. Staff had the forty-five day comment period from December 10th to January 23rd. The public hearing was held here at the Harris Auditorium on January 23rd. Staff received a few comments relating to how public notices are displayed in the building. This plan has already been approved by the Genesee County Metropolitan Planning Commission and staff anticipates that it will get approved next week by the Genesee County Board of Commissioners. At this time the Technical Advisory Committee is recommending that the Genesee County Metropolitan Alliance approve the Genesee County Public Participation Plan and authorize the Metropolitan Alliance Chairperson to sign the Resolution of Support.

Motion: Action: Approve, **moved by** Gerald Masters, **supported by** Bill Bain, to approve the Genesee County Public Participation Plan and authorize Chairperson Johnson to sign the Resolution of Support.

Motion carried unanimously.

XI. New Business

*****A. Amending Performance Measures into the FY 2017-2020 Transportation Improvement Program (TIP) Document**

Sharon Gregory stated that these are the performance measures that this committee has been hearing about lately. Staff needed to go into the FY 2017-2020 Transportation Improvement Program (TIP) document and update some of the language in the performance measures chapter. Staff sent out an updated chapter for this committee to review with the additions and verbiage in light blue text. The performance measures have already been approved; staff is looking for the updated language to be approved at this time. The Technical Advisory Committee is recommending that the Genesee County Metropolitan Alliance approve to amend the FY 2017-2020 Transportation Improvement Program document to incorporate the updated Performance Measures Targets.

Motion: Action: Approve, **moved by** Gerald Masters, **supported by** Dennis Cramer, to approve amending the FY 2017-2020 Transportation Improvement Program (TIP) document to incorporate the updated Performance Measure Targets language.

Motion carried unanimously.

*****B. Air Quality Conformity Analysis for the 2017-2020 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan**

Sharon Gregory stated that staff is required to show that the projects in the Long Range Transportation Plan (LRTP) and the TIP will not negatively impact Air Quality. The GCMPC Interagency Workgroup (IAWG) reviewed and discussed the project lists for the 2040 LRTP and the 2017-2020 TIP for Genesee County and the Lapeer County Projects within the State Implementation Plan (SIP). It was determined that the projects conform to the SIP for the 1997 ozone standard. Conformity is demonstrated when the analysis year emissions are equal to or less than the SIP budget. The public comment period started on February 11th and ends today, February 20th. Staff did not receive any comments during the comment period. At this time the Technical

Advisory Committee is recommending that the Genesee County Metropolitan Alliance approve the draft Air Quality Conformity Analysis document and provide authorization for the Metropolitan Alliance Chairperson to sign the Resolution of Support and to send the analysis to the appropriate state and federal agencies for approval.

Motion: Action: Approve, **moved by** Dennis Cramer, **supported by** Robert Plumb, to approve the Air Quality Conformity Analysis document for the 2017-2020 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan and authorize Chairperson Johnson to sign the Resolution of Support and to send the analysis to the appropriate state and federal agencies for approval. Motion carried unanimously.

*****C. FY 2020-2023 Transportation Improvement Program (TIP) Draft Prioritized List Projects**

Sharon Gregory advised that staff has had several meetings with the Transportation System Management (TSM) Subcommittee and those meetings have centered around discussion and prioritization of the projects. The committee has come up with a recommended list of funded projects. Staff received over ninety (\$90) million dollars in project requests and there is less than forty (\$40) million dollars available in funding. Ms. Gregory reviewed the draft project list with the committee.

Jason Nordberg further discussed and explained the unfunded list of projects. At this time the Technical Advisory Committee is recommending that the Genesee County Metropolitan Alliance approve the projects proposed for funding allowing staff to begin public comment and further analysis including year assignment. Discussion ensued.

Motion: Action: Approve, **moved by** Patricia Lockwood, **supported by** Robert Plumb, to approve the FY 2020-2023 Transportation Improvement Program (TIP) Draft Prioritized List of Projects proposed for funding as presented allowing staff to begin public comment and further analysis including year assignment. Motion carried unanimously.

Chris Gehringer of Clayton Township stated that it should be noted that the Genesee County Road Commission gave the local units three times more funding than what they normally give for their local roads. However, the local units would like to see the primary roads get touched as well.

XII. Other Business

A. Appointment of the Nominating Committee to Prepare a Slate of Officers for Elections in March

Chairperson Johnson asked for volunteers to be on the Nominating Committee. Ms. Patricia Lockwood and Mr. John Gilbert volunteered for the Nominating Committee. Chairperson Johnson advised if anyone is interested in the chair, vice-chair, treasurer or three (3) trustee positions to let Ms. Lockwood, Mr. Gilbert or the secretary, Debby Compton, know.

XIII. Announcements

A. Federal Certification for the Genesee County Transportation Planning Process

Jason Nordberg advised the committee that the Metropolitan Alliance did receive notice that the Federal Certification for the Genesee County Transportation Planning Process has been rescheduled to the next Metropolitan Alliance meeting which will be held on Wednesday, March 20th. Federal Highway Administration and Federal Transit Administration staff will be at the March meeting. Following the Metro meeting there will be a two (2) day in-office review.

Sharon Gregory advised that the Michigan Department of Transportation (MDOT) released additional funding for smaller cities and villages with a population of ten thousand (10,000) or fewer. There is a new funding source, that is a part of the Transportation Economic Development Fund called Category B. The maximum annual grant is two hundred and fifty thousand dollars (\$250,000). There is a minimum fifty-fifty match. Applications for projects on roadways that are not eligible for funding through Federal Highway or Category D will be given consideration for this. Only one application per agency, however, five (5) separate roadways can be included on one application. For further information go to www.michigan.gov/tedf. Applications are due to MDOT directly by Friday, April 5, 2019. It will provide three million dollars (\$3,000,000) per year through FY 2023. Michael Leon is the contract with the state. Discussion ensued.

Jason Nordberg stated that the 2018 GCMPC Annual Report is here. Handouts were made available to the committee and Mr. Nordberg reviewed the report.

XIV. Adjournment

Chairperson Johnson adjourned the meeting at 7:57 p.m.

Respectfully submitted,
Debby Compton, Secretary
Genesee County Metropolitan Planning Commission

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: March 20, 2019

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP) Draft
Prioritized List of Projects**

The Transportation System Management (TSM) Subcommittee met on Tuesday, March 5, 2019 and approved the assignment of years to the FY 2020-2023 Transportation Improvement Program projects. Please see attached list. Staff is reviewing the projects for Environmental Justice and Air Quality requirements.

Public input sessions will be in April; dates and locations will be announced soon. A thirty-day public comment period in May will be scheduled so the public can review and comment on the TIP list of projects and the TIP document. Final local approval of the FY 2020-2023 TIP will occur in June 2019 through TAC and Metro.

X A

2020 Draft Preservation, Reconstruction, and PASER 5 Application Projects by Year

Year	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	PHASE	STBG FEDERAL	STBG FLEX FEDERAL	NHPP FEDERAL	TOTAL FEDERAL	LOCAL	TOTAL	PRELIMINARY TSM FEDERAL
2020		City of Burton	Center Road (ACC)	Davison Road to North City Limits	1	5-Jan	Resurface	Con	\$ 585,972	\$ 1,213,000		\$ 1,798,972	\$ -	\$1,798,972	\$ 1,798,972
2020	130	City of Burton	Saginaw St	Maple Ave - Judd Rd	0.58	5	Resurface	PE	\$ 79,060			\$ 79,060	\$ 20,740	\$ 99,800	\$ 79,840
2020	175	City of Fenton	Shiawassee Ave	Bent Oak St - Adelaide St	0.58	3	Rehabilitation	Con	\$ 351,578			\$ 351,578	\$159,354	\$ 510,932	\$ 355,046
2020		City of Flint	Saginaw Street	Court Street to Flint River	0.46	3	Reconstruction	Con	\$ 1,921,905		\$ 823,000	\$ 2,744,905	\$720,075	\$ 3,464,980	\$ 2,771,984
2020	109	City of Flint	Miller Road	Ballenger Highway - Hammerberg Road	1.4	5	Preservation	PE	\$ 167,132			\$ 167,132	\$ 43,744	\$ 210,876	\$ 168,780
2020	101	City of Flushing	Seymour Road	South point of the West Pierson intersection-North point of the Emily Street intersection	0.16	2	Milling and Resurfacing	PE	\$ 16,036			\$ 16,036	\$ 4,207	\$ 20,243	\$ 16,194
2020		GCRC	Van Slyke Road	Maple Road to Bristol Road	1	4	Rehabilitation	Con	\$ 1,131,077			\$ 1,131,077	\$296,717	\$1,427,794	\$ 1,142,235
2020		GCRC	Clio Road	Wilson Road to Clio CTL Road	0.5	4	Rehabilitation	Con	\$ 537,329			\$ 537,329	\$140,959	\$ 678,288	\$ 542,630
2020		GCRC	Clio Road	Dodge Road to Wilson Road	1.01	4	Rehabilitation	Con	\$ 1,142,395			\$ 1,142,395	\$299,686	\$1,442,081	\$ 1,153,665
2020	129	City of Burton	Saginaw St	Judd Rd - Bristol Rd	0.5	5	Resurface	PE	\$ 68,920			\$ 68,920	\$ 18,080	\$ 87,000	\$ 69,600

Proposed: \$6,001,404 \$1,213,000 \$823,000 \$ 8,037,404
Allocation: \$6,001,404 \$1,213,000 \$823,000 \$ 8,037,404
Remaining: \$ - \$ - \$ - \$ -

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2021 Draft Preservation, Reconstruction, and PASER 5 Application Projects by Year

