



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

**Genesee County Administration Building
Room 301
1101 Beach Street, 3rd Floor
Flint, Michigan 48502**

**Thursday, February 17, 2022
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the January 13, 2022 Regular Meeting (attached)
- IV. Old Business
 - ***A. FY 2022 Updated Allocations (attached)
- V. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #20 (attached)
 - ***B. FY 2023-2026 Transportation Improvement Program (TIP) Prioritized List of Projects (attached)
 - C. FY 2024 MDOT Call for Safety Projects
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – March 3, 2022 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, January 13, 2022, 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, January 13, 2022 in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Room 222, Flint, Michigan.

I. CALL TO ORDER

Chairperson Adas called the meeting to order at approximately 1:30 p.m.

II. ROLL CALL

Present: Alex Patsy, Andrea Schroeder, Chad Young, Derek Bradshaw, Ellen Glass, Eric Johnston, Eric Weiderhold, Jay Reithel, Lynn Markland, Mark Adas, Max Gierman, Michael Pifer, Sam Stiff, and Shawnice Dorsey.

Absent/Excused: Amber Abbey, Adam Zettel, Christina Ignasiak, Robert Bincsik, Brian Saad, Carissa McQuiston, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dan Eashoo, Dave Miller, David Dorr, Don Mayle, Ed Benning, Emily Alexander, Frederick Thorsby, James Slezak, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Rachel Stanke, Scott Bennett, Sheri Wilkerson, Steve Katenhus, Thomas Spillane, Tim Elkins, Vicki Fishell, Vince Lorraine, Shirley Kautman-Jones, Tonya Ketzler, and Wendy Jean-Buhrer

Others Present: Jason Nordberg, Alicia Williams, Sharon Gregory, Dan Brisson, and Bob Johnson.

III. MINUTES

*****A. Minutes of the November 4, 2021 Regular Meeting**

Motion: Action: Approve, **Moved by** Derek Bradshaw, **Supported by** Ellen Glass to approve the minutes of the November 4, 2021 regular meeting as presented.

Motion carried unanimously.



IV. OLD BUSINESS

A. FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects Update

Ms. Williams indicated that staff received 104 applications representing over \$102 million in needed transportation improvements and requesting over \$87 million in federal and state funding. With the passage of the Infrastructure Investment and Jobs Act (IIJA), MDOT recently provided updated funding estimates showing a combined federal and state allocation of just over \$50.6 million for Genesee County. Ms. Williams said this is a 14% increase over the initial 2023-2026 TIP projections. MDOT is working out the details of several new IIJA funding categories, and Genesee County is expected to receive additional funding soon. Ms. Williams stated that staff is continuing to work on the development of the FY 2023-2026 Transportation Improvement Program (TIP) and plans to start TSM subcommittee meetings in early January to begin project selection. The TSM

subcommittees will meet several times in January to develop a prioritized listing of projects for the February TAC meeting as a recommendation of funding.



V. NEW BUSINESS

***** A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment # 19**

Ms. Williams provided an overview of Amendment # 19. She said the projects being added are: three railroad projects on Van Slyke, Miller, and W. Mt. Morris Roads; a bridge removal project on Lillie Road; a roundabout project on Morrish Road; two road diet projects on Beecher Road and Linden Road; an intersection upgrade project on S. Belsay Road; and a milling and overlay project on I-75 South. Ms. Williams said the projects being changed are: a transit project and a road reconstruction project on Saginaw Street.

Motion: Action: Approve. **Moved by** Sam Stiff, **Supported by** Michael Pifer, to approve Amendment # 19 to the FY 2020-2023 Transportation Improvement Program as presented.

Motion carried unanimously.

B. FY 2021 Annual Status Report

Ms. Williams provided an overview of the FY 2021 Annual Status Report of the Transportation Improvement Program. This report lists the projects that were obligated, let for bid, under construction, and/or completed during FY 2021 (October 1, 2020 through September 30, 2021). Ms. Williams indicated that the projects are grouped under the type of transportation improvement performed by individual agencies and represent a \$154.36 million dollar investment into the Genesee County transportation network. These investments include: \$43.1 million in Bridge Work, \$50,000 in Commuter Services, \$657,764 in Non-Motorized Facilities, \$91.7 million in Road Restoration/Resurfacing, \$3.9 million in Safety, \$13.1 million in Transit Equipment, Facilities, and Services, and \$1.8 million in other improvements. The complete list of TIP projects is available for review at gcmpc.org.

C. FY 2022 Updated Allocations

Mr. Nordberg provided an update on the Infrastructure Investment and Jobs Act (IIJA) funding for Genesee County. There are preliminary estimates of about \$1.6 million on the funding, but staff should be receiving more accurate estimates within the week. Mr. Nordberg went on to say that MPOs do not have the obligational authority right now to spend that funding; that authority will need to have some movement in Congress. Mr. Nordberg indicated that time is also an issue and staff is concerned that there may not be enough time in FY 2022 to spend the funding. Discussion ensued.

VI. OTHER BUSINESS

There was no other business.

VII. ANNOUNCEMENTS

Mr. Markland introduced Mr. Brisson to the committee as a member of his staff. Mr. Brisson is the Director of Public Works for the City of Fenton, and has worked there for several years. The committee welcomed Mr. Brisson.

VIII. ADJOURMENT

Chairperson Adas adjourned the meeting at approximately 1:25 p.m.

Respectfully submitted,
Sharon Gregory, Lead Planner
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: February 17, 2022

SUBJECT: FY 2022 Updated Allocations

Genesee County received an additional \$1.9 million in federal STP funding for FY 2022. This funding will need to be obligated in this fiscal year so projects that are utilizing this funding need to be able to be designed and make it through the MDOT review process quickly. Following the TIP rules staff looked at 2023 projects that meet these requirements. Typically, simple road projects and advanced construct conversion (ACC) projects meet these requirements. Genesee County also received an additional \$444,581 in Transportation Alternatives Program (TAP) funding. The following projects changes are being proposed to use this funding:

Projects Proposed to be Changed with a TIP Administrative Modification								
Agency	Project	Limits	Description	Federal	State	Local	Total Cost	Comments
GCRC	W Mount Morris Rd	Sheridan Rd to Gillette Rd	Road Rehabilitation - PASER 5	\$630,423	\$0	\$157,607	\$788,030	Moving from FY 2023 to FY 2022
GCRC	Linden Rd	S. County Line to Linden City Limits	Road Rehabilitation - PASER 5	\$389,994	\$0	\$97,499	\$487,493	Moving from FY 2023 to FY 2022
MTA	Transit Capital	Genesee County	Transit Vehicle Canopies	\$30,907	\$7,727	\$0	\$38,634	Moving from FY 2023 to FY 2022. This was an Advanced Construct Conversion for the main FY 2022 MTA Project.
GCRC	Perry Rd	Perry Rd Trail from Mancour Dr to Sidewalks West of Gale Rd	Construct Perry Road Multiuse Path	\$850,479 \$1,120,000	\$0	\$549,521 \$280,000	\$1,400,000	Adding \$349,521 in FY 2022 TAP funding and removing \$349,521 in Local Funding for this FY 2022 Project.

