

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

**Zoom Conference Call
Meeting Due to COVID-19
Concerns**

**Dial-in Number: (312) 626-6799
Participant Code: 866 436 801#**

**Wednesday, February 17, 2021
7:00 P.M.**

A-G-E-N-D-A

Zoom Conference Meeting

- I. Call to Order
 - II. Roll Call
 - III. Minutes
 - ***A. Minutes of the January 27, 2021 Regular Meeting (attached)
 - IV. Finances
 - ***A. Financial Report
 - V. Old Business
 - A. Roundabout Implementation Study Update
 - B. Infrastructure Asset Management Update (attached)
 - VI. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #14 (attached)
 - ***B. Adjusted 4-year NHS Bridge Performance Measure Condition Targets (attached)
 - C. 2021 MI Transportation Asset Management Council PASER Training (attached)
 - D. MDOT FY 2023 Call for Safety Projects (attached)
 - E. MDOT FY 2024 Call for Bridge Projects (attached)
 - VII. Announcements
 - VIII. Adjournment
- *** Action Item**

NEXT MEETING – March 17, 2021 at 7:00 P.M.

AN EQUAL OPPORTUNITY ORGANIZATION

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
Wednesday, January 27, 2021

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, January 27, 2021, in a Zoom meeting conference call format due to Coronavirus concerns.

I. Call to Order

Chairperson Johnson called the meeting to order at 7:03 p.m.

II. Roll Call

Members present and absent were noted as follows:

<u>UNIT REPRESENTED</u>	<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>
Genesee County	Commissioner Meredith Davis Grand Blanc, Genesee County Commissioner Debra Newman Swartz Creek, Genesee County	
City of Burton		Danny Wells Gregory Fenner
City of Clio	Duane Mosher Clio, Genesee County	
City of Davison City of Fenton		Eric Wiederhold Bonnie Bare Mayor Tim Bishop Patricia Lockwood Sean Sage
City of Flint		Mayor Sheldon Neeley John Daly
City of Flushing	Mark Adas Grand Blanc Twp, Genesee County	
City of Grand Blanc	Chris Douglas Grand Blanc, Genesee County	
City of Linden	Ray Culbert Linden, Genesee County	Mayor Susan Soderstrom Don Becker
City of Montrose	Mark Richard No Response	Ellen Glass
City of Mt. Morris		Dennis Heidenfeldt

City of Swartz Creek	John Gilbert Swartz Creek, Genesee County	Robert Plumb
Argentine Township	Nate Henry Swartz Creek, Genesee County	Brian Saad
Atlas Township	Leslie Renckly Linden, Genesee County	Shirley Kautman-Jones
Clayton Township	Paulette Johnson Atlas Township, Genesee County Katie Vick Atlas Township, Genesee County Shelley Thompson Swartz Creek, Genesee County	Tom Spillane Matthew Karr
Davison Township	Travis Howell Davison Twp, Genesee County	Andrew Marko Robert Kesler Karyn Miller
Fenton Township	Kade Katrak Fenton Twp, Genesee County	Tracey Tucker
Flint Township	John Whiteside Flint Township, Genesee County	Frederick Thorsby Mary Ann Price Rocky Fowler Lee Purdy Diane Hyrman
Flushing Township	Bill Bain No Response	Joel Feick Monica Shapiro
Forest Township Gaines Township	Tod Sorensen Genesee Twp, Genesee County Robin Ackerman Flint, Genesee County	Mark Emmendorfer Michele Loper
Genesee Township		Elmer Wilson
Grand Blanc Township		
Montrose Township	Tom Tithof Montrose Twp, Genesee County	
Mt. Morris Township	Robert Johnson Flint, Genesee County	

Mundy Township

Kimberly Jimenez

Shane Towne
Flint Twp, Genesee County
Debra Ridley
No Response
Gerry Masters
No Response

Richfield Township

Thetford Township
Vienna Township
Goodrich Village

Sherry Moore
Goodrich Village, Genesee County
Angie Adamec
Goodrich Village, Genesee County

Melissa Schluentz

Otisville Village
Otter Lake Village
Lennon Village
Gaines Village

Joan Skias

Samuel Stiff
Bruce Ferris
Valerie Delauty
Andrea Dewey
Aaron Dawson
Jeff Wright

Federal Highway Admin

Gen Cty Drain Comm
Gen Cty Road Comm

Alex Patsy
No Response
Derek Bradshaw
Atlas Twp, Genesee County

GCMPC

Mass Trans Authority

Ed Benning

Mich Dept of Trans

Shawnice Dorsey
Flint, Genesee County
Anita Boughner
Brighton, Livingston County
Jay Reithel
Saginaw Twp, Saginaw County
Steven Katenhus
Kawkawlin, Bay County
Trevor Block
Bangor Township, Bay County

Others Present: Cheryl Gregory, Auburn Hill, Jason Nordberg, Flint, Genesee County, Jacob Maurer, Holly, Oakland County, and Debby Compton, Birch Run, Saginaw County.

III. Minutes

*** A. Minutes of the November 18, 2020 Regular Meeting

Motion: Action: Approve, **Moved by** John Whiteside, **Supported by** Travis Howell, to approve the minutes of the November 18, 2020 regular meeting as presented.

Motion carried unanimously

IV. **Public Hearing**

A. Genesee County LRTP 2045 Amendment #1

CHAIRPERSON JOHNSON OPENED THE PUBLIC HEARING PORTION OF THE MEETING AT 7:08 P.M.

Chairperson Johnson provided the public an opportunity to comment on the Genesee County Long Range Transportation Plan 2045 Amendment #1.

Jacob Maurer advised that staff received two (2) written comments regarding the need to reduce traffic congestion and improve safety where I-75 and I-69 meet. That was in relation to the proposed illustrative project for MDOT. Staff replied to those comments and forwarded the comments and responses to MDOT for their review.

Chairperson Johnson repeated this opportunity for comment twice more with no further comments at this time.

CHAIRPERSON JOHNSON CLOSED THE PUBLIC HEARING AT 7:15 P.M.

V. **Old Business**

A. Roundabout Implementation Study Update

Cheryl Gregory from Rowe Professional Services Company. The first milestone has been completed, which was to look at 3,600 intersections within Genesee County. The intersections were filtered down to 228 and then began a second analysis. The secondary analysis focused on safety and have now been filtered down to 36 potential intersections. Discussions continue to go on with road agencies and local units. Ms. Gregory thanked everyone that has commented on their website, Facebook page or provided direct feedback to the Metropolitan Planning Commission. Ms. Gregory reviewed with the committee the thirty-six (36) potential intersections that have been broken down into three (3) tier intersections. Still on track for completion by the end of the 2021 fiscal year. Discussion ensued.