Year	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	PHASE	STBG FEDERAL	STBG FLEX FEDERAL	NHPP FEDERAL	TOTAL FEDERAL	LOCAL	TOTAL	PRELIMINARY TSM FEDERAL
2021	129	City of Burton	Saginaw St	Judd Rd - Bristol Rd	0.5	5	Resurface	Con	\$ 800,103			\$ 800,103	\$200,397	\$1,000,500	\$ 800,400
2021	130	City of Burton	Saginaw St	Maple Ave - Judd Rd	0.58	5	Resurface	Con	\$ 917,819			\$ 917,819	\$229,881	\$1,147,700	\$ 918,160
2021	116	City of Burton	Belsay Rd	Davison Rd - Potter Rd	0.98	2	Resurface	PE	\$ 29,989			\$ 29,989	\$ 7,511	\$ 37,500	\$ 30,000
2021	127	City of Burton	S. B. Grand Traverse St	Bristol Rd - Hemphill Rd	0.52	3	Resurface	PE	\$ 42,144			\$ 42,144	\$ 10,556	\$ 52,700	\$ 42,160
2021	114	City of Burton	Maple Avenue	Sandalwood St - Saginaw St	0.46	4 to 5	Resurface	PE	\$ 39,825			\$ 39,825	\$ 9,975	\$ 49,800	\$ 39,840
2021	115	City of Burton	Maple Avenue	Fenton Rd - Sandalwood St	0.81	5	Resurface	PE	\$ 64,376			\$ 64,376	\$ 16,124	\$ 80,500	\$ 64,400
2021	179	City of Fenton	Silver Lake Rd	West City Limits - Poplar St	1.52	2 to 6	Rehabilitation	Con	\$ 772,377	\$1,237,000		\$ 2,009,377	\$503,276	\$2,512,653	\$ 2,010,122
2021	109	City of Flint	Miller Road	Ballenger Highway - Hammerberg Road	1.4	5	Preservation	Con	\$ 847,377		\$839,000	\$ 1,686,377	\$422,377	\$2,108,754	\$ 1,687,003
2021	111	City of Flint	Robert T Longway Boulevard	Chavez Dr - E Boulevard Dr	0.28	4 to 8	Preservation	PE	\$ 91,906			\$ 91,906	\$ 23,019	\$ 114,925	\$ 91,940
2021	101	City of Flushing	Seymour Road	South point of the West Pierson intersection-North point of the Emily Street intersecction	0.16	2	Milling and Resurfacing	Con	\$ 155,138			\$ 155,138	\$ 38,857	\$ 193,995	\$ 155,196
2021	150	GCRC	Carpenter Rd	N. Saginaw Rd - Harry St	0.64	5	Restore and Rehabilitate - Preservation	Con	\$1,054,848			\$ 1,054,848	\$264,202	\$1,319,050	\$ 1,055,240
2021	163	GCRC	Mill Rd	Beecher Rd - Flushing Rd	0.37	2	Resurface-Preservation PASER 5	Con	\$ 91,966			\$ 91,966	\$ 23,034	\$ 115,000	\$ 92,000
2021	168	GCRC	Hill Rd	Torrey Rd - West Side of I-75 over-pass bridge (Taylor Dr)	1.03	5	Resurface-Preservation PASER 5	Con	\$ 411,271			\$ 411,271	\$103,009	\$ 514,280	\$ 411,424
2021	162	GCRC	W. Mt. Morris Rd	Elms Rd - Linden Rd	2	2	Resurface-Preservation PASER 5	Con	\$ 373,861			\$ 373,861	\$ 93,639	\$ 467,500	\$ 374,000

Proposed: \$5,693,000 \$1,237,000 \$839,000 \$ 7,769,000
Allocation: \$5,693,000 \$1,237,000 \$839,000 \$ 7,769,000
Remaining: \$ - \$ - \$ - \$ -

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2022 Draft Preservation, Reconstruction, and PASER 5 Application Projects by Year

Year	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	PHASE	STBG FEDERAL	STBG FLEX FEDERAL	NHPP FEDERAL	TOTAL FEDERAL	LOCAL	TOTAL	PRELIMINARY TSM FEDERAL
2022	127	City of Burton	S. B. Grand Traverse St	Bristol Rd - Hemphill Rd	0.52	3-Jan	Resurface	Con	\$ 485,911			\$ 485,911	\$ 121,478	\$ 607,389	\$ 484,840
2022	114	City of Burton	Maple Avenue	Sandalwood St - Saginaw St	0.46	4 to 5	Resurface	Con	\$ 459,172			\$ 459,172	\$ 114,794	\$ 573,966	\$ 458,160
2022	115	City of Burton	Maple Avenue	Fenton Rd - Sandalwood St	0.81	5	Resurface	Con	\$ 742,236			\$ 742,236	\$ 185,560	\$ 927,796	\$ 740,600
2022	128	City of Burton	Bristol Rd	Fenton Rd - Saginaw St	1.04	5	Resurface	PE	\$ 110,080			\$ 110,080	\$ 27,520	\$ 137,600	\$ 110,080
2022	121	City of Burton	Genesee Rd	Court St North - Davison Rd	1	2 to 5	Resurface	PE	\$ 65,840			\$ 65,840	\$ 16,460	\$ 82,300	\$ 65,840
2022	180	City of Fenton	Torrey Rd	North Rd - City Limits	1.07	2	Rehabilitation	Con	\$ 858,528			\$ 858,528	\$ 214,634	\$ 1,073,162	\$ 856,637
2022	111	City of Flint	Robert T Longway Boulevard	Chavez Dr - E Boulevard Dr	0.28	4 to 8	Preservation	Con	\$ 65,430		\$ 856,000	\$ 921,430	\$ 230,357	\$ 1,151,787	\$ 919,398
2022	112	City of Flint	Saginaw St	Atherton Rd - Oakley St	0.58	5	Preservation PASER 5	PE	\$ 37,887			\$ 37,887	\$ 9,472	\$ 47,359	\$ 37,887
2022	113	City of Flint	Twelfth St	Fenton Rd - Grand Traverse St	0.53	4	Preservation PASER 5	PE	\$ 36,587			\$ 36,587	\$ 9,147	\$ 45,734	\$ 36,587
2022	100	City of Flushing	East Main Street	Flint River/Main St Bridge to East point of the McKinley Rd intersection	0.2	2	Resurface	Con	\$ 135,351			\$ 135,351	\$ 75,729	\$ 211,080	\$ 135,053
2022	104	City of Swartz Creek	Morrish Road	Miller Road - Bristol Road	1	3	Milling and Asphalt Overlay	Con	\$ 629,035			\$ 629,035	\$ 214,625	\$ 843,660	\$ 627,648
2022	116	City of Burton	Belsay Rd	Davison Rd - Potter Rd	0.98	2	Resurface	Con	\$ 345,762			\$ 345,762	\$ 86,441	\$ 432,203	\$ 345,000
2022	174	City of Grand Blanc	Center Rd	McFarland St - Brainard St	0.4	2	Reconstruction	Con	\$ 865,909			\$ 865,909	\$ 216,477	\$ 1,082,386	\$ 864,000
2022	165	GCRC	Stanley Rd	Union St - Dort Hwy	0.86	2	Resurface-Preservation PASER 5	Con	\$ 207,457			\$ 207,457	\$ 51,865	\$ 259,322	\$ 207,000
2022	161	GCRC	E. Mt. Morris Rd	Dort Hwy - Irish Rd	5.92	2	Resurface-Preservation PASER 5	Con	\$ 28,845	\$ 1,262,000		\$ 1,290,845	\$ 322,712	\$ 1,613,557	\$ 1,288,000
2022	148	GCRC	Flushing Rd	Eldorado Dr - Ballenger Hwy	0.56	4	Restore and Rehabilitate - Preservation	Con	\$ 732,970			\$ 732,970	\$ 183,243	\$ 916,213	\$ 731,354

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Proposed: \$5,807,000 \$1,262,000 \$856,000 \$ 7,925,000
Allocation: \$5,807,000 \$1,262,000 \$856,000 \$ 7,925,000
Remaining: \$ - \$ - \$ - \$ -

2023 Draft Preservation, Reconstruction, and PASER 5 Application Projects by Year

Year	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	PHASE	STBG FEDERAL	STBG FLEX FEDERAL	NHPP FEDERAL	TOTAL FEDERAL	LOCAL	TOTAL	PRELIMINARY TSM FEDERAL
2023	128	City of Burton	Bristol Rd	Fenton Rd - Saginaw St	1.04	5-Jan	Resurface	Con	\$ 399,426		\$873,000	\$ 1,272,426	\$318,107	\$1,590,533	\$ 1,265,920
2023	121	City of Burton	Genesee Rd	Court St North - Davison Rd	1	2 to 5	Resurface	Con	\$ 761,051			\$ 761,051	\$190,264	\$ 951,315	\$ 757,160
2023	132	City of Davison	West Flint St	West City Limits - State Rd	0.51	4	Resurface	Con	\$ 423,336			\$ 423,336	\$105,834	\$ 529,170	\$ 421,171
2023	177	City of Fenton	Main St	Leroy St - East City Limit	0.93	3	Rehabilitation	Con	\$ 566,223			\$ 566,223	\$302,463	\$ 868,686	\$ 563,328
2023	112	City of Flint	Saginaw St	Atherton Rd - Oakley St	0.58	5	Preservation PASER 5	Con	\$ 380,813			\$ 380,813	\$ 95,204	\$ 476,017	\$ 378,866
2023	113	City of Flint	Twelfth St	Fenton Rd - Grand Traverse St	0.53	4	Preservation PASER 5	Con	\$ 367,746			\$ 367,746	\$ 91,937	\$ 459,683	\$ 365,866
2023	149	GCRC	Elms Rd	Potter Rd - River Rd	0.24	3	Restore and Rehabilitate - Preservation	Con	\$ 223,784			\$ 223,784	\$ 55,947	\$ 279,731	\$ 222,640
2023	172	GCRC	Holly Rd	Baldwin Rd - SB I-75 Ramps	0.53	5	Resurface-Preservation PASER 5	Con	\$ 277,418			\$ 277,418	\$ 69,356	\$ 346,774	\$ 276,000
2023	169	GCRC	North Rd	Fenton City Limits - Rolston Rd	1.8	2	Resurface-Preservation PASER 5	Con	\$ 315,214			\$ 315,214	\$ 78,801	\$ 394,015	\$ 313,600
2023	164	GCRC	Silver Lake Rd	Ripley St - Fenton City Limits	1.05	2	Resurface-Preservation PASER 5	Con	\$ 184,946			\$ 184,946	\$ 46,237	\$ 231,183	\$ 184,000
2023	167	GCRC	Linden Rd	South County Line - Linden City Limits	2.02	2	Resurface-Preservation PASER 5	Con	\$ 389,994			\$ 389,994	\$ 97,499	\$ 487,493	\$ 388,000
2023	166	GCRC	W. Mt. Morris Rd	Sheridan Rd - Gillette Rd	3.33	2	Resurface-Preservation PASER 5	Con	\$ 630,423			\$ 630,423	\$157,607	\$ 788,030	\$ 627,200
2023	156	GCRC	Detroit St	S Cornell St - Natchez/Peach Tree Dr	0.55	4	Reconstruction	Con		\$1,053,265		\$ 1,053,265	\$263,317	\$1,316,582	\$ 1,047,880
2023	157	GCRC	Detroit St	Carpenter Rd - S Cornell Ave	0.52	4	Reconstruction	Con	\$ 819,530	\$ 233,735		\$ 1,053,265	\$263,317	\$1,316,582	\$ 1,047,880
2023	171	GCRC	Lennon Rd	Linden Rd - Dutcher Rd	0.41	5	Resurface-Preservation PASER 5	Con	\$ 183,096			\$ 183,096	\$ 45,775	\$ 228,871	\$ 182,160