At this time, staff is recommending endorsement from the Technical Advisory Committee to the Genesee County Metropolitan Alliance to move the identified projects from FY 2023 to FY 2022 FY through an administrative modification.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: February 17, 2022

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 20**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 20. This amendment adds one (1) project and changes one (1) project 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, staff is recommending endorsement of attached Amendment #20 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Flint Limited Orphan Maintenance Area (Genesee and Lapeer Counties)

Amendment #20

1/26/2021

A MITC-IAWG was conducted by email and responses are listed below. The group determined that all projects are exempt. Projects listed on next page.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie	Concur	
FHWA	Christina Ignasiak	Concur	
FTA	Susan Weber	Concur	
EGLE	Breanna Bukowski	Concur	
MDOT Conformity	Donna Wittl	Concur	
MDOT SPS	Max Gierman	Concur	
MDOT SPS Supervisor	Anita Boughner		No Response
MPO	Jason Nordberg	Concur	
MDOT STIP	Mark Kloha		No Response
MDOT project level	Brad Peterson		No Response
MDOT SUTA modeling	Jon Roberts		No Response
MDOT- Bay Region	Jay Reithel	Concur	

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 20**

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
2023	214637	GCRC	Lapeer Rd	0.4	At Lapeer Rd and Oak Rd	Construction of a Roundabout	CON	HSIP	\$600,000	\$0	\$250,000	\$850,000	Selected FY 2023 HSIP project using additional funding provided by the IJA funding bill

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
2022	N/A	Local Agencies	Local Livability and Sustainability GPA	N/A	Various	Local Livability and Sustainability GPA	N/A	N/A	\$551,351 \$596,858	\$0 \$0	\$296,881 \$296,881	\$848,232 \$893,739	Adding Project

HSIP -- Highway Safety Improvement

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

Local Livability and Sustainability GPA--Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2022	214654	GLS Region V Plan	Countywide	Genesee County	0	Operation Improvements	NI	CMG	\$45,507	\$0	\$0	\$45,507	Addition of capital and marketing in Genesee County for Michivan.

CMG -- Congestion Mitigation & Air Quality

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: February 17, 2022

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Prioritized List of Projects**

Attached is a listing of projects received during the FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects. Staff has field-checked the projects and scored the applications. Several meetings of the Transportation System Management (TSM) Subcommittee have been held to discuss, prioritize, and recommend projects for funding. TSM has recommended funding for projects identified in green in the attached listing of projects. The projects have been grouped into Preservation, PASER 5, Reconstruction, Rural, Expansion, Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP, Non-Motorized) to match funding criteria and have been prioritized based on the application scores. TSM also recommended a prioritized listing of unfunded projects to be used if additional funding becomes available prior to the next TIP call for projects.

Staff has also included projects received from the Mass Transportation Authority (MTA) and the Michigan Department of Transportation (MDOT).

At this time, the TSM is requesting approval of the projects proposed for funding from Metropolitan Alliance, allowing staff to begin public comment and further analysis include year assignment.