*****B. 2021 Safety Performance Measure Targets**

Jacob Maurer stated that back in November of last year staff brought these safety targets to this committee. Staff looked at local data as it relates to the statewide trends and the proposed targets for 2021. Staff is confident that these trends are consistent with local data and staff is recommending that we adopt these targets as our own. At this time, the Technical Advisory Committee is recommending approval for the adoption of the statewide safety targets for 2021 to the Genesee County Metropolitan Alliance and for authorization for the Metropolitan Alliance Chairperson to sign the attached Resolution of Support.

Motion: Action: Approve, **Moved by** Tom Tithof, **Supported by** John Whiteside, to approve the adoption of the statewide 2021 safety performance measure targets and authorization for the Chairperson to sign the Resolution of Support.

Motion carried unanimously

VI. New Business

*****A. MTA Flint Public Transportation Agency Safety Plan**

Jacob Maurer stated that the MTA has just completed its required Agency Safety Plan. This plan will help the agency better manage safety risks. The plan describes its Safety Management Policy, Risk Management Process, Safety Training Program, and its safety performance measure targets for 2020/2021. At this time, the Technical Advisory Committee is recommending adoption of the MTA's Public Transportation Agency Safety Plan and approval for authorization for the Chairperson to sign the Resolution of Support.

Motion: Action: Approve, **Moved by** Bill Bain, **Supported by** Sherry Moore, to approve the adoption of the MTA's Public Transportation Agency Safety Plan and the authorization for the Chairperson to sign the Resolution of Support.

Motion carried unanimously

*****B. Transit Safety Performance Measure Adoption**

Jacob Maurer stated that this is somewhat related to the previous agenda item. The MTA also established their Transit Safety Performance Measures for 2021. We as Metropolitan Alliance may either adopt and support these targets or set our own. Staff felt the MTA knows the most about the data regarding transit in Genesee County and how that relates to target setting and transit safety. At this time, the Technical Advisory Committee is recommending adoption of these transit safety performance measures and the authorization for the Chairperson to sign the Resolution of Support.

Motion: Action: Approve, **Moved by** John Whiteside, **Supported by** Travis Howell, to approve the adoption of the Transit Safety Performance Measure targets and authorization for the Chairperson to sign the attached Resolution of Support.

Motion carried unanimously

*****C. FY 2020-2023 Transportation Improvement Program (TIP)**

Amendment #13

Jacob Maurer advised that in response to our adoption of the MTA's Transit Safety Projects staff is recommending that we amend the current FY 2020–2023 Transportation Improvement Program document. Included in your agenda packet, staff has outlined those changes in red text as well as red boxes in the document. Staff will be doing a full update to this document in the fall with the next call for projects for the next TIP cycle. Also attached is the second part of amendment #13 which is project amendments. This amendment adds one (1) project, which is a local traffic and safety GPA. This amendment also deletes one (1) project, which is an MDOT safety project. Mr. Maurer reviewed the four (4) GCRC statewide projects that were awarded. 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 Clean Air Act and Transportation Conformity rules. At this time the Technical Advisory Committee is recommending approval of both the text amendment and projects' amendment to the FY 2020-2023 Transportation Improvement Program.

Motion: Action: Approve, **Moved by** Tom Tithof, **Supported by** Sherry Moore, to approve both the text amendment and projects' amendment to the FY 2020-2023 Transportation Improvement Program.

Motion carried unanimously

*****D. Genesee County LRTP 2045 Amendment #1**

Jacob Maurer stated that this is the first amendment to the Genesee County 2045 Long Range Transportation Plan (LRTP). This amendment has two (2) main areas for changes. The first area is where staff is integrating the Transit Safety Plan as well as updating the text. The second area of this amendment is the addition of a project to the Illustrative projects list. The project is the I-75/I-69 interchange modernization project and currently does not have a year on it.

Trevor Block gave a presentation at this time on the I-75/I-69 interchange.

Mr. Maurer advised that this amendment meets the financial constraints of the 2045 LRTP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. This amendment also meets the Clean Air Act and Transportation Conformity rules. At this time, the Technical Advisory Committee is recommending approval of Amendment #1 to the Genesee County 2045 Long Range Transportation Plan.

Motion: Action: Approve, **Moved by** John Whiteside, **Supported by** Paulette Johnson, to approve the Genesee County Long Range Transportation Plan 2045 Amendment #1.

Motion carried unanimously

E. FY 2020 Listing of Obligated Projects

Jacob Maurer advised that included in your agenda packet was a list of obligated FY 2020 projects. These projects were obligated, let for bid, under construction, and/or completed during FY 2020. These projects represent a \$72.5 million dollar investment into the Genesee County transportation system. On the final page of the listing is the investment made in the performance areas. These are areas that are required for us to track as an MPO of how we are meeting these federal performance targets. Contact Jacob Maurer with any questions.

VII. Announcements

Trevor Block announced the I-475 project public outreach plan will be held next month before the Metro meeting. The MPO will send the invitation out to this committee.

VIII. Adjournment

Chairperson Johnson adjourned the meeting at 7:59 p.m.

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

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

SUBJECT: Infrastructure Asset Management Update

Over the last several months, GLS Region V staff have been reaching out to public asset owners to request that they complete the Michigan Infrastructure Council (MIC) Asset Management Readiness Assessment Scale and submit the data to Region V. By December 30th, staff was able to send MIC data from 30% of the water infrastructure asset owners in the three-county region to be included in the first wave of data analysis. This surpasses the goal of 25% set by the State of Michigan for each region!

Each agency that completed and submitted the data will be awarded a \$1,000 grant from the regional prosperity initiative (Region 6) fund. For any agency that has yet to submit their data, MIC has informed GLS Region V staff that they will be continuing their data collection throughout 2021.

Agencies that have submitted data:

- Beecher Metropolitan District
- City of Clio
- Davison Township
- City of Grand Blanc
- City of Montrose
- City of Mount Morris
- City of Swartz Creek
- Village of Almont
- Village of New Lothrop

Agencies that have yet to submit data:

- City of Burton
- City of Corruna
- City of Davison
- City of Durand
- Fenton Township
- City of Fenton
- Flint Township
- City of Flint
- City of Flushing
- Genesee County Drain Commissioner
- Genesee County Water System
- Genesee Township
- Grand Blanc Township
- Imlay City
- City of Lapeer
- City of Linden
- Village of North Branch
- Village of Ovid
- City of Owosso
- City of Perry
- Vienna Township

Should you have any questions regarding the data collection or overall process, please feel free to contact Jacob Maurer at Jmaurer@geneseecountymi.gov or (810) 766-6565.

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 14**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 14. This amendment changes four (4) projects and adds six (6) projects to the FY 2020-2023 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.

The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS). See attached.