Proposed: \$5,923,000 \$1,287,000 \$873,000 \$ 8,083,000

Allocation: \$5,923,000 \$1,287,000 \$873,000 \$ 8,083,000

Remaining: \$ - \$ - \$ - \$ -

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Draft Rural Application Projects by Year

YEARS	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	FEDERAL	LOCAL	TOTAL	NOTE
2020		GCRC	Lapeer Road	Big Swamp Drain to County Line Road	0.54	2	Restore and Rehabilitate - Preservation	\$305,280	\$76,320	\$381,600	
2020	140	GCRC	Seymour Rd	Beecher - Potter	1.04	2	Restore and Rehabilitate - Preservation	\$333,720	\$661,509	\$995,228	AC \$462,463
2021	140	GCRC	Seymour Rd	Beecher - Potter	1.04	2	Restore and Rehabilitate - Preservation	\$462,463	\$0	\$462,463	ACC \$462,463
2021	159	GCRC	Bristol Rd	Lang Rd - Atlas Rd	0.96	2	Reconstruction	\$157,297	\$892,883	\$1,050,180	AC \$665,000
2021	173	Village of Gaines	Walnut St	Village of Gaines Village Limits - Park St	0.22	2	Preservation	\$32,240	\$8,060	\$40,300	
2022	159	GCRC	Bristol Rd	Lang Rd - Atlas Rd	0.96	2	Reconstruction	\$665,000	\$0	\$665,000	ACC \$665,000
2023	158	GCRC	Bristol Rd	Irish Rd - Lang Rd	0.53	2	Reconstruction	\$678,000	\$169,500	\$847,500	

Year	Allocation	Programmed	Remaining
2020	\$ 639,000	\$ 639,000	\$ -
2021	\$ 652,000	\$ 652,000	\$ -
2022	\$ 665,000	\$ 665,000	\$ -
2023	\$ 678,000	\$ 678,000	\$ -
Total	\$ 2,634,000	\$ 2,634,000	\$ -

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Draft Expand Application Projects by Year

Proposed Years	ID	AGENCY	PROJECT	LIMITS	LENGTH	LANES	DESCRIPTION	Phase	State	LOCAL	TOTAL
2020		GCRC	Hill Road	S. Saginaw Rd to Center Rd	na	na	Widen - Major (Capacity Increase) (2 to 3 and 5 Lanes)	CON	\$1,678,080	\$419,520	\$2,097,600
2021	198	GCRC	Grand Blanc Rd	Dort Hwy - Grand Blanc City Limits	2,500	2	Widen - Major (Capacity Increase) to Add Continuous Center Turn Lane and Roundabout at Embury Rd (2 and 4 to 3 and 5 Lanes)	CON	\$1,932,000	\$483,000	\$2,415,000
2022	201	GCRC	Grand Blanc Rd	Fenton Rd - Dort Hwy	11,000	2	Roadway Widening- Reconstruction and Addition of Turn Lanes (2 to 3 Lanes)	CON	\$2,300,000	\$575,000	\$2,875,000
2022	200	GCRC	Baldwin Rd	900 ft. west of Holly Rd	900	2	Intersection Reconstruction and Addition of Turn Lanes	CON	\$400,000	\$100,000	\$500,000
2023	199	GCRC	Irish Rd	Lippincott Rd - Structure 2752 (Irish Rd Bridge over the Kearsley Creek)	2,100	2	Widen - Major (Capacity Increase) to Add Continuous Center Turn Lane (2 to 3 and 4 Lanes)	CON	\$598,000	\$149,500	\$747,500

Year	Allocation	Programmed	Remaining
2020	\$ 1,678,080	\$ 1,678,080	\$ -
2021	\$ 1,932,000	\$ 1,932,000	\$ -
2022	\$ 2,700,000	\$ 2,700,000	\$ -
2023	\$ 1,148,970	\$ 598,000	\$ 550,970
Total	\$ 7,459,050	\$ 6,908,080	\$ 550,970

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Draft Transportation Alternatives Program (TAP) Application Projects by Year

YEARS	ID	AGENCY	PROJECT	LIMITS	LENGTH	FEDERAL	LOCAL	TOTAL
2020		GCRC	Argentine LAFF Pathway	Lobdell Road and Haviland Beach Drive to Silver Lake Road and Chestnut Way	2.1	\$ 441,509	\$ 674,970	\$ 1,116,479
2021	186	GCRC	Dort Hwy Extension Pathway	Cook Rd to Baldwin Rd	1.1	\$ 441,509	\$ 248,741	\$ 690,250
2022	184	GCRC	Perry Road Trail	Perry Rd just west of Gale Rd to Whitetail Dr	2.3	\$ 220,755	\$ 1,011,448	\$ 1,232,202
2022	183	GCRC	Teachout Trail	Richfield Park to Teachout Rd. Gale Rd. Mt. Morris Rd. M-15	2.5	\$ 220,755	\$ 765,014	\$ 985,768
2023	187	City of Fenton	Silver Lake Road Connector Trail	Jennings Rd to East Broad St	2	\$ 441,509	\$ 1,832,161	\$ 2,273,670

Year	Allocation	Programmed	Remaining
2020	\$ 441,509	\$ 441,509	\$ -
2021	\$ 441,509	\$ 441,509	\$ -
2022	\$ 441,509	\$ 441,509	\$ -
2023	\$ 441,509	\$ 441,509	\$ -
Total	\$ 1,766,036	\$ 1,766,036	\$ -

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2020 Draft CMAQ Application Projects by Year

Type of Project	Agency	Project Name	Project Limits	Project Description:	Local CMAQ allocation	State Cost-	Local Cost-	Total Cost-	
2020	Rideshare	GCMPC	Rideshare Program	Genesee County	GCMPC Staff will provide services to assist persons in forming carpools	\$112,271	\$0	\$0	\$112,271
2020	Vehicle Replacement	MTA	Transit Vehicle Replacement	Genesee County	Purchase of 15 new propane powered cutaway buses for Your Ride services	\$812,663	\$204,407	\$0	\$1,017,070
2020	Roundabout	GCRC	Roundabout	Linden Rd and Grand Blanc Rd	Reconstruct intersection as a roundabout	\$640,563		\$161,382	\$801,945

Requested: \$ 1,565,497
Allocation: \$ 1,565,497
Remaining: \$ -

2021 Draft CMAQ Application Projects by Year

Type of Project	Agency	Project Name	Project Limits	Project Description:	Local CMAQ allocation	State Cost-	Local Cost-	Total Cost-	
2021	Rideshare	GCMPC	Rideshare Program	Genesee County	GCMPC Staff will provide services to assist persons in forming carpools	\$100,000	\$0	\$0	\$100,000
2021	Transit	MTA	Vehicle Purchase	Genesee County	Purchase of 3-4 new propane powered cutaway buses for Your Ride services	\$285,079	\$0	\$82,932	\$368,011
2021	Bike Share Program	City of Grand Blanc	Bike Share Program	Downtown Grand Blanc	Bike Share Program	\$122,000		\$30,500	\$152,500
2021	Signal Synchronization	GCRC	Bristol Rd.	Bishop International Hub to Torrey Rd.	Signal Synchronization	\$275,669		\$0	\$275,669

Requested: \$ 782,748
Allocation: \$ 782,748
Remaining: \$ -

2022 Draft CMAQ Application Projects by Year

Type of Project	Agency	Project Name	Project Limits	Project Description:	Local CMAQ allocation	State Cost-	Local Cost-	Total Cost-	
2022	Rideshare	GCMPC	Rideshare Program	Genesee County	GCMPC Staff will provide services to assist persons in forming carpools	\$100,000	\$0	\$0	\$100,000
2022	Transit	MTA	Vehicle Purchase	Genesee County	Purchase of 3-4 new propane powered cutaway buses for Your Ride services	\$341,374	\$0	\$73,602	\$368,011
2022	Transit	MTA	Vehicle Purchase	Genesee County	Purchase of 3-4 new propane powered cutaway buses for Your Ride services	\$341,374	\$0	\$73,602	\$368,011

Requested: \$ 782,748
Allocation: \$ 782,748
Remaining: \$ -

2023 Draft CMAQ Application Projects by Year

Type of Project	Agency	Project Name	Project Limits	Project Description:	Local CMAQ allocation	State Cost-	Local Cost-	Total Cost-	
2023	Rideshare	GCMPC	Rideshare Program	Genesee County	GCMPC Staff will provide services to assist persons in forming carpools	\$100,000	\$0	\$0	\$100,000
2023	Roundabout	City of Flushing	Roundabout	E. Pierson Rd., Flushing Rd., and Flushing Rd./Main St.	Roundabout	\$682,748		\$379,752	\$1,062,500

Requested: \$ 782,748
Allocation: \$ 782,748
Remaining: \$ -



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

TRUSTEES
BILL BAIN – 659-0001

PAULETTE JOHNSON
JOHN GILBERT – 635-9762
JOHN WHITESIDE

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: March 20, 2019

SUBJECT: 2018 PASER Data Availability

In 2018, Genesee County's entire federal aid and local road networks were surveyed using the PASER data collection system. Maps of each municipality's federal aid ratings were distributed in November 2018 with the FY 2020-2023 Transportation Improvement Program (TIP) Call for Projects.