Draft Preservation Application Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	REMAINING
Burton	Bristol Rd	Fenton Rd	Saginaw St	Resurface				\$ 1,590,533	\$ 1,272,426	\$ 19,897,450
Burton	Genesee Rd	Court St North	Davison Rd	Resurface				\$ 951,315	\$ 761,051	\$ 19,136,399
Davison	West Flint St	West City Limits	State Rd	Resurface				\$ 790,182	\$ 632,146	\$ 18,504,253
Burton	Belsay Rd	Lapeer Rd.	I-69	Resurface				\$ 855,000	\$ 684,000	\$ 17,820,253
Grand Blanc	S Saginaw St	Center Rd	N Grand Blanc City Limits	Two Course Resurfacing	88	3	24,135	\$ 569,865	\$ 455,892	\$ 17,364,361
Clio	South Mill Street	East/ West Vienna St	Southern City boundary	Mill & Resurface	87	2	4,857	\$ 683,749	\$ 546,999	\$ 16,817,362
GCRC	Cook Road	Embury Road	Holly Road	Crush/Shape & Resurfacing	83	2	5,874	\$ 1,512,000	\$ 1,209,600	\$ 15,607,762
GCRC	Lahring Road	Ripley Road	Jennings Road	Pavement Repair	83	2	4,479	\$ 1,265,000	\$ 1,012,000	\$ 14,595,762
GCRC	Lahring Road	Linden Road	Ripley Road	Pavement Repair	83	2	4,145	\$ 990,000	\$ 792,000	\$ 13,803,762
Fenton	North Leroy Street	6th Street	North Road	Two Course Resurfacing	83	3	10,970	\$ 1,462,500	\$ 1,170,000	\$ 12,633,762
GCRC	Linden Road	Pierson Road	Carpenter Road (south)	Asphalt Reconstruction	83	3	10,828	\$ 1,265,000	\$ 1,012,000	\$ 11,621,762
Swartz Creek	Miller Road	North Seymour Road	Morrish Road	Mill & Resurface	82	3	10,023	\$ 1,346,197	\$ 1,076,958	\$ 10,544,804
GCRC	Pierson Road	Interstate 75	Jennings Road	Pavement Repair	81	3	15,905	\$ 1,840,000	\$ 1,472,000	\$ 9,072,804
Burton	GENESEE ROAD	Davison Road	Potter Road (extended)	Rubblize & Resurface	81	3	13,763	\$ 950,000	\$ 760,000	\$ 8,312,804
GCRC	Fenton Road	Grand Blanc Road	Interstate 75	Pavement Repair	81	3	13,557	\$ 1,495,000	\$ 1,196,000	\$ 7,116,804
GCRC	Fenton Road	Interstate 75	Hill Road	Pavement Repair	81	3	11,326	\$ 1,495,000	\$ 1,196,000	\$ 5,920,804
Burton	BRISTOL ROAD	Saginaw Street	Dort Highway	Concrete Pavement Repair	81	3	8,636	\$ 2,418,550	\$ 1,934,800	\$ 3,986,004
GCRC	Grand Blanc	US 23	Structure 2709	Pavement Repair	80	3	13,714	\$ 483,000	\$ 386,400	\$ 3,599,604
GCRC	Richfield Road	Genesee Road	Belsay Road	Pavement Repair	80	3	9,900	\$ 1,610,000	\$ 1,288,000	\$ 2,311,604
Flushing	West Main Street	Seymour Road	Main Street Flint River Bridge	Rubblize & Resurface	80	3	8,998	\$ 590,000	\$ 472,000	\$ 1,839,604
Clio	North Mill Street	East/ West Vienna St	Field Road	Full Depth Repair	80	3	3,552	\$ 639,411	\$ 511,528	\$ 1,328,076
Burton	Northbound Grand Traverse	Bristol Road	Hemphill Road	Concrete Pavement Repair	79	2	6,664	\$ 806,250	\$ 645,000	\$ 683,076
Linden	E. Broad Street	Bridge Street	Hickory	Mill & Resurface	79	3	7,767	\$ 698,143	\$ 558,514	\$ 124,562
GCRC	Clio	Frances	Dodge	Asphalt Reconstruction	79	3	6,821	\$ 1,955,000	\$ 1,564,000	-\$1,439,438
Burton	COURT STREET	Belsay Road	City limits	Concrete Pavement Repair	78	2	5,392	\$ 1,187,500	\$ 950,000	-\$2,389,438
Swartz Creek	Seymour Road	south City Limits	Miller Road	Two Course Resurfacing	78	2	3,213	\$ 1,356,858	\$ 1,085,486	-\$3,474,924
GCRC	Carpenter Road	Dort Highway	Bridge over Flint River	Crush/Shape & Resurfacing	78	3	7,436	\$ 1,600,000	\$ 1,280,000	-\$4,754,924
GCRC	Davison Road	Davison City Limits	Oak Road	Pavement Repair	78	3	7,376	\$ 575,000	\$ 460,000	-\$5,214,924
GCRC	Linden Road	Beecher Road	Flushing Road	Concrete Pavement Repair	77	3	15,952	\$ 805,000	\$ 644,000	-\$5,858,924
GCRC	Genesee Road	Stanley Road (South)	Mount Morris Road	Concrete Pavement Repair	77	3	7,056	\$ 2,185,000	\$ 1,748,000	-\$7,606,924
Linden	N. Bridge Street	Grand Trunk Railroad	Broad Street	Mill & Resurface	77	3	6,563	\$ 732,880	\$ 586,304	-\$8,193,228
GCRC	Irish	Noblet	Bristol	Pavement Repair	77	3	5,575	\$ 605,000	\$ 484,000	-\$8,677,228
Burton	BRISTOL ROAD	Belsay Road	Vassar Road	Rubblize & Resurface	76	2	3,512	\$ 1,637,500	\$ 1,310,000	-\$9,987,228
Grand Blanc	Genesee Road	Kings Fairway Lane	Kings Post Road	Crush/Shape & Resurfacing	76	2	2,461	\$ 632,585	\$ 506,068	-\$10,493,296
Linden	E. Rolston Rd	Bridge Street	Ripley Road	Mill & Resurface	76	2	1,694	\$ 899,752	\$ 719,802	-\$11,213,098
Burton	TERM STREET	Iron Street	Atherton Road	Concrete Pavement Repair	76	2	975	\$ 1,087,000	\$ 869,600	-\$12,082,698
GCRC	Linden Road	Flushing Road	Pasadena Avenue	Concrete Pavement Repair	76	3	14,673	\$ 1,495,000	\$ 1,196,000	-\$13,278,698
GCRC	Linden Road	Pasadena Avenue	Pierson Road	Concrete Pavement Repair	76	3	13,900	\$ 1,495,000	\$ 1,196,000	-\$14,474,698
GCRC	Bristol Road	Miller Road	Linden Road	Pavement Repair	76	3	8,959	\$ 575,000	\$ 460,000	-\$14,934,698
GCRC	Perry Road	Vassar Road (south)	Irish Road	Asphalt Reconstruction	76	3	8,499	\$ 1,380,000	\$ 1,104,000	-\$16,038,698
Fenton	South Holly Road	Adelaide Street	City Limits	Two Course Resurfacing	74	3	6,750	\$ 1,372,500	\$ 1,098,000	-\$17,136,698
Fenton	South Long Lake Road	Torrey Road	North Leroy Street	Two Course Resurfacing	74	3	4,651	\$ 1,203,000	\$ 962,400	-\$18,099,098

Flushing	N. Seymour Road	Main Street	North City Limits	Two Course Resurfacing	74	3	5,236	\$ 464,000	\$ 371,200	-\$18,470,298
Burton	COURT STREET	Center Road	Genesee Road	Concrete Pavement Repair	73	3	11,644	\$ 2,687,500	\$ 2,150,000	-\$20,620,298
Linden	N. Bridge Street	North City Limit	Grand Trunk Railroad	Mill & Resurface	73	3	6,563	\$ 835,195	\$ 668,156	-\$21,288,454
Burton	MAPLE ROAD	Saginaw Street	Dort Highway	Concrete Pavement Repair	73	3	5,197	\$ 950,000	\$ 760,000	-\$22,048,454
Burton	GENESEE ROAD	Atherton Road	Lippincott Boulevard	Rubblize & Resurface	73	3	5,028	\$ 1,075,000	\$ 860,000	-\$22,908,454
Linden	Hickory Street	Bridge Street	Broad Street	One Course Asphalt Overlay	71	3	1,096	\$ 541,635	\$ 433,308	-\$23,341,762
Flushing	Chamberlain Street	Hazelton Street	Boman Street	Two Course Resurfacing	70	3	1,308	\$ 351,000	\$ 280,800	-\$23,622,562
Fenton	Owen Road	Jennings Road	East side of US-23 ramps	Two Course Resurfacing	61	4	14,125	\$ 922,500	\$ 738,000	-\$24,360,562
Fenton	North Road	Oak Park Drive	North Leroy Street	Two Course Resurfacing	29	6*	10,350	\$ 1,800,000	\$ 1,440,000	-\$25,800,562

