

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

**Conference Call Meeting
Due to Coronavirus Concerns**

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

**Wednesday, June 17, 2020
7:00 P.M.**

A-G-E-N-D-A

Conference Call Meeting

- I. Call to Order
 - II. Roll Call
 - III. Minutes
 - ***A. Minutes of the March 18, 2020 Regular Meeting (attached)
 - ***B. Minutes of the April 15, 2020 Regular Meeting (attached)
 - ***C. Minutes of the May 20, 2020 Regular Meeting (attached)
 - IV. Old Business
 - A. Roundabout Implementation Study for Genesee County Intersections Update
 - V. New Business
 - ***A. MDOT FY 2020 Call for Safety Projects (attached)
 - ***B. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #9 (attached)
 - ***C. Air Quality Resolution with Expanded Verbiage (attached)
 - VI. Announcements
 - VII. Adjournment
- *** Action Item**

NEXT MEETING – July 15, 2020 at 7:00 P.M.

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
March 18, 2020

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, March 20, 2020, via conference call due to the Coronavirus concerns.

Jason Nordberg reviewed some guidelines with the committee before getting the conference call meeting started.

- Do keep your phone on mute unless you have a comment, or you move or support a motion.
- Do not put your phone on hold, it could cause background noise that would interfere with the meeting.
- Staff will be brief and concise with the agenda items, please also be concise with your questions/comments.
- Staff will allow for longer pauses during roll call so you can let staff know you are here and also for action items.
- Please be sure to say your name if you move or support an action item.
- We appreciate everyone's participation in this conference call.

I. CALL TO ORDER 

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

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL 

Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County
City of Burton

City of Clio

City of Davison
City of Fenton

City of Flint

City of Flushing
City of Grand Blanc

Duane Mosher

Chris Douglas

Commissioner Ted Henry
Danny Wells
Gregory Fenner

Eric Wiederhold
Bonnie Bare
Leigh LaForest
Patricia Lockwood
Sean Sage

Mayor Sheldon Neeley
John Daly
Mark Adas
Brooke Good

Mayor Susan Soderstrom

City of Linden

Ray Culbert
Ellen Glass
Mark Richard
Steve Sorensen
James Freeman
John Gilbert

City of Montrose
City of Mt. Morris

City of Swartz Creek

Robert Plumb

Dennis Cramer
Brian Saad
Leslie Renckly
Paulette Johnson
Tere Onica

Argentine Township

Atlas Township

Clayton Township

Shelley Thompson
Tom Spillane

Davison Township

Fenton Township

Matthew Karr
Rhonda Clark
Robert Kesler
Andrew Marko
Christine Reid
Karyn Miller

Flint Township

Flushing Township

John Whiteside
Jenifer Almassy

Bill Bain
Frederick Thorsby
Mary Ann Price
Lee Purdy
Matt Davis
Diane Hyrman

Forest Township
Gaines Township

Genesee Township

Tod Sorensen
Robin Ackerman
Al Mansour

Grand Blanc Township

Montrose Township

Tom Tithof

Monica Shapiro

Mt. Morris Township

Robert Johnson

Mark Emmendorfer

Mundy Township

Dan Morey

Brian Baxter
Michael Dunklee

Richfield Township
Thetford Township

Shane Towne
Kay Doerr
Gerry Masters
Gary Stevens
Mike LaPointe
Pam Faris
Kerry Paulson

Vienna Township

Goodrich Village

Otisville Village
Otter Lake Village
Lennon Village
Gaines Village

Federal Highway Admin

Gen Cty Drain Comm
Gen Cty Road Comm
GCMPC

Mass Trans Authority

Mich Dept of Trans

Alex Patsy
Derek Bradshaw

Shawnice Dorsey

Jay Reithel

Doug McAbee
Angie Adamec
Tim Light
Joan Skias

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

Christine Durgan
Ed Benning

Anita Boughner

Steven Katenhus
Trevor Block

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

IV. Minutes 

*****A. Minutes of the February 19, 2020 Regular Meeting**

Motion: Action: Approve, **moved by** Robert Plumb, **supported by** Jenifer Almassy, to approve the minutes of the February 19, 2020 regular meeting as presented.

Motion carried unanimously.

V. Introduction of Guests 

No one spoke at this time.

VI. Public Comment

None

VII. Public Hearing

None

VIII. Finances

None

IX. Committee Reports

None

X. Old Business

A. Roundabout Implementation Study for Genesee County Intersections Update

Sharon Gregory stated that the Request for Proposals (RFP) is on-line on the Genesee County Purchasing website. Staff will have a pre-bid conference call on March 25, 2020 and the roundabout study proposals are due to the Purchasing Department by 3:00 p.m. on Thursday, April 9th.