Staff has now updated these maps to include the local road ratings for each municipality. Should you have any questions regarding the PASER ratings or would like to request a copy of your community's data, please feel free to contact me at jmaurer@co.genesee.mi.us or (810) 766-6565.

X B

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: March 20, 2019

**SUBJECT: FY 2017-2020 Transportation Improvement Program (TIP)
Amendment # 16**

Attached is the description of proposed projects in the FY 2017-2020 TIP Amendment # 16. This amendment changes eleven (11) projects and adds thirteen (13) projects to the FY 2017-2020 TIP.

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

Staff has reviewed these projects and has determined that all projects (except for one in the City of Flushing) are exempt from Air Quality Conformity Analysis as consistent with Conformity Regulations. The City of Flushing's Main Street project from Chamberlain Street to Pierson Road will be classified as non-exempt but will not trigger a new Conformity Analysis and will be modeled when the next Conformity Analysis is conducted. The Interagency Work Group (IAWG) has reviewed the listing of projects for this amendment and has provided concurrence with staff's determination.

At this time, the Technical Advisory Committee is recommending approval of the attached Amendment #16 to the FY 2017-2020 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

XI B

**FY 2017-2020 Transportation Improvement Program
Proposed Amendment # 16**

Projects 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
2019	130622	GCMPC	Rideshare	0.0	Genesee and Lapeer Counties	Free computerized carpool and vanpool program	CON	CMG	\$112,271	\$0	\$0	\$112,271	Reprogrammed to JN 203957 to correct phase type
2019	202002	MDOT	M-54	0.0	Over Gilkey Creek	Culvert replacement	PE-structure	ST	\$321,260	\$62,333	\$8,905	\$392,498	Budget decreased from \$878,303
2019	202002	MDOT	M-54	0.0	Over Gilkey Creek	Culvert replacement	ROW	ST	\$613,875	\$119,109	\$17,016	\$750,000	Budget increased from \$500,000
2019	202002	MDOT	M-54	0.0	Over Gilkey Creek	Culvert replacement	UTL	ST	\$204,625	\$39,703	\$5,672	\$250,000	Budget increased from \$200,000
2022	123035	MDOT	Grand Traverse Greenway Trail	0.0	Hemphill Rd. to Grand Traverse St.	Construct non-motorized path	CON	TA	\$1,488,702	\$0	\$372,176	\$1,860,878	Moving from 2019 to 2022
2017	116547	MDOT	W. Silver Lake Rd.	n/a	At Silver Lake Rd.	Resurface carpool lot	CON	ST	\$52,384	\$11,616	\$0	\$64,000	Abandoned
2019	203015	MDOT	I-75 N	4.7	Pavement marking on trunkline routes in Genesee County	Longitudinal pavement marking application	PE	HSIP	\$18,000	\$2,000	\$0	\$20,000	Abandoned
2019	n/a	MDOT	Trunkline Livability and Sustainability GPA	n/a	n/a	Trunkline Livability and Sustainability GPA	n/a	n/a	\$47,260	\$10,480	\$0	\$57,740	Budget Changed
2020	n/a	MDOT	Trunkline Livability and Sustainability GPA	n/a	n/a	Trunkline Livability and Sustainability GPA	n/a	n/a	\$543,490	\$120,518	\$0	\$664,008	Budget Changed
2019	n/a	MDOT	Trunkline Traffic Operations and Safety GPA	n/a	n/a	Trunkline Traffic Operations and Safety GPA	n/a	n/a	\$818,500	\$181,500	\$0	\$1,000,000	Budget Changed
2020	n/a	MDOT	Trunkline Traffic Operations and Safety GPA	n/a	n/a	Trunkline Traffic Operations and Safety GPA	n/a	n/a	\$289,474	\$40,871	\$0	\$330,345	Budget Changed

Projects proposed to be added with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	206089	GCRC	W. Grand Blanc Rd.	0.0	W. Grand Blanc Rd. over Swartz Creek, Structure # 2709	Bridge replacement	CON	BRT	\$1,632,000	\$306,000	\$102,000	\$2,040,000	New Project
2020	207459	City of Flushing	Main St.	0.9	Chamberlain St. to Pierson Rd.	Re-stripe markings for a 4-3 lane conversion	CON	HSIP	\$38,555	\$0	\$9,639	\$48,194	New Project
2020	206483	MDOT	Bay Regionwide longitudinal pavement markings	2.9	Genesee County	Longitudinal pavement marking application on trunkline routes in Bay Region	PE	HSIP	\$6,155	\$684	\$0	\$6,839	New Project
2020	206483	MDOT	Bay Regionwide longitudinal pavement markings	2.9	Genesee County	Longitudinal pavement marking application on trunkline routes in Bay Region	CON	HSIP	\$895,075	\$99,453	\$0	\$994,528	New Project
2020	206487	MDOT	Bay Regionwide special pavement markings	4.5	Genesee County	Special pavement marking application on trunkline routes in Bay Region	PE	HSIP	\$2,309	\$257	\$0	\$2,565	New Project
2020	206487	MDOT	Bay Regionwide special pavement markings	4.5	Genesee County	Special pavement marking application on trunkline routes in Bay Region	CON	HSIP	\$221,616	\$24,624	\$0	\$246,240	New Project
2020	206558	MDOT	Bay Regionwide pavement marking retroreflectivity readings	4.6	All of GCMPC MPO	Pavement marking retroreflectivity readings on trunklines in Bay Region	CON	HSIP	\$7,079	\$787	\$0	\$7,866	New Project
2020	TBD	City of Burton	Saginaw St.	0.6	Maple Ave. to Judd Rd.	Resurface	PE	ST	\$79,060	\$0	\$20,740	\$99,800	New project

Projects proposed to be added with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	TBD	City of Fenton	Shiawassee Ave.	0.6	Bent Oak St. to Adelaide St.	Rehabilitation	CON	ST	\$351,578	\$0	\$159,354	\$510,932	New project
2020	TBD	City of Flint	Miller Rd.	1.4	Ballenger Hwy. to Hammerberg Rd.	Preservation	PE	ST	\$167,132	\$0	\$43,744	\$210,876	New project
2020	TBD	City of Flushing	Seymour Rd.	0.2	South point of the W. Pierson intersection--north point of the Emily St. intersection	Milling and resurfacing	PE	ST	\$16,036	\$0	\$4,207	\$20,243	New project
2020	TBD	City of Burton	Saginaw St.	0.5	Judd Rd. to Bristol Rd.	Resurface	PE	ST	\$68,920	\$0	\$18,080	\$87,000	New project
2020	n/a	Local Agencies	Local Traffic Operations and Safety GPA	n/a	n/a	Local Traffic Operations and Safety GPA	n/a	n/a	\$680,985	\$0	\$77,265	\$758,250	New GPA

BRT--Bridge Replacement - Surface Transportation Program (STP)

CM or CMG--Congestion Mitigation & Air Quality

HSIP--Highway Safety Improvement Program - SAFETEA-LU

IM--Interstate Maintenance - No Added Lanes

NH--National Highway System

RP--Research Project

Section 5311 - Non-UZA

ST--Surface Transportation Program (STP) - Any Area

STL--STP Local

STU--STP--Urban Areas >200,000 population

TA--Transportation Alternatives Program Flex

**FY 2017-2020 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

Trunkline Livability and Sustainability GPA--Project Proposed to be Added to this GPA

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2017	113185	MDOT	M-13	0.1	At M-21	Install solar lighting	CON	ST	\$24,555	\$5,445	\$0	\$30,000	Phase added then suspended
2019	206105	MDOT	Father Dukette Blvd.	0.0	Doyle-Ryder, Freeman, Neithercut, and Pierce Schools	Bike/pedestrian facilities	PE	TA	\$47,260	\$10,480	\$0	\$57,740	Phase added
2020	206105	MDOT	Father Dukette Blvd.	0.0	Doyle-Ryder, Freeman, Neithercut, and Pierce Schools	Bike/pedestrian facilities	CON	TA	\$543,490	\$120,518	\$0	\$664,008	Phase added

Trunkline Traffic Operations and Safety GPA--Projects Proposed to be Added

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2019	205161	MDOT	I-475 N	0.3	Kearsley St. to Crapo St.	Sound barrier rehabilitation	PE	NH	\$48,147	\$10,677	\$0	\$58,824	Phase added
2019	205161	MDOT	I-475 N	0.3	Kearsley St. to Crapo St.	Sound barrier rehabilitation	CON	NH	\$770,353	\$170,823	\$0	\$941,176	Phase added
2020	204911	MDOT	I-75 N/Corunna ramp	0.2	I-75 NB Exit Ramp at M-21	Sight obstruction removal	PE	HSIP	\$71,209	\$7,912	\$0	\$79,121	Phase added
2020	204923	MDOT	US-23 N	1.5	Thompson Rd. to Baldwin Rd.	Tree windscreen	PE	HSIP	\$106,137	\$11,793	\$0	\$117,930	Phase added
2020	54243	MDOT	M-57	n/a	At Linden Rd.	HMA overlay	CON	ST	\$78,691	\$17,450	\$0	\$96,141	Phase added
2020	204925	MDOT	I-75 SB	n/a	At Thompson Rd. interchange	Geometric improvements	CON	HSIP	\$33,437	\$3,716	\$0	\$37,153	Phase added