At this time, the Technical Advisory Committee is recommending endorsement of attached Amendment # 14 to the FY 2020-2023 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 14

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

Transportation conformity provisions of the Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations (MPOs) in nonattainment and maintenance areas to make a determination that the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone NAAQS.

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 14**

Project Proposed to be Changed with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2021	n/a	MTA	Transit Operating GPA	n/a	Areawide	Transit Operating GPA	n/a	n/a	\$462,034 \$762,034	\$300,000 \$1,700,000	\$162,034	\$924,068 \$2,624,068	GPA increase exceeds threshold
2021	207869	GCMPC	Rideshare	n/a	Genesee and Lapeer Counties	Free computerized carpool and vanpool program	NI	CMG	\$100,000 \$50,000	\$0	\$0	\$100,000 \$50,000	Funding in the amount of \$50,000 is being moved to a new project, Air Quality Awareness, which is being added in this amendment.
2022	207653	GCMPC	Rideshare	n/a	Genesee and Lapeer Counties	Free computerized carpool and vanpool program	NI	CMG	\$100,000 \$50,000	\$0	\$0	\$100,000 \$50,000	Funding in the amount of \$50,000 is being moved to a new project, Air Quality Awareness, which is being added in this amendment.
2023	207877	GCMPC	Rideshare	n/a	Genesee and Lapeer Counties	Free computerized carpool and vanpool program	NI	CMG	\$100,000 \$50,000	\$0	\$0	\$100,000 \$50,000	Funding in the amount of \$50,000 is being moved to a new project, Air Quality Awareness, which is being added in this amendment.

Project 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
2021	TBD	City of Burton	Lake State Railroad	n/a	Maple Ave. at Railroad Crossing (between Center Rd. and Dort Hwy.)	Reconstruction of Existing Railroad Crossing (2 tracks)	CON	TBD	\$0	\$93,892	\$0	\$93,892	New project being added. Awarded FY 2021 Local Grade Crossing Surface Program Grant. Project will be added to JobNet in upcoming weeks.
2023	212251	Genesee County Road Commission	Hogan Rd.	n/a	Over the Shiawassee River	Bridge Replacement	CON	BO	\$1,004,800	\$188,400	\$62,800	\$1,256,000	New project being added.
2023	212253	Genesee County Road Commission	Torrey Rd.	n/a	Over the Swartz Creek	Bridge Replacement	CON	BRT	\$1,152,000	\$216,000	\$72,000	\$1,440,000	New project being added.
2021	TBD	GCMPC	Air Quality Awareness	n/a	Genesee and Lapeer Counties	Public outreach and education activities focused on informing the community of all modes of transportation, awareness of travel behavior, and overall improvement in air quality.	NI	CM	\$40,000	\$0	\$10,000	\$50,000	New project being added. The federal funds are coming from JN 207869 (FY 2021 Rideshare Program).
2022	TBD	GCMPC	Air Quality Awareness	n/a	Genesee and Lapeer Counties	Public outreach and education activities focused on informing the community of all modes of transportation, awareness of travel behavior, and overall improvement in air quality.	NI	CM	\$40,000	\$0	\$10,000	\$50,000	New project being added. The federal funds are coming from JN 207653 (FY 2022 Rideshare Program).
2023	TBD	GCMPC	Air Quality Awareness	n/a	Genesee and Lapeer Counties	Public outreach and education activities focused on informing the community of all modes of transportation, awareness of travel behavior, and overall improvement in air quality.	NI	CM	\$40,000	\$0	\$10,000	\$50,000	New project being added. The federal funds are coming from JN 207877 (FY 2023 Rideshare Program).

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

BO -- Bridge Not Classified Off System

CM -- Congestion Mitigation & Air Quality

CMG -- Congestion Mitigation & Air Quality - 100% Federal

**FY 2020-2023 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

Transit Operating GPA -- Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2021	211603	MTA	Transit Operating	n/a	Areawide	FY21 Section 5307 operating/JARC program	NI	Section 5307	\$300,000	\$1,400,000	\$0	\$1,700,000	Job added to GPA

Section 5307 -- Urbanize Area

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

SUBJECT: Adjusted 4-year NHS Bridge Performance Measure Condition Targets

In 2018, the Genesee County Metropolitan Alliance elected to adopt the Michigan Department of Transportation’s (MDOT) Statewide National Highway System (NHS) Bridge Performance targets. Metropolitan Planning Organizations (MPOs) are now required to either approve the adjusted 4-year Bridge performance measure targets by March 31, 2021 or establish the MPO’s own adjusted 4-year Bridge targets by that date.

The following table displays the change in measured condition of Statewide and Genesee County NHS deck area between 2018 and 2020:

Measured Condition	Statewide				Genesee County			
	2018	2020	Trend	Change	2018	2020	Trend	Change
Good	32%	26%	↓	-6%	12%	7%	↓	-5%
Fair	58%	68%	↑	10%	81%	79%	↓	-2%
Poor	10%	6%	↓	-4%	7%	14%	↑	7%

From a statewide perspective, the number of bridges in Good condition are predicted to continue to decrease and the bridges in Poor condition are predicted to increase following the initial improvement in the Poor condition category between 2018 and 2020. The amount of Fair deck area condition will require a sustained commitment to preservation to prevent an unsustainable number of fair bridges from falling into poor condition.

The following table displays the adjusted 4-year Bridge performance measure targets:

Performance Area	Measure	Baseline Condition (2017 data)	2-year target (ended 10/1/2020)	4-year target
Bridge	Percent of National Highway System Deck Area in Good Condition	32.7%	27.0%	23.0% (adjusted from the previous 4-year target of 26%)
Bridge	Percent of National Highway System Deck Area in Poor Condition	9.8%	7.0%	8.0% (adjusted from the previous 4-year target of 7%)

Staff has reviewed each of the targets provided by MDOT and staff finds that the adoption of MDOT's adjusted bridge performance measure targets is realistic given the current funding levels. Staff agrees that the number of bridges in Good condition will continue to decrease and fall into the Fair condition. At the same time, the number of bridges in Poor condition will increase but at a much slower rate than what was measured between 2018 and 2020 in Genesee County.

At this time, the Technical Advisory Committee (TAC) is recommending approval to the Metropolitan Alliance to adopt MDOT's adjusted 4-year Bridge performance measure targets through the attached resolution of support and the authorization for Chairperson Johnson to sign the Resolution.