B. Thirty-Day Public Comment Period and Public Hearing for the Genesee: Our County, Our Future Plan

Sharon Gregory advised that the thirty-day public comment period ends on April 7th. She encouraged everyone to go to the website and review the plan and make a comment. Staff has cancelled the three public input sessions that were scheduled for next week and there will be a public hearing conference call on April 7th.

XI. New Business 

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6**

Sharon Gregory stated that the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6 is all MDOT projects. This amendment adds nine (9) projects, deletes one (1) project, and changes one (1) project. The deleted project is not really deleted. It will be reprogrammed under another job number due to the significant change in scope and budget. 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 programed, and they meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding. At this time, the Technical Advisory Committee is recommending approval of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6 to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **moved by** Robert Plumb, **supported by** Robin Ackerman, to approve the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6.

Motion carried unanimously.

B. Call for FY 2023 Local Bridge Program Applications 

Sharon Gregory indicated that it is that time again when MDOT announces its Call for Bridge Projects. Applications are due by May 1st and if there are any questions, applicants can contact MDOT's Keith Cooper.

XII. Other Business 

None

XIII. Announcements 

A. 2019 Genesee County Annual Report

Jason Nordberg encouraged everyone to take a look at the Planning Commission's annual report and see all of the accomplishments that were achieved in 2019. He indicated that local units of government, agencies, partners, committee members and the community all helped with these accomplishments by their participation in staff's planning efforts.

Jason Nordberg thanked everyone for participating in the Metropolitan Alliance conference call.

XIV. Adjournment 

Chairperson Johnson adjourned the meeting at 7:18 p.m.

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

DRAFT

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
April 15, 2020
Conference Call

The Genesee County Metropolitan Alliance Committee met at 7:06 p.m. on Wednesday, April 15, 2020, by Conference Call due to the Coronavirus Concerns.

Jason Nordberg welcomed and thanked everyone for calling into the April 15, 2020, Metropolitan Alliance meeting. Mr. Nordberg went over some guidelines for the conference call.

- Do keep your phone on mute unless:
 - a. responding to roll call
 - b. asking or responding to a question
 - c. making or supporting a motion.
- Do state your name when making or supporting a motion.
- Don't put your phone on hold as any background noise such as music can disrupt the quality of the conference call.

Jason Nordberg indicated that staff will be brief and concise, and he asked that participants do the same. Staff asked that questions be e-mailed to Sharon Gregory before the meeting so the questions could be addressed at this meeting. Staff did not receive any questions.

Jason Nordberg turned the meeting over to Chairperson Johnson.

I. **CALL TO ORDER**

Chairperson Johnson called the meeting to order at 7:06 p.m.

II. **ROLL CALL**

Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County
City of Burton

City of Clio

City of Davison
City of Fenton

City of Flint

Duane Mosher

Commissioner Ted Henry
Danny Wells
Gregory Fenner

Eric Wiederhold
Bonnie Bare
Leigh LaForest
Patricia Lockwood
Sean Sage
Mayor Sheldon Neeley
John Daly
Mark Adas

City of Flushing	Brooke Good	
City of Grand Blanc	Chris Douglas	
City of Linden		Mayor Susan Soderstrom Ray Culbert Ellen Glass
City of Montrose	Mark Richard	
City of Mt. Morris		Steve Sorensen James Freeman John Gilbert
City of Swartz Creek		
	Robert Plumb Dennis Cramer	
Argentine Township		Brian Saad Leslie Renckly
Atlas Township	Paulette Johnson	
Clayton Township	Shelley Thompson	Tere Onica
Davison Township		Tom Spillane Matthew Karr Rhonda Clark Christine Reid
Fenton Township		
	Andrew Marko	
Flint Township		Robert Kesler Karyn Miller
	John Whiteside	
Flushing Township	Jenifer Almassy Bill Bain	
Forest Township		Frederick Thorsby Mary Ann Price
Gaines Township		Lee Purdy Matt Davis Diane Hyrman Tod Sorensen
Genesee Township		
	Robin Ackerman Al Mansour Monica Shapiro Tom Tithof	
Grand Blanc Township		
Montrose Township		
Mt. Morris Township		Mark Emmendorfer
	Robert Johnson	
		Brian Baxter Michael Dunklee
Mundy Township	Dan Morey Shane Towne	