Local Traffic Operations or Safety GPA--Projects Proposed to be Added

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	207352	City of Grand Blanc	Multiple Routes	0.0	Multiple Routes	Signal backplates, dilemma zone detection	CON	HSIP	\$286,785	\$0	\$31,865	\$318,650	Phase added to GPA
2020	207353	GCRC	Davison Road	0.5	Oak Rd. to Cummings Rd.	Lane widening, hot mix asphalt resurfacing, centerline rumble strips	CON	HSIP	\$360,000	\$0	\$40,000	\$400,000	Phase added to GPA
2020	207354	GCRC	Multiple Routes	0.0	Multiple Routes	Restripe pavement markings to create headed-up left turn lanes	PE	RP	\$1,800	\$0	\$1,800	\$3,600	Phase added to GPA
2020	207354	GCRC	Multiple Routes	0.0	Multiple Routes	Restripe pavement markings to create headed-up left turn lanes	CON	HSIP	\$32,400	\$0	\$3,600	\$36,000	Phase added to GPA

Local Road GPA--Projects Proposed to be Added

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2017	121491	City of Burton	S. Center Rd.	1.0	Atherton Rd. to Lippincott Blvd.	Resurface	PE	STU	\$76,970	\$0	\$19,243	\$96,213	PE phase added in error then abandoned; CON phase completed

JobNet Reconciliation--Past Amendments that did not Receive Federal Approval

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2017	200835	GCMPC	Beach St.	0.0	Areawide in Genesee County	FY 2018 MICHIVAN marketing and capital	OPS	CMG	\$36,169	\$0	\$0	\$36,169	Reprogrammed to JN 200846 to correct phase type
2017	200596	GCMPC	Beach St.	0.0	Areawide in Genesee County	FY 2018 MICHIVAN marketing and capital	NI	CMG	\$36,169	\$0	\$0	\$36,169	Abandoned duplicate project that was mistakenly programmed
2018	130624	GCMPC	Beach St.	0.0	Genesee and Lapeer Counties	Free computerized carpool and vanpool program	CON	CMG	\$112,271	\$0	\$0	\$112,271	Reprogrammed to JN 200907 to correct phase type
2018	130623	GCRC	Beach St.	0.0	Genesee and Lapeer Counties	2018 Rideshare	CON	CMG	\$112,271	\$0	\$0	\$112,271	Reprogrammed to JN 203961 to correct phase type
2018	203838	GCRC	Beach St.	0.0	Genesee and Lapeer Counties	2020 Rideshare	NI	CMG	\$112,271	\$0	\$0	\$112,271	Abandoned duplicate project that was mistakenly programmed
2018	203837	GCRC	Beach St.	0.0	Genesee and Lapeer Counties	2019 Rideshare	CON	CMG	\$112,271	\$0	\$0	\$112,271	Abandoned duplicate project that was mistakenly programmed
2018	130818	MTA	Transit	0.0	MTA service area	Purchase of three new propane powered cutaway buses	NI	CM	\$208,506	\$52,127	\$0	\$260,633	Reprogrammed to JN 204871 to correct phase type
2018	112481	MDOT	I-475	1.4	Saginaw St. to Clio Rd.	Reconstruction	CON	IM	\$0	\$0	\$0	\$0	Phase added incorrectly then abandoned
2019	206763	MTA	I-69	0.0	Areawide in Genesee County	FY 2016 Section 5311 operating reconciliation.	NI	5311	\$420,793	\$0	\$0	\$420,793	New project, then add to Transit Operating GPA

ROBERT JOHNSON – 732-9089
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BILL BAIN – 659-0001

PAULETTE JOHNSON
JOHN GILBERT – 635-9762
JOHN WHITESIDE

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: March 20, 2019

SUBJECT: **Call for FY 2022 Bridge Program Applications**

The Michigan Department of Transportation (MDOT) has announced the FY 2022 Local Bridge Program Call for Projects. The FY 2022 Local Bridge Program budget is estimated to be at \$48 million (subject to change). The total number of applications from any one local agency is limited to five.

Applications are to be electronically submitted or postmarked by May 1, 2019.

Refer to the attached exhibits for information regarding eligibility and submitting candidate applications. If you have any questions or need further information, please contact Keith Cooper, MDOT Bridge Program Manager, at 517-335-4526 or CooperK@michigan.gov.

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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

February 20, 2019

Ms. Denise Donohue, Director
 County Road Association of Michigan
 417 Seymour, Suite One
 Lansing, Michigan 48901-2067

Mr. Matt Bach, Director of Communications
 Michigan Municipal League
 320 North Washington Square, Suite 100
 Lansing, Michigan 48933-1288

Dear Ms. Donohue and Mr. Bach:

Local Bridge Program Deadline for Applications – May 1, 2019

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for candidate projects for the Local Bridge Program. Selected projects will be funded during the 2022 fiscal year (FY). Do not submit projects which cannot be committed to construction within FY 2022. The applications can be submitted by the local agency owner or their consultant. All bridge applications submitted in previous years that have not been selected for funding have been discarded. The total number of applications from any one local agency is limited to five.

The FY 2022 Local Bridge Program budget is estimated at \$48 million. This amount may be subject to revisions. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

Applications are to be electronically submitted or postmarked by Wednesday, May 1, 2019.

Refer to the enclosed exhibits for information regarding eligibility and submitting candidate Local Bridge Project Applications.

If you have any questions or need further information, please contact Keith Cooper, Bridge Program Manager, at 517-335-4526 or CooperK@michigan.gov.

Sincerely,

Larry Doyle, P.E.
 Division Administrator
 Development Services Division

Enclosures

cc: M. Lewis, FHWA	M. Chynoweth, MDOT	MDOT Region Engineers
K. Zachary, FHWA	E. Mullen, MDOT	MDOT Transportation Service Managers
J. LaMacchia II, MML	T. Leix, MDOT	MDOT Local Agency Program Listser Members
K. Cooper, MDOT	Rural Task Forces	Metropolitan Planning Organizations

Exhibit 1 – Bridge Definition and Application Process

Definition

To be eligible for bridge funds, the structure must meet the definition of a bridge, defined as a structure with a total clear span of more than 20 feet, measured along the centerline of the roadway over a stream, watercourse, or opening. For a span bridge, this means the clear opening span, measured face to face at the inside of the abutments, is greater than 20 feet. A multi-unit culvert is considered a bridge if the total length, as measured along the centerline of the roadway, is greater than 20 feet and the distance between the culvert units is less than half the diameter of the smallest unit. This description is referenced in item number 112 of the Michigan Structure Inventory and Appraisal Coding Guide. There are many multi-unit culverts under local agency jurisdiction that qualify as bridges and thus, are required to be on the structure inventory and regularly inspected. Please check multi-unit culverts in your area to see if they qualify under the definition of a “bridge.”

Work Type

An application must list the specific work being applied for in the preventative maintenance and/or rehabilitation categories.

Participation Level

The preventive maintenance, structure rehabilitation and replacement, and approach construction costs may be eligible for a maximum of 95 percent participation from federal and/or state funds. The right-of-way, design engineering, and construction engineering costs are not eligible for Local Bridge Program funds.

Cost Estimates

The current Local Agency Program (LAP)–Bridge Cost Estimate Worksheet, dated 02/01/2019, which indicates per unit cost estimates of various replacement, rehabilitation and preventive maintenance options (Exhibit 4). This information will be helpful in determining estimated construction costs for different types of repairs. All estimates for projects to be constructed in 2022 should incorporate an annual inflationary factor of three percent (3%). If the structure is over a railroad, include the railroad’s flagging and construction fees.

Data Formula Points

The data found on the Structure Inventory and Appraisal (SI&A) form is used in many of the formula rating point calculations and is one item looked at by your Region Bridge Council when considering discretionary rating points. It is very important that this data be current and correct before submitting the application; incorrect data may significantly affect the rating points. When completing an application, the data stated in the supporting documents must match the data found in the SI&A form.

Site Review for Bridge Applications

MDOT bridge personnel will review submitted applications for completeness and determine the preliminary (computer generated) rating points. The LAP bridge staff will perform site visits, verify appropriate scopes of work, and create written site reports. The applications, preliminary rating points, and the site visit reports will then be forwarded to the respective Region Bridge Council for their review and the addition of the discretionary rating points.

Project Estimate vs. Application Estimate

The Local Bridge Advisory Board has set a policy for projects coming in over application estimate. If, at the grade inspection stage, the project estimate exceeds the application estimate, the Region Bridge Council may review the project. The council can decide to accept the project at the increased estimate, cap the project at a percentage above the application estimate, or request an application for additional funds be submitted in the next call for projects. Due diligence must be taken in getting the most reasonable application estimates.

Bridge Application Package and Submission

Please be sure your Structure Number is correct and have your signed resolution, SI&A, Bridge Inspection Report, cost estimate, location and detour maps, project narrative, letters of support, and photos ready to include as attachments. See Exhibit 3 for further details.

Applications can be submitted electronically using the [Local Agency Bridge Program Website](#), or directly at [FY 2022 Local Bridge Program - Call for Applications Submission Sheet](#)

Exhibit 2 – Bridge Scoping and Work Type Definitions

Bridge Scoping

To assist in the bridge scoping and fix selection process, refer to [MDOT's Scoping Manual](#), specifically pages 30 through 48 of Chapter 5, *Signs of Pavement & Bridge Distress and Fix Selection Guidelines*.

Bridge Asset Management Plan

To assist with managing bridge inventory and developing an optimum bridge preservation strategy, a valuable resource is the [Asset Management Guide for Local Bridges](#) in Michigan.

All local agencies are encouraged to submit asset management plans for the bridge applications being submitted. A summary of the local agency's bridge network asset management plan may also be submitted for review.