Resolution to Support Michigan Department of Transportation State Targets for Adjusted 4-year NHS Bridge Performance Measures

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

WHEREAS, the Transportation Performance Management (TPM) Bridge Condition Rule requires States to set targets for two bridge condition performance measures; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for two bridge condition performance measures:

1. Percent of National Highway System (NHS) Deck Area in Good Condition
2. Percent of National Highway System (NHS) Deck Area in Poor Condition

WHEREAS, MDOT coordinated the establishment of bridge condition targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, MDOT has officially adopted the state adjusted 4-year NHS Bridge Performance Measure condition targets and Metropolitan Planning Organizations (MPOs) have until March 31, 2021 to either approve the adjusted targets or establish their own, and

WHEREAS, the Genesee County Metropolitan Alliance may, within 180 days of the State establishing and reporting its bridge condition targets, establish bridge condition targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the bridge condition targets, or committing to a quantifiable target for each bridge condition performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Genesee County Metropolitan Alliance has agreed to support MDOT's state adjusted 4-year NHS Bridge Performance Measure condition targets, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance will plan and program projects that contribute to the accomplishment of state adjusted 4-year NHS Bridge Performance Measure condition targets.

State of Michigan Bridge Condition Targets

Performance Area	Measure	Baseline Condition (2017 data)	2-Year Target (ended 10/1/2020)	4-Year Target (adjusted)
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.0%	23.0%
	Percent NHS Deck Area in Poor Condition	9.8%	7.0%	8.00%

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

Date



MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

SUBJECT: 2021 Michigan Transportation Asset Management Council PASER Training Webinar Series

The Michigan Transportation Asset Management Council (TAMC) has announced their annual PASER Program training dates and times. Through this program, the pavement condition of all federal aid roads in the State of Michigan are surveyed using the PASER Road Rating System.

This year's training will take place virtually over three days, two hours each day. Attendees have three different training webinar series to choose from. See attached flyer for more details and how to register.

PASER Training Webinar Series Dates & Times

Series #1 [February 23 - 25, 2021](#) - 9:00AM to 11:00AM

Series #2 [April 13 - 15, 2021](#) - 1:00PM to 3:00PM

Series #3 [June 15 - 17, 2021](#) - 9:00AM to 11:00AM

In 2021, GCMPC staff will be working in two-person teams to survey the federal-aid roads within the Genesee, Lapeer, and Shiawassee Counties. Should you have any questions regarding these training sessions, please feel free to contact me at Jmaurer@geneosecountymi.gov or (810) 766-6565.

#1 2021 PASER Training Webinar Series (choose one series)

Series #1 – February 23-25 – 9:00-11:00 a.m.

Pavement Distress: Tuesday, February 23
Intro to Data Collection & PASER, and Council Updates: Wednesday, February 24
Data Collection & Rating Rules: Wednesday, February 24, con'td
Rating Exercises: Thursday, February 25

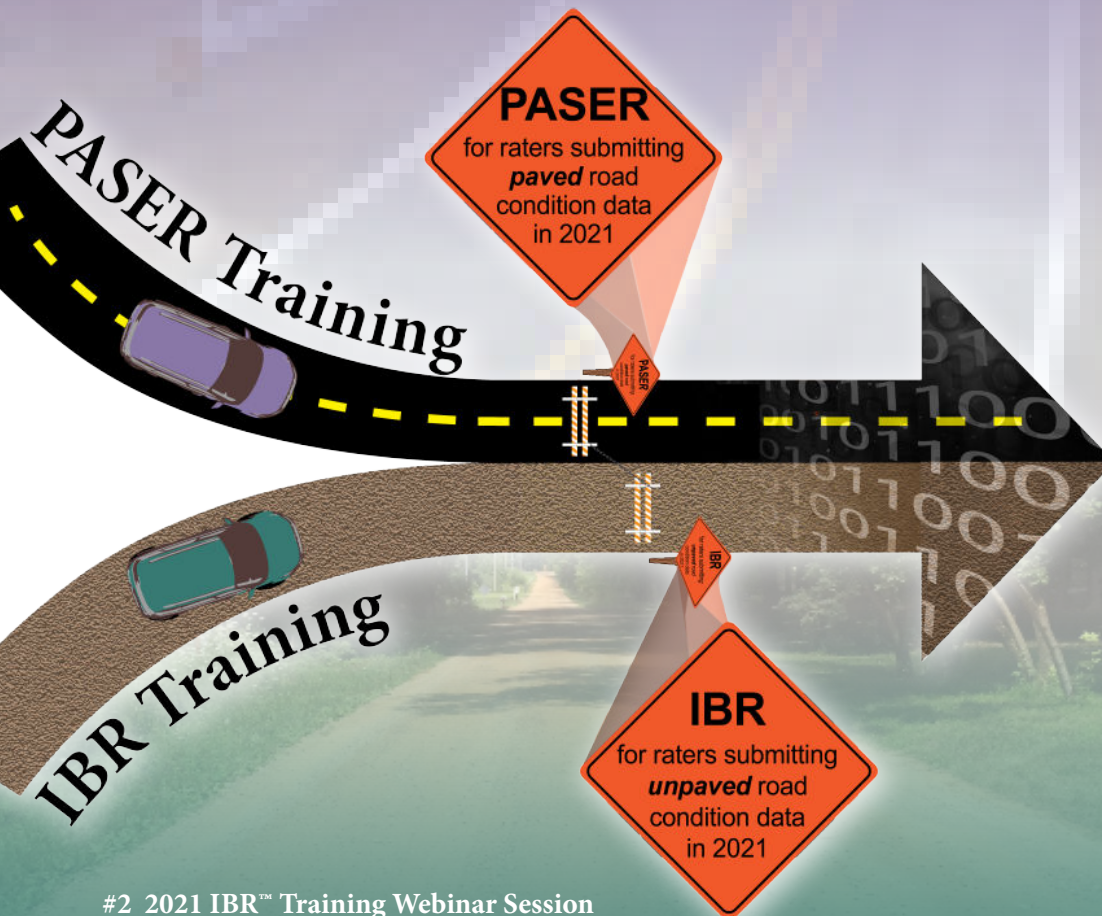
Series #2 – April 13-15 – 1:00-3:00 p.m.

Pavement Distress: Tuesday, April 13
Intro to Data Collection & PASER, and Council Updates: Wednesday, April 14
Data Collection & Rating Rules: Wednesday, April 14, con'td
Rating Exercises: Thursday, April 15

Series #3 – June 15-17 – 9:00-11:00 a.m.

Pavement Distress: Tuesday, June 15
Intro to Data Collection & PASER, and Council Updates: Wednesday, June 16
Data Collection & Rating Rules: Wednesday, June 16, con'td
Rating Exercises: Thursday, June 17

For more information about the Pavement Surface Evaluation and Rating system, visit [Michigan TAMC](#) and/or [PASER Resources](#).



#2 2021 IBR™ Training Webinar Session (choose one)

[March 2 – 9:00- 10:30 a.m.](#)

[April 22 – 1:00 - 2:30 p.m.](#)

[June 22 – 9:00 - 10:30 a.m.](#)

For more information about the Inventory-based Rating System™, visit <https://ctt.mtu.edu/inventory-based-rating-system>.