Richfield Township	Gerry Masters	Kay Doerr
Thetford Township		Gary Stevens
		Mike LaPointe
Vienna Township		
Goodrich Village		Doug McAbee
	Angie Adamec	
Otisville Village		Tim Light
Otter Lake Village		Joan Skias
Lennon Village		
Gaines Village		Emily Alexander
		Valerie Delauter
		Melissa Neal
Federal Highway Admin		Andrea Dewey
		Aaron Dawson
		Jeff Wright
Gen Cty Drain Comm	Alex Patsy	
Gen Cty Road Comm	Derek Bradshaw	
GCMPC		
Mass Trans Authority		Ed Benning
	Shawnice Dorsey	
Mich Dept of Trans		Anita Boughner
	Jay Reithel	
		Steven Katenhus
		Trevor Block

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

III. New Business

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #7**

Sharon Gregory stated that staff did not receive any questions regarding Amendment #7. This amendment is adding four (4) projects, deleting one (1) and changing two (2) projects. There are some MDOT bridge projects on I-69 and M-54 that are being added. There is a transit project to buy buses being added and there is an Air Quality Awareness project being added. The City of Flushing is not moving forward with their road diet project. The regular Rideshare project that we have each year is decreasing in funding in order to fund the Air Quality Awareness project and there is one transit project that is being suspended for now. At this time, the Technical Advisory Committee is recommending approval of Amendment #7 to the FY 2020-2023 Transportation Improvement Program (TIP) to the Genesee County Metropolitan Alliance Committee.

Discussion ensued regarding the Rideshare and Air Quality Awareness programs and how they will work hand-in-hand.

Motion: Action: Approve, **moved by** John Whiteside, **supported by** Robert Plumb, to approve FY 2020-2023 Transportation Improvement Program (TIP) Amendment #7.

Motion carried unanimously.

IV. Adjournment

Chairperson Johnson adjourned the meeting at 7:14 p.m. and thanked everyone for calling into the meeting.

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

DRAFT

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
May 20, 2020
Conference Call

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, May 26, 2020 by Zoom Conference Call due to Coronavirus concerns.

Jason Nordberg welcomed and thanked everyone for participating in the Zoom Conference Call. Mr. Nordberg went over some do's and don'ts for the conference call.

- Do keep your phone on mute unless:
 - a. responding to roll call
 - b. asking or responding to a question
 - c. making or supporting a motion
- Do state your name when making or supporting a motion
- Don't put your phone on hold as any background noise such as music can disrupt the quality of the conference call

Jason Nordberg turned the meeting over to Chairperson Johnson.

- I. Call to Order
Chairperson Johnson called the meeting to order at 7:05 p.m.
- II. Roll Call
Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County
City of Burton

City of Clio

City of Davison
City of Fenton

City of Flint

City of Flushing
City of Grand Blanc

City of Linden

City of Montrose

Duane Mosher

Brooke Good

Commissioner Ted Henry
Danny Wells
Gregory Fenner
Eric Wiederhold
Bonnie Bare
Leigh LaForest
Patricia Lockwood
Sean Sage
Mayor Sheldon Neeley
John Daly
Mark Adas

Chris Douglas
Mayor Susan Soderstrom
Ray Culbert
Ellen Glass
Mark Richard

City of Mt. Morris		Steve Sorensen James Freeman
City of Swartz Creek		John Gilbert Robert Plumb Dennis Cramer
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Atlas Township		
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Fenton Township	Andrew Marko Christine Reid	
Flint Township	John Whiteside	Karyn Miller
Flushing Township		Tracey Tucker Jenifer Almassy Bill Bain Frederick Thorsby Mary Ann Price Lee Purdy Matt Davis Diane Hyrman Tod Sorensen
Forest Township Gaines Township		
Genesee Township	Robin Ackerman Al Mansour	
Grand Blanc Township		Monica Shapiro Tom Tithof Mark Emmendorfer Brian Baxter
Montrose Township		
Mt. Morris Township	Robert Johnson	Michael Dunklee
Mundy Township	Dan Morey Shane Towne	
Richfield Township Theftford Township	Gerry Masters	Kay Doerr Gary Stevens Mike LaPointe
Vienna Township		
Goodrich Village	Doug McAbee	Angie Adamec Tim Light
Otisville Village Otter Lake Village Lennon Village		Joan Skias

Gaines Village

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

Federal Highway Admin

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

Alex Patsy
Derek Bradshaw

Ed Benning
Shawnice Dorsey
Anita Boughner

Mich Dept of Trans

Jay Reithel

Steven Katenhus
Trevor Block

OTHERS PRESENT: Jason Nordberg, Sharon Gregory, and Nichole Odette.