Replacement

Replacement projects involve replacing the entire substructure, superstructure, deck and necessary approach work. If a multi-use path or sidewalk is planned but does not currently exist, the estimate needs to clearly indicate the costs of these items. If the project is selected for funding, a master plan showing the path or sidewalk must be provided for them to be considered participating in the Local Bridge Program.

The approach costs should be estimated using a minimum of \$35,000 per station, with a minimum approach cost of \$150,000. The estimate needs to account for public utilities such as water mains and sewers, which will need to be altered during construction. Also, if the structure is within a substandard horizontal or vertical alignment, the estimate must account for any possible increase in approach distance.

Replacement projects need to meet current American Association of State Highway and Transportation Officials (AASHTO) guidelines and the Load Factor Resistance Design criteria.

Rehabilitation

Rehabilitation is defined as major work required to restore the structural integrity of a bridge, as well as work necessary to correct major safety defects. These projects are required to meet AASHTO guidelines. If a rehabilitation project is over water, a scour analysis will be required during the design phase and the existing foundations will need to be shown to be stable under a scour event. A structure that is not found to be stable during a scour event may not be allowed to proceed to contract. If making the structure stable results in a change in scope, it may be necessary to re-apply during a future call for applications.

Estimated repair costs for bridge rehabilitation projects will vary by the type of work. Include publicly owned utility relocation costs. Examples of rehabilitation work eligible for funding under the program include:

- Full deck replacement (with or without painting of steel beams)
- Superstructure replacement
- Structure widening
- Removal of existing bridge without replacement

Preventive Maintenance

Preventative Maintenance applications can be a single bridge or multiple bridges submitted for similar preventive maintenance work into one application. This can include multiple agencies working together to submit one application. A multiple bridge application will count as one of the five applications any one agency can submit per year. The Region Bridge Councils will review a multiple structure application as one package and will not rate each structure independently. Preventive Maintenance activities are eligible under the Local Bridge Program.

When applying for a multiple bridge preventative maintenance project, submit each structure individually. For electronic submission, select “PM-Multiple Structure” as the type of work on each form. For paper submission, identify on the cover sheet that each bridge is part of a “PM-Multiple Structure” application. Examples of Preventive Maintenance include:

- Hot mix asphalt (HMA) overlay with waterproofing membrane
- Epoxy deck overlay (Concrete)
- Deck overlay (removing and replacing concrete surface above/below the top mat of steel reinforcement)
- Painting only (full, zone, or spot painting)
- Pin and hanger replacement
- Slope paving repair
- Joint replacement and repair
- Drainage system repair (bridge deck drains and bridge approach downspouts)
- Scour countermeasures
- Concrete crack sealing
- Concrete patching and repair
- Approach pavement relief joint installation
- Temporary supports
- Expansion or construction joint repair
- Guard rail beam retrofit or installation
- Substructure repairs

Exhibit 3 – Application Requirements

1. Submit a narrative which includes the following:
 - a. The responsible local agency contacts person's name, title, mailing address, e-mail and telephone number.
 - b. **Clearly indicate whether the application is for rehabilitation, replacement, and preventive maintenance. For rehabilitation and preventive maintenance, clearly specify work requested for funding.**
 - c. A statement explaining the economic importance of the structure.
 - d. In a short paragraph, if there is currently a detour for the structure, explain "Existing detour currently affects"
 - e. In a short paragraph, if the structure is or would be closed, explain "If the structure is closed, the detour would affect...."
 - f. If the structure is closed, what year the structure was closed.
 - g. A statement of any maintenance done on the structure either past or present.

2. Include the most recent Structure Inventory and Appraisal (SI&A) form and Bridge Inspection Report form (BIR). These forms must have been updated within the 24-month period, prior to May 1, 2019. It is very important that this data be current and correct before submitting the application; incorrect data may significantly affect the rating points. The SI&A and BIR forms must be updated electronically on MiBridge prior to the May 1, 2019 deadline. Do not send in any marked-up forms as we cannot update the data for you.

3. Submit a legible map (8 ½" X 11") showing:
 - a. Emergency facilities such as fire stations, hospitals or police stations.
 - b. Schools and other significant traffic generating facilities.
 - c. The alternate routes or detours which must be used because of load limits or closures.

4. For all applications, include a minimum of two photographs of the following:
 - a. One showing the structure's alignment.
 - b. One showing the structure's profile view.
 - c. If the bridge is posted, include one photograph of the bridge clearly showing the current posting sign.

5. For **rehabilitation** and **preventive maintenance** applications, also include photographs of the following:
 - a. The deck showing the areas of delamination and patches.
 - b. The substructure units showing areas of delaminations/spalls.
 - c. The beams showing areas of cracks and delamination for concrete and local areas of corrosion and/or local failure for steel.

6. Submit a breakdown of the estimated replacement, rehabilitation, and preventive maintenance as follows:

A.	Approach Construction	(A) \$	_____
B.	Structure Construction	(B) \$	_____
	Total (A & B)	Total \$	_____

Note: Use the attached Cost Estimate Worksheet to calculate the approach and structure costs.

7. Submit a "**Priority List**" listing all the structures that you want rated.
8. **For each application**, submit a current resolution, signed and dated, from the governing board supporting the project. Resolutions from previous applications will not be accepted. Any application not containing a signed resolution for all applications will be considered incomplete, and will be rejected and returned to the owner. Letters of local support are recommended but are not mandatory.
9. If submitting a hard copy, do not staple the application together or put in a booklet or binder, as it needs to be reproduced on a scanner/copier.
10. Any application that is not complete will be rejected and returned to the local agency. Common examples of incomplete applications are those that are missing updated SI&A forms, photos of postings, load ratings, missing resolutions, and priority lists. All completed applications must be postmarked by the May 1, 2019, deadline.
11. All local agencies are encouraged to submit asset management plans for the applications being submitted. A summary of the local agencies bridge network asset management plan may also be submitted for review. Refer to the Asset Management Guide for Local Agency Bridges in Michigan, located on MDOT's Local Agency Bridge Program's website.
12. Previous years' applications have been discarded. The Region Bridge Councils and the Local Bridge Advisory Board will only review applications submitted during the current call for applications. After the applications have been reviewed and projects have been selected for funding, all non-funded bridge applications will be discarded.

Submit Applications:

By E-mail: Fill out form at the link below and attach application (One application per sheet).

Application conversion to pdf is preferred over scanned applications due to file size.

[FY 2022 Local Bridge Program - Call for Applications Submission Sheet](#)

By Mail:
Send applications to:

Rita Levine, P.E.
Local Agency Programs-Development Services Division, MDOT
425 West Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909
Phone: (517) 335-4528

Exhibit 4 - Cost Estimating Worksheet

2019

LAP - BRIDGE COST ESTIMATE WORKSHEET

REV. 2/1/2019

- CPM, REHAB, REPLACE -

OWNER:	FISCAL YEAR:			Out to Out	Curb to Curb	DATE:	2/15/2019
REGION:			LENGTH	WIDTH	WIDTH	ENGINEER:	
TSC:	PR:	MP:				STRUCTURE ID:	
	LOCATION:	over				BRIDGE ID:	
PRIMARY WORK ACTIVITY			DECK AREA:	SFT		STR. TYPE:	
OTHER WORK:			CLEAR ROADWAY:	SFT			

WORK ACTIVITY	Michigan Bridge Design Manual <small>(increase deck area based on design standards and hydraulic requirements)</small>	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$220.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)		SFT	\$300.00 /SFT	
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$220.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$350.00 /SFT	
NEW SUPERSTRUCTURE					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$160.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$200.00 /SFT	
WIDENING					
Structure Widening, _____ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$270.00 /SFT	
NEW DECK					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$75.00 /SFT	
DEMOLITION					
Entire Structure, Grade Separation			SFT	\$33.00 /SFT	
Entire Structure, Over Water			SFT	\$46.00 /SFT	
DECK REPAIR / TREATMENTS					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$400.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$20.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$60.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$30.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$32.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$30.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$85.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$550.00 /FT	
Full Depth Patch			SFT	\$65.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$15.00 /SYD	
HMA Overlay with WP membrane			SYD	\$52.00 /SYD	
Overlay Removal	(Epoxy: \$8/syd Latex: \$16/syd HMA: \$7/syd)		SYD	\$16.00 /SYD	
Reseal Bridge Joints			FT	\$16.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$22.00 /SFT	
SUPERSTRUCTURE REPAIR					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$5,000.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$50,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$500.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$20.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$40.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$7,000.00 EA	
Structural Steel Repair	(based on 6ft length; for stiffeners use \$1,200 ea)		EA	\$3,000.00 EA	
SUBSTRUCTURE REPAIR					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$260.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$140.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$35.00 /SYD	
Temporary Supports	(add \$1,200 for ea steel beam - stiffeners)		EA	\$2,000.00 EA	
MISCELLANEOUS					
Articulating Concrete Block System (ACB)			SYD	\$200.00 /SYD	
Concrete Surface Coating			SYD	\$24.00 /SYD	
Culvert Cleanout			FT	\$30.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$40.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$15.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$100.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$160.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$3.50 /SFT	
Slope Protection Repairs			SYD	\$100.00 /SYD	
Other					

STRUCTURE CONSTRUCTION BUDGET \$0

ROAD WORK					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 20' ea. end		SYD	\$175.00 /SYD	
Approach Curb & Gutter	(incl. removal) 20' ea. quadrant		FT	\$54.00 /FT	
Guardrail Anchorage to Bridge	(each quadrant)		EA	\$1,500.00 /EA	
Guardrail	(incl. removal) < 200ft beyond reference line		FT	\$22.00 /FT	
Guardrail Terminal	(each quadrant)		EA	\$2,200.00 /EA	
Roadway Approach Work	(beyond approach pavement)		LSUM		LSUM
Utilities			LSUM		LSUM
TRAFFIC CONTROL <small>Unit Cost to be determined by Region or TSC Traffic & Safety</small>					
Part Width Construction			LSUM		LSUM
Crossovers			EA	\$300,000.00 /EA	
Temporary Traffic Signals			set	\$25,000.00 /set	
RR Flagging			LSUM		LSUM
Detour			LSUM		LSUM

RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET \$0

CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	10	%	\$0.00	\$0
MOBILIZATION	(estimate at 10%)	10	%	\$0.00	\$0
INFLATION	(assume 3% per year, beginning in 2020)	0	%	\$0.00	\$0

(Does not include PE or CE)

TOTAL CONSTRUCTION BUDGET \$0

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

TRUSTEES
BILL BAIN – 659-0001

PAULETTE JOHNSON
JOHN GILBERT – 635-9762
JOHN WHITESIDE

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: March 20, 2019

SUBJECT: Community Infrastructure Fund – Category B

On December 26, 2018, the Governor signed Public Act 473 of 2018, establishing the Community Infrastructure Fund (CIF). The new law amends the act that established the Transportation Economic Development Fund (TEDF) to include the CIF as a new category of TEDF funding known as “TEDF, Category B.” The act provides \$3 million per year through Fiscal Year (FY) 2023 to be allocated **for road improvements in cities and villages with a population of 10,000 or fewer.**

The follow guidelines apply:

- Eligible project type: Reconstruction, replacement, rehabilitation or capital preventative maintenance of city or village streets.
- Maximum grant: The maximum annual grant is \$250,000.
- Minimum match: 50/50—the requested grant amount must be matched at least equally by the requesting agency.
- Geographic distribution will be used as one of the criteria for grant selection, and eligible agencies may apply for a grant in consecutive fiscal years.
- Grant applications for roadwork associated with other infrastructure projects, such as water and sewer projects, will be given additional consideration during review. However, the costs associated with the other infrastructure work are not eligible for Category B funding.
- Applications for projects that are multi-jurisdictional in nature, even if the other jurisdiction is not using, nor is eligible for Category B funding, will be given extra consideration during review.

XI D

- Applications for projects on roadways that are not eligible for funding through the Federal Highway Administration or TEDF Category D, will be given additional consideration.
- Finally, for this round, additional consideration will be given to applications for projects that can be completed by the end of the 2019 construction season. If a grant is awarded on that basis and not started by a date allowing for completion during 2019, the grant may be rescinded.

In order to allow for grant recipients to better plan for projects associated with a grant, applications are now being accepted for FY 2019 and FY 2020. Any grant approved for FY 2020 funding will be awarded contingent on continued appropriations by the legislature. Only one application will be accepted per agency, but you may include up to five separate roadways on the application. The total request may not exceed \$250,000.

Category B application instructions and form may be found at www.michigan.gov/TEDF.

Applications must be received by Friday, April 5, 2019 to be considered for funding.

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

TRUSTEES
BILL BAIN – 659-0001

PAULETTE JOHNSON
JOHN GILBERT – 635-9762
JOHN WHITESIDE

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jacob Maurer, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: March 20, 2019

SUBJECT: 2019 Iron Belle Trail Grant Opportunity

The Michigan Department of Natural Resources (DNR) has announced another round of mini-grants for communities located along Michigan's Iron Belle Trail route. Eligible expenses include costs associated with engineering, construction, signage, land acquisition, marketing materials, trail group capacity needs, and trailhead amenities.

The maximum request for these grants will be \$50,000, and project proposals are due March 15th. A copy of the 1-page application is attached. All of the grant information and a fillable PDF application is posted on www.michigan.gov/ironbelle.

Should you have any questions regarding the grant opportunity, please feel free to contact me at jmaurer@co.genesee.mi.us or (810) 766-6565.

XI E



Michigan's Iron Belle Trail
**2019 IRON BELLE
 PROJECT PROPOSAL**
DUE DATE: March 15, 2019



THIS IS A REIMBURSEMENT GRANT PROGRAM

MICHIGAN'S IRON BELLE TRAIL FUNDING CRITERIA:

- All projects will meet Americans with Disabilities Act access requirements
- All projects on the bicycle route will use AASHTO design standards (Reduced width may be allowed on a case by case basis)
- Applicants/Co-Applicants are **units of government**, established **trail authority**, or eligible **non-profit** on the trail
- Trail segment is on the proposed trail route (Iron Belle Map: www.michigan.gov/ironbelle)
- Applicants will have site control (after planning, if route is being determined) and will be the manager of the trail segment
- Maximum ask: \$50,000
- Successful applicants will be asked to obtain a SIGMA vendor ID number

ELIGIBLE SCOPE ITEMS: Engineering/Design Assistance, Development Costs and Trail Signage, Trail Marketing, Capacity

Applicant Organization/Co-Applicants: _____

Applicant Address: _____

Project Contact: _____ **Phone #:** _____ **E-mail:** _____

SIGMA Vendor ID (If already registered) #: _____ **Federal ID #:** _____

PROJECT LOCATION (Attach Project Location Map):

County: _____ **Township:** _____

Description of Project Location (cross streets, etc.): _____

PROJECT NAME and TYPE (design/construction/signage): _____

Provide a brief description of the project being proposed (attach additional sheets if necessary):

PROJECT SITE CONTROL:

Applicants Interest in the project site is/will be: Fee Simple Easement Lease Agreement

Other- Describe: _____

PROJECT COST ESTIMATE:

Project Element	Cost	Project Element	Cost
_____	_____	_____	_____
_____	_____	_____	_____

TOTAL PROJECT COST _____ **IRON BELLE GRANT AMOUNT REQUESTED** _____

PROJECT MATCH: _____ / _____ **SOURCE:** _____

(Funds, In-kind services (type/value))

Return completed form and project map to:

Dakota Hewlett
hewlettd@michigan.gov
 517-284-6082

<p>DNR OFFICE USE ONLY: Date Received _____ Community MOU on file _____ Received Funding in the Past _____</p>

Scope of Problem:

- Michigan has some of the worst roads in the nation. The 2018 American Society of Civil Engineers report gave Michigan a D- on the condition of its roads.
- Condition declines are the result of nearly 40 years of disinvestment, with short-term fixes (bonding, temporary federal funds, and one-time general fund) used to mask the true level of the funding need.
- Michigan ranked 46th out of the 50 states in per capita spending on roads and was last among the Great Lakes states according to the Tax Policy Center/Brookings Institution based on the most recent data (2015).
- State roads are currently at 78% good or fair condition, and are forecasted to get precipitously worse quickly unless additional investments are made to correct course. The number of roads in poor condition is forecasted to double, from 22% to 44%, in just the next five years.
- Michigan's bad roads not only affect travel and the economy, but the problem is now so acute that it endangers the safety of Michigan motorists.
- Every day that this problem is left unaddressed the transportation network deteriorates further and the cost to rebuild grows.
- There are no easy solutions – the problem is big and the solutions required are also big. That is both the reality and the challenge of the situation we find ourselves in.

Funding Need:

- Various independent studies have estimated Michigan's the total transportation funding need between \$2.2 billion - \$2.7 billion annually.
- MDOT forecasts \$1.5 billion in additional revenue is needed each year to restore condition to 90% good/fair on state roads only, with no less than an additional \$1.2 billion needed annually just to stop the road condition from declining further. The professionals at MDOT use an asset management model that optimizes investments to forecast this annual need. The model factors in condition, the type of "fix" needed, project cost estimates, and the desired condition goal to develop the optimum investment strategy.
- Local roads have needs as well, but the collective local need cannot be fully quantified (there are over 600 local road agencies that set their own condition goals/spending priorities). Clearly, though, substantial additional funds are also needed for these roads.

Three Tenets of the Fixing Michigan Roads Plan:

- **Sustainable long-term solution to improve state road condition to 90% good or fair in ten years by targeting investments to the most highly-traveled roads.**
- **Replace diversions from the General Fund with constitutionally protected revenues, freeing up existing state funds for investments in education.**
- **Provide a tax offset to mitigate the impact for low income families.**

Fixing Michigan Roads Plan – Key Components:

Goal:

- Restore state roads to 90% good or fair condition in ten years (2029).

Revenues:

- Provides for a cumulative 45-cent motor fuel tax increase phased-in in 15-cent increments every six months (15 cents on 10/1/2019, 15 cents on 4/1/2020, and 15 cents 10/1/2020), raising the state gasoline and diesel taxes from 26.3 cents to 71.3 cents (indexed to inflation beginning in FY 2022 consistent with current law).

Fixing Michigan Roads Plan Revenues			
(In Millions)			
	FY 2020		FY 2021
	10/1/19	4/1/20	10/1/20
Incremental Fuel Tax Increase (Cents-Per-Gallon)	\$0.15	\$0.15	\$0.15
Cumulative Fuel Tax Increase (Cents-Per-Gallon)		\$0.30	\$0.45
Gasoline Tax		\$1,060.2	\$2,098.8
Diesel Tax		\$201.0	\$399.6
Alternative Fuels Tax		\$2.5	\$5.6
TOTAL New Revenue		\$1,263.7	\$2,504.0
<i>End Diversions from General Fund (to MTF Roads-Only Formula)</i>		<i>(\$325.0)</i>	<i>(\$325.0)</i>
<i>DNR Recreation Improvement Fund (Constitutional Dedication)</i>		<i>(\$21.2)</i>	<i>(\$42.0)</i>
TOTAL New Revenues for Transportation		\$917.5	\$2,137.0

- Generates \$2.5 billion in new transportation revenue when fully phased in.
 - Ends the Budgetary ‘Shell Game’
 1. Eliminates the statutory earmark of Individual Income Tax (General Fund) revenue to Transportation budget.
 2. Restores the General Fund back to the Higher Education budget, ending a significant redirection of School Aid Fund revenue.
 3. Returns \$500 million School Aid Fund revenues to be appropriately invested in K-12 education priorities such as pre-school, the per-pupil foundation allowance, special education, at-risk funding, and career and technical education.
 - Provides \$2.1 billion in new funding for critical transportation improvements when fully phased-in.
- Increases the Earned Income Tax Credit (EITC) from 6% to 12% of the federal credit over two years (4% in FY 2020, and an additional 2% in FY 2021) to mitigate the impact of the motor fuel increase for working, low income families.