To collect eligible Public Act 499 condition assessment data for your agency's Federal-aid-eligible roads, raters must use the Pavement Surface Evaluation and Rating (PASER) for paved roads and the Inventory-Based Rating (IBR) System™ for unpaved roads. Register now!

Road Condition Assessment Data

Registration*

Webinars: No fee

Register at ctt.mtu.edu/training

Questions? E-mail ctt@mtu.edu.

* Required for fulfillment of continuing education (the Center for Technology & Training's (CTT) continuing education policy is available at ctt.mtu.edu/ContinuingEducation) and:

For PASER: required for raters who will be submitting paved road condition data in 2021. Exemptions may apply to raters were trained and/or certified between 2018 and 2020; refer to [TAMC policy](#) for more detail. Optional for exempted raters seeking a refresher.

For IBR: required for raters required for raters who will be submitting unpaved road condition data in 2021. Exemptions may apply to raters were trained between 2018 and 2020; refer to [TAMC policy](#) for more detail. Optional for exempted raters seeking a refresher.

More detail available in the [TAMC Policy for Collection of Roadway Surface Condition Data](#) (or the 2021 [TAMC Data Collection Manual](#) Appendix F).

No-shows and cancellations within three business days of the session will be charged the full registration fee. Substitutions will be accepted.



MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

SUBJECT: MDOT FY 2023 Call for Safety Projects

The Michigan Department of Transportation (MDOT) has released a call for Highway Safety Improvement Safety Program (HSIP) projects, Highway Safety Improvement Program Streamlined Systemic Safety Projects, and High-Risk Rural Road (HRRR) projects to all local road agencies for the 2023 fiscal year. A letter detailing the qualifications for these funds and the criteria by which applications will be judged is enclosed.

To have time to review and endorse the applications, we are asking that local road agencies email a copy of their application(s) to our office by **Monday, March 22, 2021** to JMaurer@geneeecountymi.gov. Applications will be ranked using the MDOT Time-of-Return Analysis. Project applications must be received by MDOT no later than **Monday, May 3, 2021** and it is the local agency's responsibility to submit applications to MDOT by this date.

Questions should be directed to Pamela Blazo, Local Agency Programs Safety Engineer, at 517-335-2224 or at BlazoP@Michigan.gov.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

February 1, 2021

Ms. Denise Donohue, Director
County Road Association of Michigan
417 Seymour Avenue, Suite 1
Lansing, Michigan 48933-1143

Dear Ms. Donohue:

Subject: Call for Projects - Fiscal Year 2023 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for the Fiscal Year (FY) 2023 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2023 federal budget apportioned for this program is estimated to be \$15,000,000:

- \$7,500,000 for general HSIP,
- \$1,500,000 for streamlined systemic HSIP
- \$6,000,000 for HRRR

These amounts may be subject to revisions. We are asking the County Road Association of Michigan to distribute this notice to their member agencies.

Local agencies may submit up to three streamlined systemic applications for consideration. There is no limit to the number of HSIP and/or HRRR applications that an agency may submit. An agency wishing to submit a systemic horizontal curve delineation, rumble strips, edgeline pavement markings, signal backplates, countdown pedestrian signals, or stop controlled intersection sign upgrade project is encouraged to use the HSIP Streamlined Systemic Application Form.

Federal safety funds shall not exceed a maximum amount of \$1,500,000 per Local Agency for the fiscal year. Any non-selected HRRR projects will be automatically considered for general FY 2023 HSIP safety funds. Selected projects are to be obligated in FY 2023.

All applications must be submitted electronically by midnight on May 3, 2021.

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Safety Project Applications.

Ms. Denise Donohue

Page 2

February 1, 2021

A list of all submitted projects will be posted on the MDOT Local Agency Program (LAP) Safety website by May 24, 2021. Local Agencies are responsible to verify that their projects have been received and are on the list and must notify MDOT of any discrepancies no later than June 14, 2021.

Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds. If you have any questions, please contact Pamela Blazo, Local Agency Programs Safety Engineer, at 517-335-2224 or at BlazoP@Michigan.gov.

Sincerely,

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

Attachments

cc: M. Lewis, FHWA	K. Zachary, FHWA	MDOT, Transportation Service Managers
M. Dionise, FHWA	M. Bach, MML	MDOT, Region Engineers
J. LaMacchia, MML	B. Wieferich, MDOT	Metropolitan Planning Organizations
E. Mullen, MDOT	T. Leix, MDOT	Rural Task Forces
R. Doyle, MDOT	A. Matisoff, MDOT	C. Robinson, MDOT
B. Woodbury, MDOT	MDOT, Local Agency Program Listserv Members	

Exhibit 1 –Project Eligibility Requirements

General:

- The applicant must be an Act 51 agency (county, city, village) or a federally recognized tribe. Townships will need to work with their county for submittal. The application must include a letter of support from the agency with roadway jurisdiction if different from the application agency (example: City is the applicant, but the County Road Commission holds the roadway jurisdiction).
- All locally owned roadways open to the public are eligible for safety funding regardless of whether or not they are on the Fed-Aid network.
- The Safety Program allows for the submittal of systemic projects. Systemic safety projects involve the use of countermeasures that are widely implemented (corridor or area wide) based on similar roadway or intersection features that correlate with particular fatalities (K) or incapacitating (A) crash types.

HRRR Specific Requirements:

- The roadway must be functionally classified as **rural** per the area urban census boundary (AUCB). **If any portion of the roadway segment or intersection touches the urban boundary, the roadway is not eligible in the HRRR category.**
- The roadway must have a National Functional Classification of major collector, minor collector, or local road. Arterials and interstates are not eligible in the HRRR category.
- Within the most recent five-year time period of available crash data, **at least one crash, resulting in fatalities (K) or incapacitating (A) injuries, has occurred within the proposed project limits.** For projects longer than 11 miles in length, multiple such serious crashes have occurred such that there is at least one such crash for every 11 miles of roadway segment. Proposed projects with higher crash concentrations of 'K' and/or 'A' crashes may receive a higher priority than other projects.
- The proposed project must demonstrate a direct correlation to correct an area related to the fatal or incapacitating injury crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes and are subject to approval by MDOT.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$600,000 per project.

HSIP Specific Requirements:

- Projects may be located in a rural or urban designated area.
- All locally controlled public roadways, regardless of National Functional Classification, are eligible.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$600,000 per project.