	Existing Project
	Projected to Receive Funding

* 43% of project is rated a PASER 2,
57% of project is rated a PASER 6

Allocation:	\$ 21,169,876
Proposed:	\$ 23,559,314
Remaining:	-\$2,389,438

Draft PASER 5 Application Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	REMAINING FEDERAL
Flint	Twelfth St	Fenton Rd	Grand Traverse St	Preservation				\$ 459,683	\$ 367,746	\$ 7,620,482
Grand Blanc	S Saginaw Street	Grand Blanc Rd	Center Rd	Mill & Resurface	65	5	31,221	\$ 308,840	\$ 247,072	\$ 7,373,410
GCRC	Linden Road	2,370 feet south of Vienna Road	Vienna Road	Mill & Resurface	58	5	13,202	\$ 275,000	\$ 220,000	\$ 7,153,410
GCRC	Elms Road	Flushing Road	Pierson Road	Mill & Resurface	58	5	12,799	\$ 302,500	\$ 242,000	\$ 6,911,410
GCRC	Fenton Rd	200 ft south of Eden Gardens Drive	300 ft south of Cook Road	Mill & Resurface	54	5	12,073	\$ 990,000	\$ 792,000	\$ 6,119,410
GCRC	Linden Road	Bristol Road	200 ft. north of Lennon Road	Mill & Resurface	53	5	17,091	\$ 803,000	\$ 642,400	\$ 5,477,010
GCRC	Saginaw Road	NB at County Line, SB at bridge over I-75	Approx. 600 ft. north of McCandlish Rd	Mill & Resurface	51	5	16,033	\$ 1,680,000	\$ 1,344,000	\$ 4,133,010
GCRC	Grand Blanc Road	approx. 200 ft west of Elms Road	Torrey Road	Mill & Resurface	51	5	6,080	\$ 954,000	\$ 763,200	\$ 3,369,810
GCRC	Hill Road	Linden Road (east springpoint)	Torrey Road (east edge of metal)	Mill & Resurface	50	5	14,924	\$ 1,155,000	\$ 924,000	\$ 2,445,810
Grand Blanc	Perry Rd	S. Saginaw	City Limits west of Bella Vista Dr	Mill & Resurface	50	5	14,850	\$ 281,262	\$ 225,010	\$ 2,220,800
GCRC	Genesee Road	Richfield Road	200 ft. north of Stanley Road	Mill & Resurface	50	5	14,652	\$ 840,000	\$ 672,000	\$ 1,548,800
GCRC	Silver Lake Road	approx. 150 ft west of McCaslin Lake Rd	Linden City Limits	Mill & Resurface	50	5	8,170	\$ 901,000	\$ 720,800	\$ 828,000
GCRC	Thompson Road	Torrey Road	Fenton Road	Mill & Resurface	50	5	6,983	\$ 385,000	\$ 308,000	\$ 520,000
Burton	COURT STREET	Genesee Road	Belsay Road	Pavement Repair	48	5	10,345	\$ 650,000	\$ 520,000	\$ -
Burton	LAPEER ROAD	Genesee Road	Belsay Road	Pavement Repair	48	5	6,209	\$ 650,000	\$ 520,000	-\$520,000
Burton	LAPEER ROAD	Center Road	Genesee Road	Pavement Repair	48	5	4,818	\$ 650,000	\$ 520,000	-\$1,040,000
Burton	ATHERTON ROAD	Belsay Road	Vassar Road	Pavement Repair	48	5	4,340	\$ 780,000	\$ 624,000	-\$1,664,000

Existing Project
Projected to Receive Funding

Allocation:	\$ 7,988,228
Proposed:	\$ 7,988,228
Remaining:	\$ -

Draft Reconstruction Application Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	REMAINING FEDERAL
GCRC	Irish Rd	Lapeer Rd	Court St	Reconstruction				\$ 1,770,734	\$ 1,416,587	\$ 6,042,722
GCRC	Detroit St	S Cornell St	Natchez/Peach Tree Dr	Reconstruction				\$ 1,316,582	\$ 1,053,265	\$ 4,989,457
GCRC	Detroit St	Carpenter Rd	S Cornell Ave	Reconstruction				\$ 1,316,582	\$ 1,053,265	\$ 3,936,192
GCRC	Mount Morris	Gillette Road	McKinley Road	Reconstruction	87	2	6,331	\$ 632,500	\$ 506,000	\$ 3,430,192
GCRC	Genesee Road	Burton City Limits	Richfield Road	Reconstruction	86	3	11,799	\$ 517,500	\$ 414,000	\$ 3,016,192
GCRC	Belsay Road	Richfield Road	Shamrock Road	Reconstruction	84	2	6,256	\$ 225,000	\$ 179,200	\$ 2,836,992
GCRC	Van Slyke	Bristol	GMs Flint Operations Driveway	Reconstruction	83	2	16,979	\$ 287,500	\$ 230,000	\$ 2,606,992
GCRC	Clio Road	Coldwater Road	Stanley Road	Reconstruction	79	2	4,405	\$ 2,875,000	\$ 2,300,000	\$ 306,992
Davison	Rising Street	State Street(M-15)	Genesee Street	Reconstruction	79	2	970	\$ 383,741	\$ 306,992	\$ -
Flint	Welch Boulevard	Martin Luther King Avenue	97 Feet west of Dupont Street Centerline	Reconstruction	77	3	5,529	\$ 6,070,062	\$ 3,402,994	-\$3,402,994
Flint	Welch Boulevard	Ballenger Highway	Clio Road / Dayton Street	Reconstruction	77	3	5,529	\$ 4,059,057	\$ 2,224,743	-\$5,627,737
Flint	Welch Blvd	90 feet west of Dupont Centerline	Ballenger Hwy	Reconstruction	77	3	5,529	\$ 4,990,085	\$ 2,626,153	-\$8,253,890
Mt. Morris	Alexandrine Avenue	N Saginaw Street	Walter Street	Reconstruction	73	2	172	\$ 500,000	\$ 400,000	-\$8,653,890
Davison	Dayton Street/Rising Street	Clark Steet	Genesee Street	Mill & Overlay	73	3	1,508	\$ 480,246	\$ 384,197	-\$9,038,087