III. New Business

*****A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #8**

Sharon Gregory stated that FY 2020-2023 Transportation Improvement Program (TIP) Amendment #8 adds three Genesee County Road Commission safety projects, two MDOT right-of-way projects on I-475, and the City of Fenton has increased their local match because the cost of their project increased. At this time, the Technical Advisory Committee is recommending approval for attached Amendment #8 to the FY 2020-2023 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **moved by** Shane Towne, **supported by** Gerald Masters, to approve FY 2020-2023 Transportation Improvement Program (TIP) Amendment #8.

Motion carried unanimously.

*****B. FY 2021 Unified Work Program (UWP)**

Sharon Gregory stated that FY 2021 Unified Work Program (UWP) is the document that describes the sources of funding for the upcoming fiscal year work items, as well as all agencies involved. The primary focus will be on the 2045 LRTP, 2020-2023 TIP, the Roundabout Study, data collection, building permits, and transit planning just to name a few. At this time, the Technical Advisory Committee is recommending that the Genesee County Metropolitan Alliance approve the FY 2021 Unified Work Program (UWP) and authorize Derek Bradshaw to sign all contracts and agreements related to the work program through the attached resolution.

Motion: Action: Approve, **moved by** Gerald Masters, **supported by** Shelly Thompson, to approve the FY 2021 Unified Work Program (UWP) and authorize Derek Bradshaw to sign all contracts and agreements related to the work program through the attached resolution.

Motion carried unanimously.

*****C. Issues with Obligating FY 2020 TIP Projects due to Covid-19**

Sharon Gregory stated that there have been delays due to the pandemic. Some committees were unable to meet until they were set up for remote participation, which delayed important action items. Reduced staffing levels at the State Historic Preservation Office (SHPO) have caused delays in getting responses. The extended NEPA requirements have also slowed the approval process. According to MDOT, approximately 91% of FY 2020 obligational authority is spoken for at this time. The attached list shows which projects are still unobligated as of today, however, some have been submitted to MDOT and two are waiting for responses from SHPO.

IV. Old Business

*****A. Approval of Genesee: Our County, Our Future Plan**

Sharon Gregory explained that the *Genesee: Our County, Our Future Plan* is wrapping up. The plan went through a 30-day public comment period, which ended on April 7th. No comments were received during the public comment period or during the public hearing that took place on April 7th. The last group of public input sessions had to be cancelled due to Coronavirus concerns, but input sessions were held previously, and staff was available to answer questions and comments. The draft *Genesee: Our County, Our Future* plan meets all federal transportation requirements, including Air Quality, Environmental Justice, Public Participation, Performance Measures, and Fiscal Constraint. The *Genesee: Our County, Our Future* Steering Committee approved the plan at its April 20, 2020 meeting. At this time, the Technical Advisory Committee is recommending approval for the *Genesee: Our County, Our Future* plan and for the Transportation Conformity Determination Report for the 1997 Ozone NAAQS through the attached resolution to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **moved by** Gerald Masters, **supported by** Shelly Thompson, to approve the *Genesee: Our County, Our Future* plan and the Transportation Conformity Determination Report for the 1997 Ozone NAAQS.

Motion carried unanimously.

V. Adjournment

Chairperson Johnson adjourned the meeting at 7:17 p.m. and thanked everyone for calling into the meeting.

Respectfully submitted,
Nichole Odette, Secretary
Genesee County Metropolitan Planning Commission

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Zachary Sompels, Planner
Genesee County Metropolitan Planning Commission

DATE: June 17, 2020

SUBJECT: MDOT FY 2022 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 2022 fiscal year. A letter detailing the qualifications for these funds and the criteria by which applications will be judged is enclosed.

In order 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 **Wednesday, June 24, 2020** to ZSompels@co.genesee.mi.us. Applications will be ranked using the MDOT Time-of-Return Analysis. Project applications must be received by MDOT no later than **Wednesday, July 1, 2020** and it is the local agency's responsibility to submit applications to MDOT by this date.

Beginning with FY 2022, project locations that are identified in the Regional Traffic Safety Plan will be given higher priority during MDOT's review of project applications. The Regional Traffic Safety Plan, and other safety resources can be found online at the following link: <http://www.gcmpc.org/safety/>

July and August meetings are typically canceled so the Technical Advisory Committee has recommended to the Metropolitan Alliance that the FY 2022 Safety projects be reviewed and endorsed by the Genesee County Metropolitan Planning Commission staff.