HSIP Streamlined Systemic Specific Requirements:

- Only the following project types may use the Streamlined Systemic Application (See Exhibit 4 for more guidance):
 - Horizontal curve delineation
 - Rumble strips
 - Edgeline pavement markings
 - Signal backplates
 - Countdown pedestrian signals
 - Stop controlled intersection sign upgrades
- Agencies may submit no more than three streamlined systemic applications total including no more than two project applications for the same work type. Federal funds for selected projects will be limited to a maximum of \$200,000 per project.
- Agencies interested in using the Fixed Price Variable Scope (FVPS) contracting method should contact Pamela Blazo at BlazoP@Michigan.gov for additional details prior to submitting their application.

Exhibit 2 – Financial Goals

Project Type¹	Total Program
Projects with scopes that directly address areas with a concentration of Types "A" and "K" crashes	\$11,000,000
Non-motorized facility/Pedestrian improvements	\$850,000
High Friction Surface Treatment	\$500,000
Road Safety Audits (RSA)	\$60,000
Guardrail Upgrades and Clear Zone Improvements ²	\$750,000
Safety Funds per MDOT Region	\$500,000

1. A selected project may count towards multiple financial goals.
2. The intent of the Guardrail financial goal is for projects installing guardrail when none currently exists, upgrading terminal endings, or removing existing guardrail by flattening slopes. It is not intended to be used for replacing existing damaged guardrail as this is considered a maintenance item.

Exhibit 3 – Funding Participation

General:

- Portion eligible for federal aid:
 - Project's Construction Phase ('A' Phase.)
 - Preliminary Engineering, **ONLY** if criteria of Preliminary Engineering Section outlined below is met.

- Portion not eligible for federal aid:
 - Right-of-way costs
 - Preliminary engineering unless criteria of Preliminary Engineering Section outlined below is met.
 - Construction engineering
 - Decorative items, not safety related in nature

- Selected projects will be 'Lump Summed' at the lesser of the original estimate plus \$20,000, or the original estimate plus 20%. Projects, at MDOT's discretion, may be funded by a "Pro-Rata" method.

- Projects will be let by MDOT or performed by Local Force Account, as approved by MDOT's Local Agency Program (LAP) office: information found at [Instructions for Construction of Federally Funded Local Agency projects by Non-Competitive Bid Contract \(Force Account\) \(michigan.gov\)](#).

- All social, economic, and environmental impacts within the project limits impacts must be mitigated before federal funds can be obligated. Project applications which are expected to have significant public controversy and/or require an environmental assessment will not be considered until these outstanding issues have been resolved.

- MDOT will program the selected projects into JobNet for the area's Transportation Improvement Program (TIP) for the FY for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

HRRR specific:

- Construction will be funded at 90% federal funds and 10% local funds. See the section below regarding funding percentages for Preliminary Engineering (if eligible).

- Road Safety Audits (RSAs) are not eligible for HRRR funds.

HSIP specific:

- Construction will be funded at 80% federal funds and 20% local funds unless it meets one of the categories below. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
 - If the project scope addresses a roadway feature related to a fatality (K) and/or an incapacitating (A) injury within the limits of proposed work, it will be funded at 90% federal funds and 10% local funds.

HSIP streamlined systemic specific:

- Construction will be funded at 90 percent federal funds and 10 percent local funds.
- Projects are not eligible for Preliminary Engineering funding.

Preliminary Engineering (up to 10% of the estimated eligible construction costs at the time of award)

Preliminary engineering for selected safety projects may be programmed for one or more of the following:

- MDOT Local Safety Initiative (LSI) identified location (funded at 50% federal funds/50% local funds)
 - Proposed scope of work must address the noted location deficiencies reviewed and identified by the LSI Program and align with the LSI suggestions.
 - A copy of the MDOT LSI written suggestion list must be included with application.
- Traffic Signal Optimization (funded at 80% federal funds/20% local funds)
 - Must complete a traffic signal optimization study to analyze the timing of signal controllers and implement the revised timings.
 - Signals should be studied to allow for a minimum of one second all red phase and the yellow change interval phase must be evaluated to meet current guidelines.
 - A maximum of \$5,000 total cost will be allowed per signal location for the analysis and adjustment of signal controllers.
 - Signal component upgrades are not permitted under this category.
 - The analysis/study portion of the project will be programmed under a 'PE' Phase with the physical adjustments of timing being programmed under an 'CON' Phase.

- Road Safety Audits (RSAs) (funded at 80% federal funds/20% local funds)
 - An RSA proposal is submitted without an associated construction phase. It is hoped that the construction phase would be submitted in the next call for projects, however a previously funded RSA does not guarantee funding of the construction phase in a future year.
 - A maximum of \$20,000 in total project costs will be set up for each RSA.
 - The RSA Final Report/findings must be submitted to the Safety Program Administrator before the agency will be reimbursed.
 - It is anticipated that this work will be completed by a consultant or another agency other than the road owner.

Exhibit 4 – Design Requirements

General:

- Proposed projects must meet current standards and warrants, current Americans with Disabilities Act and Buy America requirements.
- Designed in accordance with MDOT's Guidelines for Geometrics on Local Agency Projects, or in accordance with the current MDOT accepted version of AASHTO A *Policy on Geometric Design of Highways and Streets*. Other commonly used guidelines may be acceptable with prior MDOT approval.
- Traffic signal upgrade projects must install a box span configuration (unless justification is provided) and shall include the installation of signal back plates with reflectorized borders. These projects shall also include overhead mounted street name signs. Note that all applications involving work at a MDOT signal should include a local Transportation Service Center (TSC) concurrence letter. If the selected project contains a MDOT signal, all signal design work must be completed by a MDOT prequalified consultant.
- High friction surface projects shall use or follow the intent/material requirements of the most current MDOT Special Provision.
- Corridor (or local agency-wide) permanent signing or pavement marking projects must be of a higher standard than the minimums required by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and/or standards. These type projects shall include additional signing improvements beyond upgrading sign reflectivity requirements (Example: adding reflective sheeting to sign posts, larger signs, etc.). Permanent pavement markings shall include improvements such as edgelines where not required by MMUTCD, being recessed or high quality 'durable' markings.
- Any new guardrail or guardrail endings installed must be compliant with the Manual for Assessing Safety Hardware 2016 (MASH-16).
- Culvert end treatments for any newly installed culverts must meet Table 5-1 of the MDOT Drainage Manual. Any new longitudinal culverts installed must have a minimum 1:6 slope from the top of the pipe to the roadway/driveway surface.
- Projects involving shoulders that are newly constructed, resurfaced (1 ½" or greater) or widened without shoulder corrugations on roadways where the posted speed is 45 mph or greater must construct a Safety Edge per standard plan R-110 series. The Safety Edge may be omitted in developed rural areas where driveway density exceeds 30 access points within ½ mile. The Safety Edge may also be omitted in locations where the shoulder is terminated by valley gutter or curb and gutter.