	Existing Project
	Projected to Receive Funding

Allocation:	\$	7,459,309
Proposed:	\$	7,459,309
Remaining:	\$	-

Draft Rural Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	PASER	ADT	TOTAL	FEDERAL	REMAINING FEDERAL
GCRC	Bristol Rd	Irish Rd	Lang Rd	Reconstruct				\$ 847,500	\$ 678,000	\$ 2,297,000
GCRC	Seymour	Grand Blanc Road	Reid Road	Reconstruction	80	2	3,192	\$ 1,380,000	\$ 1,104,000	\$ 1,193,000
GCRC	Seymour Road	Reid Road	Hill Road	Pavement Repair	80	2	2,998	\$ 1,265,000	\$ 1,012,000	\$ 181,000
Montrose	Feher Drive	North Saginaw Street	Ray Street	Reconstruction	77	3	732	\$ 680,000	\$ 544,000	-\$363,000
GCRC	Elms Road	Carpenter Road	Approx. 150 ft. south of Vienna Road (M-57)	Mill & Overlay	54	5	4,869	\$ 1,620,000	\$ 1,296,000	-\$1,659,000
GCRC	Linden Road	Linden City Limits	Baldwin Rd	Mill & Overlay	49	5	7,015	\$ 922,500	\$ 738,000	-\$2,397,000

	Existing Project
	Projected to Receive Funding

Allocation:	\$	2,975,000
Proposed:	\$	3,338,000
Remaining:		-\$363,000

Draft Expand Application Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	TOTAL	STATE	REMAINING STATE
GCRC	Grand Blanc Road	Fenton	Dort Highway	Major Widening		\$ 2,875,000	\$ 2,300,000	\$ 1,969,367
GCRC	Elms / Beecher Roundabout	N/A	N/A	Interchange Redesign & Upgrading	71	\$ 1,610,000	\$ 1,288,000	\$ 681,367
GCRC	Grand Blanc Road	Torrey Road	US 23	Additional Lane(s) less than 0.5 mile long, center turn lane	66	\$ 316,000	\$ 253,000	\$ 428,367
GCRC	Lapeer Road	CL Ward Driveway	M-15	Additional Lane(s) less than 0.5 mile long, center turn lane	64	\$ 1,035,000	\$ 828,000	-\$399,633
GCRC	Holly Road	Ray Road	Baldwin Road	Additional lane(s) over 0.5 mile long, center turn lane	60	\$ 2,200,000	\$ 1,760,000	-\$2,159,633

	Existing Project
	Projected to Receive Funding

Allocation:	\$	4,269,367
Proposed:	\$	4,669,000
Remaining:		-\$399,633

Draft CMAQ Intersection Improvement Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	VOC Reduction	TOTAL	FEDERAL	REMAINING FEDERAL
GCRG	Hill Rd	Fenton Rd	Saginaw Rd	Traffic Signal Upgrades		\$ 1,062,500	\$ 682,748	\$ 2,018,795
Burton	Bristol Road / Belsay Roundabout	N/A	N/A	Roundabout Construction	0.037	\$ 1,758,700	\$ 1,407,500	\$611,295
GCRG	Elms / Lennon Roundabout	N/A	N/A	Roundabout Construction	0.018	\$ 1,265,000	\$ 800,000	-\$188,705
GCRG	Davison / Oak Roundabout	N/A	N/A	Roundabout Construction	0.009	\$ 1,265,000	\$ 800,000	-\$988,705

Existing Project
Projected to Receive Funding

Allocation:	\$ 2,701,543
Proposed:	\$ 2,890,248
Remaining:	-\$188,705

Draft CMAQ Rideshare & Air Quality Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	VOC Reduction	TOTAL	FEDERAL	REMAINING
GCMPC	FY23 GCMPC Rideshare	Areawide		FY23 GCMPC Rideshare		\$ 50,000	\$ 50,000	\$ 350,000
GCMPC	FY23 GCMPC Air Quality Awareness	Genesee & Lapeer Counties		Public Outreach & Education		\$ 62,500	\$ 50,000	\$ 300,000
GCMPC	FY26 GCMPC Air Quality Awareness	N/A	N/A	Air Quality Awareness	4,808.3	\$ 62,500	\$ 50,000	\$ 250,000
GCMPC	FY25 GCMPC Air Quality Awareness	N/A	N/A	Air Quality Awareness	4,808.3	\$ 62,500	\$ 50,000	\$ 200,000
GCMPC	FY24 GCMPC Air Quality Awareness	N/A	N/A	Air Quality Awareness	4,808.3	\$ 62,500	\$ 50,000	\$ 150,000
GCMPC	FY24 GCMPC Rideshare	N/A	N/A	Rideshare	0.112	\$ 50,000	\$ 50,000	\$ 100,000
GCMPC	FY25 GCMPC Rideshare	N/A	N/A	Rideshare	0.101	\$ 50,000	\$ 50,000	\$ 50,000
GCMPC	FY26 GCMPC Rideshare	N/A	N/A	Rideshare	0.091	\$ 50,000	\$ 50,000	\$ -

Existing Project
Projected to Receive Funding

Allocation:	\$ 400,000
Proposed:	\$ 400,000
Remaining:	\$ -

Draft CMAQ Transit Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	VOC Reduction	TOTAL	FEDERAL	REMAINING
MTA	Purchase of Expansion Vehicles	N/A	N/A	Van Purchase	0.01	\$ 841,165	\$ 672,932	\$ 1,345,863
MTA	Purchase of Expansion Vehicles	N/A	N/A	Van Purchase	0.008	\$ 841,165	\$ 672,932	\$ 672,931
MTA	Purchase of Expansion Vehicles	N/A	N/A	Van Purchase	0.008	\$ 841,164	\$ 672,931	\$ -

Projected to Receive Funding

Allocation:	\$ 2,018,795
Proposed:	\$ 2,018,795
Remaining:	\$ -

Draft Non-Motorized Application Scores 2/17/2022

AGENCY	PROJECT	BEGINNING	END	DESCRIPTION	SCORE	TOTAL	FEDERAL	REMAINING FEDERAL
Fenton	Silver Lake Rd	Jennings Rd	East Broad St	Non-Motorized Facility		\$ 2,239,185	\$ 441,509	\$ 3,378,709
GCRC	Perry Road Phase II	White Tail Dr	Mancour Dr	Non-Motorized Facility	88	\$ 1,422,818	\$ 1,138,254	\$2,240,455
Burton	City of Burton- Iron Belle Trail	Maple Ave	Hemphill	Non-Motorized Facility	80	\$ 1,500,000	\$ 1,200,000	\$1,040,455
GCRC	Owen Road Connector Trail Phase 1	Linden County Park	Eleanor Drive	Non-Motorized Facility	72	\$ 562,500	\$ 450,000	\$590,455
GCRC	Fenton Road Regional Trail Phase 1	Fenton City Limits	North Long Lake Road	Non-Motorized Facility	70	\$ 562,500	\$ 450,000	\$140,455
Flint	Grand Traverse Greenway	Hemphill Road	Kearsley Street	Non-Motorized Facility	64	\$ 2,643,425	\$ 1,843,263	-\$1,702,808

	Existing Project
	Projected to Receive Funding

Note: Silver Lake Rd project has a total federal budget of \$1,538,253. \$1,096,744 is through the Statewide TAP funds.

