



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

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

**Thursday, March 3, 2022
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the February 17, 2022 Regular Meeting (attached)
- IV. Old Business
 - A. FY 2024 MDOT Call for Safety Projects Reminder (attached)
 - ***B. FY 2023-2026 Transportation Improvement Program (TIP) Prioritized List Update (discussion)
- V. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #21 (attached)
 - B. FY 2023 Unified Work Program (discussion)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – April 7, 2022 at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, February 17, 2022 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, February 17, 2022 in Room 301 of the Genesee County Administration Building, 1101 Beach Street, Flint, Michigan, 48502.

I. CALL TO ORDER

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

II. ROLL CALL

Present: Amber Abbey, Alex Patsy, Ed Benning, Ellen Glass, Eric Johnston, James Slezak, Lynn Markland, Mark Adas, Michael Pifer, Scott Bennett, Shawnice Dorsey, Corey Jarbeau (for Tonya Ketzler), and Wendy Jean-Buhrer. Max Gierman called in on the phone.

Absent/Excused: Adam Zettel, Andrea Schroeder, Christina Ignasiak, Robert Bincsik, Brian Saad, Carissa McQuiston, Chad Young, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dan Eashoo, Dave Miller, David Dorr, Derek Bradshaw, Don Mayle, Emily Alexander, Eric Weiderhold, Frederick Thorsby, Jay Reithel, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Rachel Stanke, Sam Stiff, Sheri Wilkerson, Steve Katenhus, Thomas Spillane, Tim Elkins, Vicki Fishell, Vince Lorraine, Shirley Kautman-Jones.

Others Present: Jason Nordberg, Alicia Williams, Eric Saly, and Dan Brisson. Jason Perez called in on the phone. Mr. Nordberg introduced Mr. Saly to the committee as the new GCMPC transportation planner who had just started yesterday.

III. MINUTES

*****A. Minutes of the January 13, 2022 Regular Meeting**

Motion: Action: Approve, **Moved by** Ellen Glass, **Supported by** Amber Abbey to approve the minutes of the January 13, 2022 regular meeting as presented.

Motion carried unanimously.

 **IV. OLD BUSINESS**

*****A. FY 2022 Updated Allocations**

Ms. Williams indicated that Genesee County received an additional \$1.9 million in federal STP funding for FY 2022, and that this funding will need to be obligated in this fiscal year. Projects that utilize this funding must be designed and make it through the MDOT review process quickly. Ms. Williams said that following the TIP rules, staff looked at FY 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. Ms. Williams reviewed the project changes that are being proposed to use this funding.

Motion: Action: Approve. **Moved by** Amber Abbey **Supported by** Lynn Markland, to move the identified projects from FY 2023 to FY 2022 through an administrative modification.
Motion carried unanimously.



V. NEW BUSINESS

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment # 20**

Ms. Williams provided an overview of Amendment # 20. She said a Genesee County Road Commission roundabout at Lapeer and Oak Roads is being added to FY 2023, using funding from the Infrastructure Investment and Jobs Act (IIJA). Also, the FY 2022 Local Livability and Sustainability General Program Account is increasing because of adding funding for the MichiVan program in Genesee County. Discussion ensued.

Motion: Action: Approve. **Moved by** Amber Abbey, **Supported by** Ellen Glass, to approve Amendment # 20 to the FY 2020-2023 Transportation Improvement Program as presented.

Motion carried unanimously.

*****B. FY 2023-2026 Transportation Improvement Program (TIP) Prioritized List of Projects**

Ms. Williams provided an overview of the listing of projects received during the FY 2023-2026 Transportation Improvement Program (TIP) Call for Projects. She said staff has field-checked the projects, scored the applications, and several meetings of the Transportation System Management (TSM) Subcommittee have been held to discuss, prioritize, and recommend projects for funding. Ms. Williams indicated that TSM has recommended funding for projects identified in green in the 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) to match funding criteria and have been prioritized based on the application scores. MDOT projects and MTA projects have also been included. Ms. Williams indicated that 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. Mr. Nordberg provided details and background information on this process. Discussion ensued.