HSIP Streamlined Systemic Specific Requirements:

- Horizontal curve delineation projects
 - All horizontal curves signed shall meet the requirements shown in the table below **that has been modified** from Table 2C-5 of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) specifically for the selection of local agency safety projects submitted through this streamlined application.

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/ Intersection (W1-10 series) (See MMUTCD Section 2C.07 to determine which sign to use)	Required	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Required	Required	Required	Required	Required
Chevrons (W1-8)	Recommended	Required	Required	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used. Yellow retroreflective sheeting must be added to the sign posts for all new installations.

- All horizontal curve signs must include reflective sheeting on the signposts.
- The advisory speed shall be determined utilizing one of the methods listed in Section 2C.08 of the MMUTCD.

Table 2C-6. Typical Spacing of Chevron Alignment Signs on Horizontal Curves

Advisory Speed	Curve Radius	Sign Spacing
15 mph or less	Less than 200 feet	40 feet
20 to 30 mph	200 to 400 feet	80 feet
35 to 45 mph	401 to 700 feet	120 feet
50 to 60 mph	701 to 1,250 feet	160 feet
More than 60 mph	More than 1,250 feet	200 feet

Note: The relationship between the curve radius and the advisory speed shown in this table should not be used to determine the advisory speed.

- Edgeline pavement marking projects
 - Eligible roadways are those that have never had striped edgelines.
 - Local agencies may elect to use 4 inch or 6-inch edgelines.
- Rumble strip (corrugations) projects
 - Local agencies may install only centerline rumble strips, only shoulder rumble strips, or both centerline and shoulder rumble strips.

- Centerline rumble strips are typically confined to rural areas with a posted speed limit of 55 mph however they may be installed on lower speed roadways with a history of lane departure crashes.
- When installing shoulder rumble strips, it is recommended to maintain at least 4 feet of paved shoulder beyond the rumble strip for non-motorized users. Agencies should take into account all modes of users when installing shoulder rumble strips.
- Shoulder rumble stripes (rumble strips placed within the paint line) are allowable in place of offset shoulder rumble strips.
- Consideration should be given to the available lane width when installing both centerline and shoulder rumble strips.
- Sinusoidal rumble strips are allowable. Sinusoidal rumble strips are fully recessed and therefore any sinusoidal rumble strips placed under an existing pavement marking (centerline or edgeline) require new pavement markings to be included in the estimate.
- Signal Backplate projects
 - Backplates must contain a reflective border.
 - Backplates will be added to each direction of existing signal heads.
 - Signal upgrades other than the addition of backplates are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
- Countdown Pedestrian Signal projects
 - Signal upgrades other than the addition of countdown pedestrian signals or the upgrade from standard pedestrian signals to countdown are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
 - All countdown pedestrian signals must be LED.
 - Upgrades to sidewalk ramps, push buttons, controllers, or cabinets are not allowed through this streamline application and need to be submitted through the general Call for Projects process.
- Stop Controlled Intersection Sign Upgrade projects
 - Projects must include dual Stop signs and dual Stop Ahead signs. Target Arrow signs at tee-intersections are allowable.
 - Stop Signs and Stop Ahead signs should be 36 inches in size.
 - Dual Stop signs must include red reflective post sheeting.
 - Dual Stop Ahead signs must include yellow reflective post sheeting.

Exhibit 5 - Submitting Candidate Safety Project Applications
(Electronic submittal is required)

General:

- Applications and supporting information must be submitted electronically no later than midnight on **May 3, 2021** using the FY 2023 Electronic Application Submittal form.
 - The FY 2023 Electronic Submittal Form can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.
 - **Electronic submittals are limited to 15MB.** Contact BlazoP@Michigan.gov for alternate electronic submittal options for applications larger than 15MB.
- Applicants will receive an auto-generated email from MDOT-DesignLAP@Michigan.gov acknowledging receipt of the application. Please retain this receipt as proof as submission date/time
- Applications are reviewed and selected by a committee.
- Additional information for application development can be found at:
 - The Safety Reference Documents section of the [MDOT LAP – Safety Program](#) website.
 - www.michigan.gov/highwaysafety
 - [Michigan Traffic Crash Facts](#) website.
 - Federal Highway Administration (FHWA) [Proven Safety Countermeasures](#) website.
 - The Local (Regional) Road Safety Plan. Current plans can be obtained from your area Planning Organization.

HSIP and HRRR Specific Requirements:

- The six required submittal documents are listed below. All MDOT forms and spreadsheets mentioned can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.

1. Project Narrative

- Provide a brief overview discussion as to the proposed project including the crash pattern that has been experienced, proposed safety project scope, and how the proposed scope of work will remedy the past crash history.
- Other items that should be discussed include, but are not limited to:
 - Data driven methods utilized when choosing project location.
 - Local background knowledge of the location.
 - Numeric crash modification factors (CMF) used in a HSM analysis.
 - Anything that the applicant would like the scoring committee to know.

Committee members review applications as submitted and do not conduct field visits.

2. MDOT Form 1627
3. Map showing project location(s)
4. Detailed cost estimate or Michigan Engineers Resource Library (MERL) estimate
5. Economic Benefit Cost Analysis
 - Must be completed using the MDOT Time of Return (TOR) spreadsheet or the Highway Safety Manual (HSM) spreadsheet. Agencies may choose to submit both and will be scored based on the version showing the best result. Current versions of both spreadsheets are located in the Application Process section of the [MDOT LAP – Safety Program](#) website.
 - Attach the excel version of the spreadsheet to your application.
 - Guardrail oriented projects and independent RSA submittals do not require an economic benefit cost analysis.
 - Common Crash Reduction Factors (CRF) are listed in the TOR spreadsheet and common Crash Modification Factors (CMF) are listed in the HSM spreadsheet.
 - Additional CRFs and/or CMFs may be used. If submitting a spreadsheet utilizing a CRF or CMF not listed in the spreadsheet, state the source utilized to obtain the factor and include a copy of the report.
 - Local Agencies are encouraged to utilize the HSM for locations where little to no crash history exists, proposed systemic improvements, and locations where additional support of the TOR is desired.
6. UD-10s (crash reports)
 - Only include UD-10s for crashes that are used to compile the TOR. Include only those crashes that relate to the proposed scope of work.
 - The HSM requires all crashes to be input, including animal crashes, when entering Observed Crashes. UD-10s are NOT required to be included with the application.
 - If submitting UD-10s with a HSM analysis for additional support, clearly identify the UD-10 reports and separate them from any UD-10s used in the TOR analysis.
 - Use the most current 3 to 5-year period of available data (**only crashes occurring in 2015 to present can be counted**).