Allocation:	\$	3,820,218
Proposed:	\$	3,679,763
Remaining:		\$140,455

Mass Transportation Authority TIP Application 2023-2026											
GENESEE COUNTY METROPOLITAN PLANNING COMMISSION											
Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost
2023	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,484,000	5307	\$ 621,000		\$ 3,105,000
2023	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,715,890	5307	\$ 428,973		\$ 2,144,863
2023	Genesee	MTA	Vehicles	Genesee County	Rehab/Renov Vehicles	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2023	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 370,400	5307	\$ 92,600		\$ 463,000
2023	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 824,000	5307	\$ 206,000		\$ 1,030,000
2023	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 168,000	5307	\$ 42,000		\$ 210,000
2023	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 60,000	5307	\$ 15,000		\$ 75,000
2023	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 136,845	5307	\$ 34,211		\$ 171,056
2023	Genesee	MTA	Equipment	Genesee County	Purchase Computer Software	T-Caps	\$ 556,165	5307	\$ 139,041		\$ 695,206
2023	Genesee	MTA	Facility	Genesee County	Bus Shelter and Signage	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2023	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2023	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 50,000	5307		\$ 50,000	\$ 100,000
2023	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 162,034	5310	\$ 162,034		\$ 324,068
2023	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 198,042	5310	\$ 49,511		\$ 247,553
2023	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2023	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 766,103	5339	\$ 191,526		\$ 957,629

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost
2024	Genesee	MTA	Operations	Genesee County	Preventive maintenance	T-Ops	\$ 2,810,052	5307	\$ 702,513		\$ 3,512,565
2024	Genesee	MTA	Transit Vehicle Replacement	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,059,141	5307	\$ 264,785		\$ 2,473,926
2024	Genesee	MTA	Vehicles	Genesee County	Rehab/Renov Vehicles	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2024	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 317,650	5307	\$ 79,412		\$ 397,062
2024	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 920,000	5307	\$ 230,000		\$ 1,150,000
2024	Genesee	MTA	Equipment	Genesee County	Shop Equipment	T-Caps	\$ 196,000	5307	\$ 49,000		\$ 245,000
2024	Genesee	MTA	Vehicles	Genesee County	Purchase Support Vehicles	T-Caps	\$ 64,000	5307	\$ 16,000		\$ 80,000
2024	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 222,400	5307	\$ 55,600		\$ 278,000
2024	Genesee	MTA	Equipment	Genesee County	Purchase Computer Software	T-Caps	\$ 758,500	5307	\$ 189,625		\$ 948,125
2024	Genesee	MTA	Facility	Genesee County	Bus Shelter/Signage	T-Caps	\$ 270,000	5307	\$ 67,500		\$ 337,500
2024	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2024	Genesee	MTA	Operations	Genesee County	JARC	T-Ops	\$ 300,000	5307	\$ 300,000		\$ 600,000
2024	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Eligible Passengers	T-Ops	\$ 103,538	5310		\$ 103,538	\$ 207,076
2024	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 276,000	5310	\$ 69,000		\$ 345,000
2024	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2024	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 850,635	5339	\$ 212,658		\$ 1,063,293

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost
2025	Genesee	MTA	Operations	Genesee County	Preventive maintenance	T-Ops	\$ 2,730,000	5307	\$ 546,000		\$ 3,276,000
2025	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,873,350	5307	\$ 468,338		\$ 2,341,688
2025	Genesee	MTA	Vehicles	Genesee County	Rehab/Renov Vehicles	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2025	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 240,000	5307	\$ 60,000		\$ 300,000
2025	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 744,000	5307	\$ 186,000		\$ 930,000
2025	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 116,000	5307	\$ 29,000		\$ 145,000
2025	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 60,000	5307	\$ 15,000		\$ 75,000
2025	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 159,200	5307	\$ 39,800		\$ 199,000
2025	Genesee	MTA	Equipment	Genesee County	Purchase Computer Software	T-Caps	\$ 606,800	5307	\$ 151,700		\$ 758,500
2025	Genesee	MTA	Facility	Genesee County	Purchase Bus Shelter/Signage	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2025	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2025	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 50,000	5307		\$ 50,000	\$ 100,000
2025	Genesee	MTA	Operations	Genesee County	Enhances Service to ADA Passengers	T-Ops	\$ 162,034	5310		\$ 162,034	\$ 324,068
2025	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 198,042	5310	\$ 49,511		\$ 247,553
2025	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2025	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 766,103	5339	\$ 191,526		\$ 957,629