Motion: Action: Approve. **Moved by** Eric Johnston, **Supported by** Amber Abbey, to approve the projects proposed for funding, allowing staff to begin public comment and further analysis including year assignment.

Motion carried unanimously.

C. FY 2024 MDOT Call for Safety Projects

Ms. Williams indicated that 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 FY 2024. Ms. Williams said a letter

detailing the qualifications for these funds and the criteria by which applications will be judged was enclosed with the agenda packet. She let the committee know that to have time to review and endorse the applications, local road agencies are asked to e-mail a copy of their application(s) to her by Monday, March 21, 2021 at 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. Ms. Williams said that questions should be directed to Pamela Blazo, Local Agency Programs Safety Engineer, at 517-335-2224 or at BlazoP@Michigan.gov. Discussion ensued.

VI. OTHER BUSINESS

Mr. Johnston had heard that there was additional funding for the Small Urban Program, and he had questions about that. Mr. Nordberg indicated that Sharon Gregory works with that program, and that she would contact Mr. Johnston.

VII. ANNOUNCEMENTS

Mr. Nordberg let the committee know that the FY 2021 Annual Reports had been printed, and were available at today's meeting.

VIII. ADJOURMENT

Chairperson Adas adjourned the meeting at approximately 1:35 p.m.

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

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: March 3, 2022

SUBJECT: FY 2024 MDOT Call for Safety Projects Reminder

This is a reminder that 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, 2022** 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.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Alicia Williams, Planner
Genesee County Metropolitan Planning Commission

DATE: March 3, 2022

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 21**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 21. This amendment adds seven (7) 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 #21 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 #21

2/23/2021

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	Concur	
MDOT SUTA modeling	Jon Roberts		No Response
MDOT- Bay Region	Jay Reithel	Concur	

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 21**

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
2022	214893	MDOT	M-21	0	M-21 over Swartz Creek	Bridge Replacement	PES	BFP	\$736,650	\$142,931	\$20,419	\$900,000	MDOT project added with additional funding from IJJA
2022	215365	MDOT	M-15	0.378	Rising St to Flint St	Road Reconstruction	PE	NH	\$373,236	\$82,764	\$0	\$456,000	MDOT project added with additional funding from IJJA
2022	214893	MDOT	M-21	0	M-21 over Swartz Creek	Bridge Replacement	PE	BFP	\$36,833	\$7,147	\$1,021	\$45,000	MDOT project added with additional funding from IJJA
2022	215328	MDOT	M-15	0.129	South St to Rising St	Culvert Replacement	PE	NH	\$368,325	\$81,675	\$0	\$450,000	MDOT project added with additional funding from IJJA
2022	214942	MDOT	M-21	2.71	I-75 to Swartz Creek	Reconstruction	PE	NH	\$1,534,688	\$297,774	\$42,539	\$1,875,000	MDOT project added with additional funding from IJJA
2022	214943	MDOT	M-21	0.887	Swartz Creek to I-475	Reconstruction	PE	NH	\$1,767,960	\$343,035	\$49,005	\$2,160,000	MDOT project added with additional funding from IJJA
2022	215243	Flint	W 2nd St	0	West Second Street over Swartz Creek, City of Flint	Design Work for upcoming Bridge Replacement	PES	HIC	\$538,500	\$0	\$0	\$538,500	MDOT project added as part of the HIP-CRRSAA Bridge Bundling Program

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
2023	202639	MDOT	M-13	17.684 19.342	M-13 Non-Freeway Signing Update	Non-freeway Signing Replacement	CON	STG	\$172,500	\$0	\$0	\$264,500	Change in project length

BFP - Bridge Formula Program
 NH - National Highway Performance Program
 HIC - Rural COVID Relief
 STG - Safety Funds