- To provide additional support, the following are recommended (but not required):
 - A copy of the Local (Regional) Road Safety Plan priority emphasis areas or priority projects list. Current plans may be obtained from your area Planning Organization. Please highlight the relevant information.
 - Crash analysis used to determine the proposed project's scope.
 - Crash concentration maps in the proposed project's limits.
 - A MDOT LSI written suggestion list (**required if requesting participation for Preliminary Engineering**).
 - Photos of existing project site conditions.
 - Preliminary proposed plan view, cross-sections, and/or profiles.
 - Ability to deliver a construction package for obligation within this fiscal year.
 - Project coordination with other construction projects.
 - A Highway Safety Manual Analysis.
 - Summary of alternatives considered.
 - Copy of a previous Road Safety Audit for the project location.
 - Network screening reports.

HSIP Streamlined Systemic Specific Requirements:

- Fill out the Streamlined Systemic Safety Application found online at [MDOT LAP – Safety Program](#).
 - All macros must be enabled.
 - When filled out completely, the user will see 5 Steps with a 'Save as PDF' button.
 - Use the 'Save As PDF' button at the bottom of the spreadsheet to save a copy.
- Attach the Streamlined Systemic Safety Application PDF copy, along with any supplemental location maps, to the FY 2023 Electronic Submittal Form and email to MDOT-DesignLAP@michigan.gov.
- Applicants will receive an auto-generated email from MDOT-DesignLAP@Michigan.gov acknowledging receipt of the application. Please retain this receipt as proof as submission date/time

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: February 17, 2021

SUBJECT: MDOT FY 2024 Call for Bridge Projects

The Michigan Department of Transportation (MDOT) Local Agency Program (LAP) has released a call for FY 2024 Local Bridge Program Projects. A letter detailing the qualifications for these funds and the criteria by which applications will be judged is enclosed. The Genesee County Road Commission (GCRC) must be the applicant for bridges in townships so please contact GCRC with any questions regarding potential bridge applications in townships. Project applications must be received by MDOT no later than **Monday, April 5, 2021**.

MDOT maintains a bridge conditions GIS website that is a good starting place to help identify potential structures that would be a good fit for this application.

Michigan Bridge Conditions GIS Website:

<https://mdot.maps.arcgis.com/apps/MapSeries/index.html?appid=fb70725b2be04dc7b01703d0b6c91bb6>

Questions should be directed to Keith Cooper, Bridge Program Manager, at 517-331-1395 or at CooperK@Michigan.gov.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

February 9, 2021

Ms. Denise Donohue, Director
County Road Association of Michigan
101 South Washington Square, Unit 200
Lansing, Michigan 48933

Dear Ms. Donohue:

Local Bridge Program
Deadline for Applications – April 5th, 2021

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 2024 fiscal year (FY). Do not submit projects which cannot be committed to construction within FY 2024. 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. **There is no limit to the number of applications from any one local agency. An agency must be able to fund ALL applications submitted for FY 2024 in that fiscal year.**

The FY 2024 Local Bridge Program budget is estimated at \$50 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.

All applications are to be electronically submitted by Monday, April 5th, 2021.

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 517-331-1395 or at CooperK@Michigan.gov.

Sincerely,

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

Enclosures

Ms. Denise Donohue

Page 2

February 9, 2021

cc: Mark Lewis, FHWA
Kurt Zachary, FHWA
John LaMacchia II, MML
Matt Bach, MML
Matt Chynoweth, MDOT
Anita Boughner, MDOT
Tracie Leix, MDOT
Keith Cooper, MDOT
MDOT, Region Engineers
MDOT, Transportation Service Managers
MDOT Local Agency Program Listserv Members
Metropolitan Planning Organizations
Rural Task Forces

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 01/28/2021, 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 2024 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 by more than twenty percent, 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 2024 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 \$200,000. 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 preventative maintenance bridge application will count as one application. 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, e-mail, mailing address, and telephone number.**
 - b. Clearly indicate whether the application is for replacement, rehabilitation or 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 April 5th, 2021. 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 April 5th, 2021 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 delamination's/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 construction 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. Letters of local support are recommended but are not mandatory.
9. Any application that is not complete will be rejected. 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 submitted by the April 5th, 2021 deadline.
10. 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.
11. 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 2024 Local Bridge Program - Call for Applications Submission Sheet](#)

Questions: Contact Rita Levine at (517) 335-4528 or Keith Cooper at (517) 331-1395.

Exhibit 4 - Cost Estimating Worksheet

2021

BRIDGE COST ESTIMATE WORKSHEET - CPM, REHAB, REPLACE -

REV. 01/28/2021

OWNER:	FISCAL YEAR: 		Out to Out	Curb to Curb	DATE: 2/1/2021
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	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$235.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)		SFT	\$350.00 /SFT	
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$300.00 /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	\$195.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$230.00 /SFT	
WIDENING					
Structure Widening, _____ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$350.00 /SFT	
NEW DECK					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$85.00 /SFT	
DEMOLITION					
Entire Structure, Grade Separation			SFT	\$38.00 /SFT	
Entire Structure, Over Water			SFT	\$46.00 /SFT	
DECK REPAIR / TREATMENTS					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$460.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$24.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$70.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$40.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$37.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$30.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$115.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$700.00 /FT	
Full Depth Patch			SFT	\$77.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$15.00 /SYD	
HMA Overlay with WP membrane			SYD	\$60.00 /SYD	
Overlay Removal	(Epoxy: \$22/syd Latex: \$26/syd HMA: \$7/syd)		SYD	\$22.00 /SYD	
Reseal Bridge Joints			FT	\$18.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$35.00 /SFT	
SUPERSTRUCTURE REPAIR					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$5,100.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$45,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$550.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$10,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$3,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,200.00 EA	
SUBSTRUCTURE REPAIR					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$300.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$335.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$2,500.00 EA	
MISCELLANEOUS					
Articulating Concrete Block System (ACB)			SYD	\$200.00 /SYD	
Concrete Surface Coating			SYD	\$28.00 /SYD	
Culvert Cleanout			FT	\$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$26.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$213.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00 /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	\$180.00 /SYD	
Approach Curb & Gutter	(incl. removal) 20' ea. quadrant		FT	\$56.00 /FT	
Guardrail Anchorage to Bridge	(each quadrant)		EA	\$1,900.00 /EA	
Guardrail	(incl. removal) < 200ft beyond reference line		FT	\$30.00 /FT	
Guardrail Terminal	(each quadrant)		EA	\$2,600.00 /EA	
Roadway Approach Work	(beyond approach pavement)		LSUM	LSUM	
Utilities			LSUM	LSUM	
TRAFFIC CONTROL <i>Unit Cost to be determined by Region or TSC Traffic & Safety</i>					
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 2022)		%	\$0.00	\$0

(Does not include PE or CE)

TOTAL CONSTRUCTION BUDGET **\$0**