Current Distribution Formula:

- Maintains all current Public Act 51 distribution levels for state and local transportation needs. The first \$325 million of new revenues are directed to the Michigan Transportation Fund to replace the statutory Individual Income Tax (General Fund) earmark at the original level prescribed for FY 2020 under the 2015 roads package.

New Distribution Formula:

- Directs \$2.1 billion of the additional revenues to a new Fixing Michigan Roads Fund.
- Targets the investments to the most highly traveled roads through a new distribution formula based on National Functional Classification.
- 90% of total annual vehicle miles traveled and 97% of annual commercial vehicle miles traveled are on the higher-level system, including Principal Arterials, Minor Arterials, and Major Collectors.
- By directing the additional revenues to the higher-level system, it frees up existing Michigan Transportation Fund revenues to be spent by local governments on roads that serve a more local purpose. The new distribution formula distributes the additional revenue in the following manner, using lane miles as the appropriate measure of funding need for each category of roads:
 - *47% for Interstates and Other Freeways* – Includes all of Michigan’s Interstate freeways, as well as other limited access freeways (both U.S. and M-routes). All freeways are under the jurisdiction of MDOT.
 - *30% for Principal Arterials* - This category reflects the state’s most highly traveled non-freeway routes. Many of these routes are under MDOT’s jurisdiction. However, some highly-traveled local roads (especially within major urban areas) are also eligible for funding under this category.
 - *7% for Minor Arterials* – This category also includes highly traveled roads, but they generally carry less traffic than freeways and provide connectivity to the higher arterial system. Most of these roads are locally owned.
 - *7% for Major Collectors* – This category represents roads with the next highest level of traffic and are almost completely under local jurisdiction. Major collectors provide connectivity to neighborhood streets and the local street network.
 - *4% for Local Bridges* – Targets investments for bridges on local roads.
 - *3% for Multi-modal* – Funding for key transit, rail, and mobility projects across the state.
 - *2% for Local Rural Economic Corridors* – Funding for roads that play a key commercial role in rural areas but are not included in the new formula.

Fixing Michigan Roads Plan Distribution		
(In Millions)		
	FY 2020	FY 2021
Interstates and Other Freeways (47%)	\$431.2	\$1,004.4
Principal Arterials (30%)	\$275.3	\$641.1
Minor Arterials (7%)	\$64.2	\$149.6
Major Collectors (7%)	\$64.2	\$149.6
Local Bridges (4%)	\$36.7	\$85.5
Multi-Modal Innovation Projects (3%)	\$27.6	\$64.1
Local Rural Economic Corridors (2%)	\$18.3	\$42.7
TOTAL New Transportation Distribution	\$917.5	\$2,137.0

- When fully phased-in, the Fixing Michigan Roads distribution formula will direct \$1.5 billion (70%) to state roads, \$569 million (27%) to local roads, and \$64 million to multi-modal transit, rail, and mobility projects. In combination with existing funds, overall transportation funding provides 55% to state roads and 45% to local roads. This ratio balances critical needs at the local level, with the fact that the large majority of highly-traveled lane miles are maintained by the state.

Fixing Michigan Roads Plan - State and Local Distribution* (In Millions)		
	FY 2020	FY 2021
State-Owned Roads (70%)		
State Road Projects	\$645.6	\$1,503.7
TOTAL State-Owned Roads	\$645.6	\$1,503.7
Local Road Agencies (27%)		
Local Road Projects	\$189.3	\$441.0
Local Bridges	\$36.7	\$85.5
Local Rural Economic Corridors	\$18.3	\$42.7
TOTAL Local Road Agencies	\$244.3	\$569.2
Multi-Modal Innovation Projects (3% - State and Local)		
Transit and Mobility	\$16.6	\$38.5
Rail and Port Investments	\$11.0	\$25.6
TOTAL Multi-Modal Innovation Projects	\$27.6	\$64.1
TOTAL Distribution of New Transportation Revenues	\$917.5	\$2,137.0

**Percentages are based upon full implementation in FY 2021*

Transparency & Accountability:

- The Fixing Michigan Roads Plan is both transparent and accountable.
- MDOT and local road agencies will develop Five-Year Plans that target the investment of these funds using sound asset management principles.
- The public will be able to find and track the progress of each state and local project on an easily accessible website.
- An independent Fixing Michigan Roads Review Committee will review progress at the midpoint of the ten-year plan and take the following actions:
 - Assess the level of improvement in the overall system condition.
 - Evaluate revenues to determine if the plan is appropriately funded.
 - Review whether the new formula is directing the dollars effectively.
 - Evaluate and recommend potential alternatives to the motor fuel tax as a user-fee proxy, given increasing fuel efficiency and the increasing number of electric and alternative fuel vehicles.



U.S. Department
Of Transportation

Federal Highway Administration

315 W. Allegan Street
Lansing, MI 48933

Federal Transit Administration

200 W. Adams Street, Suite 320
Chicago, IL 60606

There is an upcoming opportunity for you to talk directly with the Federal Highway Administration and the Federal Transit Administration in an open-house style meeting concerning your views on the transportation planning process in the Flint area:

Time: **5:00 – 6:45 pm**

Date: **Wednesday, March 20, 2019**

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

Transit access: MTA Flint (<https://www.mtaflint.org>)

This public open-house style meeting is part of a review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by the Genesee County Metropolitan Alliance (GCMPC), the Michigan Department of Transportation (MDOT), Mass Transit Authority (MTA-Flint), and local units of government in the Flint Area.

If you are not able to attend the meeting, written comments will be accepted until **April 20, 2019**. Please address your comments to:

Mr. Aaron Dawson

Federal Highway Administration, Michigan Division
315 West Allegan Street, Room 201
Lansing, MI 48933
Email: aaron.dawson@dot.gov

Ms. Susan Weber

Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, IL 60606
Email: susan.weber@dot.gov

Or

Individuals with disabilities requiring auxiliary aids for services should contact GCMPC by March 15, 2019 by writing or calling:

Genesee County Metropolitan Planning Commission
1101 Beach Street, Room 223
Flint, MI 48502
Phone: (810) 257-3010
Fax: (810) 257-3185
Email: gcmpec@co.genesee.mi.us
Michigan Relay Center: 1-800-649-3777 or 711
Website: <http://www.gcmpec.org>



Transportation Management Area Planning Certification Review Information

What is a Certification Review?

Consistent with 23 U.S.C 134(k)(5) and 49 U.S.C 5303(k)(5), the primary purpose of a certification review is to formalize the continuing oversight and day-to-day evaluation of the transportation planning process.

The certification review process ensures that federal planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303 are being satisfactorily implemented. It is an opportunity for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to provide advice and guidance to a Transportation Management Area (TMA), for enhancing the planning process and improving the quality of transportation investment decisions.

While FHWA and FTA interact with TMA planning officials, the State DOTs, Transit operators, etc. on a routine basis — reviewing and approving planning products, providing technical assistance, and promoting good practices — the certification review is a formal assessment conducted once every four years which provides an objective view of the transportation planning process.

The Certification Review can help improve the efficiency of the planning process, and ensure that the major transportation planning issues facing a metropolitan area are being addressed. In addition, by identifying noteworthy practices, which can be shared with other states, MPOs, and transit operators, the certification process provides an opportunity for continued progress.

What is the transportation planning process?

Transportation planning is the process for identifying needs and prioritizing limited funding resources for projects within the region. It encompasses all the modes (roads, transit, trails, air, and rail) and relies on public participation for key decisions.

Why is the transportation planning process important?

Transportation funding is limited. The planning process determines how a substantial share of this funding is prioritized to meet regional needs. This process provides a framework for future transportation investments.

Terms Defined

Metropolitan Planning Organization (MPO) – federally designated and federally funded transportation policy-making organization for an urbanized area with a population over 50,000. A MPO is made up of representatives from local government and governmental transportation authorities to cooperatively prioritize federal transportation investment for the area.

Transportation Management Area (TMA) – an MPO for an urbanized area with a population over 200,000.

Who is involved in the planning process?

- Metropolitan Planning Organization
 - Which generally includes:
 - Local jurisdictions and road agencies
 - State Department of Transportation
 - Transit operators
 - Airports
- General Public
- FTA and FHWA

What types of public comments do FHWA and FTA seek as part of the Certification Review?

FHWA and FTA are seeking feedback on how effective the planning process is in the region. Some questions to consider include:

- How effectively is the public engaged in transportation planning decisions?
- Do the Metropolitan Transportation Plan and the Transportation Improvement Program successfully capture the transportation vision and priorities of the region?
- Are all the modes of transportation integrated including, highway, non-motorized, and transit?
- What suggestions do you have to improve the transportation planning process for the region?

How do I submit comments?

Please direct your comments to:

Mr. Aaron Dawson
Federal Highway Administration, Michigan
Division
315 West Allegan Street, Room 201
Lansing, MI 48933

Email: aaron.dawson@dot.gov

Ms. Susan Weber
Federal Transit Administration, Region
5
200 West Adams Street, Suite 320
Chicago, IL 60606

Email: susan.weber@dot.gov

MPO Planning Products

Metropolitan Transportation Plan (MTP)
– a 20-year multi-modal guide to regional needs and financially feasible potential solutions.

Transportation Improvement Program (TIP) – developed every four years, this document prioritizes a financially feasible list of regional projects for funding and implementation.

Unified Planning Work Program (UPWP)
– developed annually, this document describes the planning activities the MPO will complete and how much each activity will cost.

Congestion Management Plan (CMP) – short and long term strategies to reduce traffic congestion.

Public Participation Plan – this plan explicitly identifies the process the MPO will use to engage citizens, as well as public and private organizations in the transportation planning process.