Fiscal Year	County	Responsible Agency	Project Name	Limits	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost
2026	Genesee	MTA	Operations	Genesee County	Preventive Maintenance	T-Ops	\$ 2,484,000	5307	\$ 621,000		\$ 3,105,000
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 1,806,290	5307	\$ 451,573		\$ 2,257,863
2026	Genesee	MTA	Vehicles	Genesee County	Rehab/Renov Vehicles	T-Caps	\$ 80,000	5307	\$ 20,000		\$ 100,000
2026	Genesee	MTA	Facility	Genesee County	Rehab/Renov Facilities	T-Caps	\$ 280,000	5307	\$ 70,000		\$ 350,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Capital Parts	T-Caps	\$ 824,000	5307	\$ 206,000		\$ 1,030,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Shop Equipment	T-Caps	\$ 168,000	5307	\$ 42,000		\$ 210,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Service Vehicles	T-Caps	\$ 60,000	5307	\$ 15,000		\$ 75,000
2026	Genesee	MTA	Equipment	Genesee County	Purchase Computer Hardware	T-Caps	\$ 136,845	5307	\$ 34,211		\$ 171,056
2026	Genesee	MTA	Equipment	Genesee County	Purchase Computer Software	T-Caps	\$ 556,165	5307	\$ 139,041		\$ 695,206
2026	Genesee	MTA	Facility	Genesee County	Bus Shelter and Signage	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2026	Genesee	MTA	Facility	Genesee County	Security	T-Caps	\$ 66,000	5307	\$ 16,500		\$ 82,500
2026	Genesee	MTA	Operations	Genesee County	Operations	T-Ops	\$ 50,000	5307		\$ 50,000	\$ 100,000
2026	Genesee	MTA	Operations	Genesee County	Enhanced Service to ADA Passengers	T-Ops	\$ 162,034	5310	\$ 162,034		\$ 324,068
2026	Genesee	MTA	Vehicles	Genesee County	Transit Vehicle Replacement	T-Caps	\$ 198,042	5310	\$ 49,511		\$ 247,553
2026	Genesee	MTA	Operations	Genesee County	Non-Urban Operating Assistance	T-Ops	\$ 504,819	5311	\$ 975,692	\$ 1,248,242	\$ 2,728,753
2026	Genesee	MTA	Vehicles	Genesee County	Purchase Replacement/Expansion Vehicles	T-Caps	\$ 766,103	5339	\$ 191,526		\$ 957,629

FY23-26 MDOT Projects

YEAR	JOB#	AGENCY	PROJECT	LIMITS	LENGTH (MILES)	DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	GPA	Total in GPA
2023	130061	MDOT	NB US-23	Livingston Co Line to Thompson Rd	5.390	Road Capital Preventive Maintenance	\$ 123,540	\$ 27,395	\$ -	\$ 150,935	Trunkline Road	\$ 150,935
2023	213844	MDOT	I-75 S	M-54 to US-23	4.498	Mill and HMA Overlay	\$ 5,581,728	\$ 620,191	\$ -	\$ 6,201,919	N/A	N/A
2023	201272	MDOT	I-69 E/State Ramp	M-15 at EB I-69 Exit Ramp	0.424	Traffic Safety	\$ 553,302	\$ -	\$ -	\$ 553,302	Trunkline Traffic Operations And Safety	\$ 553,302
2023	202002	MDOT	M-54	over Gilkey Creek	0.000	Bridge Replacement	\$ 3,800,032	\$ 737,314	\$ 105,331	\$ 4,642,677	N/A	N/A
2023	202002	MDOT	M-54	over Gilkey Creek	0.000	Bridge Replacement	\$ 204,625	\$ 39,703	\$ 5,672	\$ 250,000	N/A	N/A
2023	202639	MDOT	M-13	M-57 Genesee Co	17.684	Traffic Safety	\$ 172,500	\$ -	\$ -	\$ 172,500	N/A	N/A
2023	204779	MDOT	I-475	5 Structures on I-475	0.000	Bridge Rehabilitation	\$ 3,624,901	\$ 402,768	\$ -	\$ 4,027,668	Trunkline Bridge	\$ 4,027,668
2023	204782	MDOT	I-475	2 Structures over I-475	0.000	Bridge Miscellaneous	\$ 1,224,908	\$ 136,100	\$ -	\$ 1,361,008	N/A	N/A
2023	204864	MDOT	I-475	5 Structures on I-475	0.000	Bridge Replacement	\$ 5,341,421	\$ 593,492	\$ -	\$ 5,934,910	N/A	N/A
2023	204887	MDOT	Michivan	Areawide	0.000	Operation Improvements	\$ 47,367	\$ -	\$ -	\$ 47,367	Trunkline Livability and Sustainability	\$ 47,367
2023	205326	MDOT	M-54	Atherton Road to Leith Street	3.713	Road Rehabilitation	\$ 5,272,466	\$ 1,044,932	\$ 124,222	\$ 6,441,620	N/A	N/A
2023	208917	MDOT	I-69	16 Structures on I-69	0.000	Bridge Rehabilitation	\$ 17,449,175	\$ 1,938,799	\$ -	\$ 19,387,974	N/A	N/A
2023	210054	MDOT	I-475	Bristol Road to Thread Creek and Flint River to Carpente	5.290	Reconstruction	\$ 65,131,201	\$ 123,236,800	\$ -	\$ 188,368,001	N/A	N/A
2023	207356	MDOT	Regionwide	All trunkline routes in Bay Region	3.494	Traffic Safety	\$ 980,343	\$ 108,927	\$ -	\$ 1,089,270	N/A	N/A
2023	207356	MDOT	Regionwide	All trunkline routes in Bay Region	3.494	Traffic Safety	\$ 6,156	\$ 684	\$ -	\$ 6,840	N/A	N/A
2023	207357	MDOT	Regionwide	All trunkline routes in Bay Region	3.554	Traffic Safety	\$ 255,474	\$ 28,386	\$ -	\$ 283,860	N/A	N/A
2023	207357	MDOT	Regionwide	All trunkline routes in Bay Region	3.554	Traffic Safety	\$ 3,078	\$ 342	\$ -	\$ 3,420	N/A	N/A
2023	207374	MDOT	Regionwide	All trunkline routes in Bay Region	3.187	Traffic Safety	\$ 6,772	\$ 752	\$ -	\$ 7,524	N/A	N/A
2024	207382	MDOT	Regionwide	All trunkline routes of GCMPC MPO	4.052	Traffic Safety	\$ 6,156	\$ 684	\$ -	\$ 6,840	N/A	N/A
2024	207382	MDOT	Regionwide	All trunkline routes of GCMPC MPO	4.052	Traffic Safety	\$ 980,343	\$ 108,927	\$ -	\$ 1,089,270	N/A	N/A
2024	207383	MDOT	Regionwide	All trunkline routes of GCMPC MPO	3.443	Traffic Safety	\$ 3,078	\$ 342	\$ -	\$ 3,420	N/A	N/A
2024	207383	MDOT	Regionwide	All trunkline routes of GCMPC MPO	3.443	Traffic Safety	\$ 255,474	\$ 28,386	\$ -	\$ 283,860	N/A	N/A
2024	207398	MDOT	Regionwide	All trunkline routes of GCMPC MPO	1.358	Traffic Safety	\$ 6,772	\$ 752	\$ -	\$ 7,524	N/A	N/A
2024	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Rehabilitation	\$ 1,525,369	\$ 338,246	\$ -	\$ 1,863,615	N/A	N/A
2024	208535	MDOT	MichiVan	Areawide	0.000	Operation Improvements	\$ 40,274	\$ 8,931	\$ -	\$ 49,205	Trunkline Livability and Sustainability	\$ 49,205
2024	130061	MDOT	NB US-23	Livingston Co Line to Thompson Rd	5.390	Road Capital Preventive Maintenance	\$ 1,698,684	\$ 376,678	\$ -	\$ 2,075,362	Trunkline Road	\$ 2,075,362
2024	204911	MDOT	I-75 N/Corunna Ramp	I-75 NB Exit Ramp at M-21	0.178	Traffic Safety	\$ 545,937	\$ 60,660	\$ -	\$ 606,597	Trunkline Traffic Operations And Safety	\$ 1,825,570
2024	204921	MDOT	I-75 / US-23	Various Freeway Ramps	5.768	Traffic Safety	\$ 283,360	\$ 31,485	\$ -	\$ 314,845	Trunkline Traffic Operations And Safety	\$ 1,825,570
2024	204923	MDOT	US-23 N	Thompson Road to Baldwin Road	1.531	Traffic Safety	\$ 813,715	\$ 90,413	\$ -	\$ 904,128	Trunkline Traffic Operations And Safety	\$ 1,825,570

YEAR	JOB#	AGENCY	PROJECT	LIMITS	LENGTH (MILES)	DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	GPA	Total in GPA
2025	208917	MDOT	I-69	16 Structures on I-69	0.000	Bridge Rehabilitation	\$ 17,449,175	\$ 1,938,799	\$ -	\$ 19,387,974	N/A	N/A
2025	209614	MDOT	Regionwide	All trunkline routes of GCMPC MPO	2.755	Traffic Safety	\$ 6,156	\$ 684	\$ -	\$ 6,840	N/A	N/A
2025	209614	MDOT	Regionwide	All trunkline routes of GCMPC MPO	2.755	Traffic Safety	\$ 1,017,279	\$ 113,031	\$ -	\$ 1,130,310	N/A	N/A
2025	209615	MDOT	Regionwide	All trunkline routes of GCMPC MPO	2.101	Traffic Safety	\$ 3,078	\$ 342	\$ -	\$ 3,420	N/A	N/A
2025	209615	MDOT	Regionwide	All trunkline routes of GCMPC MPO	2.101	Traffic Safety	\$ 163,134	\$ 18,126	\$ -	\$ 181,260	N/A	N/A
2025	209629	MDOT	Regionwide	All trunkline routes of GCMPC MPO	3.225	Traffic Safety	\$ 6,772	\$ 752	\$ -	\$ 7,524	N/A	N/A
2025	210065	MDOT	M-21	Morrish Road to I-75	4.104	Road Rehabilitation	\$ 13,096,000	\$ 2,904,000	\$ -	\$ 16,000,000	N/A	N/A
2025	210086	MDOT	I-475	Thread Creek to Flint River and 10 Structure Locations	2.600	Reconstruction	\$ 10,960,177	\$ 98,512,998	\$ -	\$ 109,473,175	N/A	N/A
2025	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Rehabilitation	\$ 16,370	\$ 3,630	\$ -	\$ 20,000	N/A	N/A
2025	208538	MDOT	MichiVan	Areawide	0.000	Operation Improvements	\$ 41,762	\$ 9,260	\$ -	\$ 51,022	Trunkline Liability Fund	\$ 51,022
2026	211016	MDOT	I-75 N	I-75, Freeway Signing Update in Genesee County	30.923	Traffic Safety	\$ 5,405,978	\$ -	\$ -	\$ 5,405,978	N/A	N/A
2026	211434	MDOT	M-15	South Genesee County Line to I-69	9.861	Road Rehabilitation	\$ 11,389,422	\$ 2,525,571	\$ -	\$ 13,914,993	N/A	N/A
2026	213337	MDOT	Regionwide	All trunkline routes in GCMPC MPO	3.256	Traffic Safety	\$ 6,156	\$ 684	\$ -	\$ 6,840	N/A	N/A
2026	213337	MDOT	Regionwide	All trunkline routes in GCMPC MPO	3.256	Traffic Safety	\$ 995,733	\$ 110,637	\$ -	\$ 1,106,370	N/A	N/A
2026	213338	MDOT	Regionwide	All trunkline routes in GCMPC MPO	2.730	Traffic Safety	\$ 3,078	\$ 342	\$ -	\$ 3,420	N/A	N/A
2026	213338	MDOT	Regionwide	All trunkline routes in GCMPC MPO	2.730	Traffic Safety	\$ 132,354	\$ 14,706	\$ -	\$ 147,060	N/A	N/A

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: February 17, 2021

SUBJECT: FY 2024 MDOT 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 2024 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 21, 2021** to awilliams1@geneseecountymi.gov. Applications will be ranked using the MDOT Time-of-Return Analysis. Project applications must be received by MDOT no later than **Monday, May 2, 2022** 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, 2022

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

Dear D. Donohue:

Subject: Call for Projects - Fiscal Year 2024 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) 2024 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2024 federal budget apportioned for this program is estimated to be \$18,000,000:

- \$10,000,000 for general HSIP,
- \$2,000,000 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 2024 HSIP safety funds. Selected projects are to be obligated in FY 2024.

All applications must be submitted electronically by midnight on May 2, 2022.

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

Denise Donohue
Page 2
February 1, 2022

A list of all submitted projects will be posted on the MDOT Local Agency Program (LAP) Safety website by May 23, 2022. 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 6, 2022.

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 Doyle
Digitally signed by: Larry Doyle
DN: CN = Larry Doyle email =
doylel@michigan.gov C = US O =
State of Michigan
Date: 2022.01.31 16:29:26 -0500

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. Wieferrich, 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 \$750,000 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 \$750,000 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	\$13,000,000
Non-motorized facility/Pedestrian improvements	\$1,000,000
High Friction Surface Treatment	\$500,000
Road Safety Audits (RSA)	\$100,000
Guardrail Upgrades and Clear Zone Improvements ²	\$1,000,000
Safety Funds per MDOT Region	\$750,000

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 funding 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.

- 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.
 - 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	60 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 2, 2022** using the FY 2024 Electronic Application Submittal form.
 - The FY 2024 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 2016 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 2024 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.