If you need any assistance with selecting safety projects or have questions about the application process, please contact me at (810) 766-6564 or ZSompels@co.genesee.mi.us.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

April 2, 2020

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

Dear Ms. Donohue:

Call for Projects: Fiscal Year 2022 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) 2022 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2022 federal budget apportioned for this program is estimated to be \$15,000,000:

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

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

Local agencies may submit up to three streamlined systemic applications for consideration. There is no limit to the number of HSIP and/or HRRR 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 2022 HSIP safety funds. Selected projects are to be obligated in FY 2022.

All applications must be submitted electronically by midnight on July 1, 2020.

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

Ms. Denise Donohue
Page 2
April 2, 2020

A list of all submitted projects will be posted on the [MDOT LAP Safety](#) website by July 22, 2020. Local Agencies are responsible to verify that their projects have been received and are on the list.

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

Sincerely,

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

Attachments

cc: Mark Lewis, FHWA
Kurt Zachary, FHWA
Mark Dionise, FHWA
John LaMacchia II, MML
Brad Wieferich, MDOT
Eric Mullen, MDOT
Tracie Leix, MDOT
Ryan Doyle, MDOT
Matt Bach, MML
Region Engineers, MDOT
Transportation Service Managers, MDOT
Local Agency Program Listserv Members, MDOT
Metropolitan Planning Organizations
Rural Task Forces

Exhibit 1 –Project Eligibility Requirements

General:

- The applicant must be an Act 51 agency (County, City, Village). Townships and tribes will need to work with their County for submittal.
- All locally owned roadways open to the public are eligible for safety funding regardless 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 K/A crash types.

HRRR Specific Requirements:

- The roadway must be functionally classified as **rural** per the area urban census boundary (AUCB).
- The roadway must have a National Functional Classification of major collector, minor collector or local road.
- Within the most recent five-year time period of available crash data, **at least one crash, resulting in fatalities (K) or incapacitating (A) injuries, has occurred within the proposed project limits. For projects longer than 11 miles in length, multiple such serious crashes have occurred such that there is at least one such crash for every 11 miles of roadway segment.** Proposed projects with higher crash concentrations of 'K' and/or 'A' crashes may receive a higher priority than other projects.
- The proposed project must demonstrate a direct correlation to correct an area related to the fatal or incapacitating injury crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes and are subject to approval by MDOT.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$600,000 per project.

HSIP Specific Requirements:

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

HSIP Streamlined Systemic Specific Requirements:

- Only the following project types may use the Streamlined Systemic Application (see Exhibit 4 for more guidance):
 - Horizontal curve delineation
 - Rumble strips
 - Edgeline pavement markings
 - Signal backplates
 - Countdown pedestrian signals
 - Stop controlled intersection sign upgrades

- Agencies may submit no more than three streamlined systemic applications totals 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.

Exhibit 2 – Financial Goals

Project Type¹	Total Program
Projects with scopes that directly address areas with a concentration of Types "A" and "K" crashes	\$11,000,000
Safety Edge	\$500,000
Non-motorized facility/Pedestrian improvements	\$500,000
High Friction Surface Treatment	\$500,000
Road Safety Audits (RSA)	\$60,000
Guardrail Upgrades and Clear Zone Improvements ³	\$750,000
Safety Funds per MDOT Region	\$500,000

1. A selected project may count towards multiple financial goals.
2. Copies of the Regional (Local) Traffic Safety Plan for your area may be obtained by contacting your Regional Planning Agency or by contacting MDOT at BlazoP@Michigan.gov or at 517-335-2224.
3. 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 percent. Projects may, at MDOT’s discretion, 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 www.michigan.gov/mdot ~ Doing Business ~ Local Agency Program ~ Force Account and Local Agency Reimbursement System (LARS) Information.

- 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.

- Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure inclusion of their project in the area’s Transportation Improvement Program for the fiscal year for which the project was selected. LAP will supply a list of selected projects to the MDOT Planning group, but it is the local agency’s responsibility to ensure these projects are included in the State Transportation Improvement Program.

HRRR specific:

- Construction will be funded at 90 percent federal funds and 10 percent 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 percent federal funds and 20 percent local funds unless it meets one of the categories below. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
 1. 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 percent federal funds and 10 percent local funds.
 2. If it is an approved systemic project (that supports the State Strategic Highway Safety Plan), it will be funded at 90 percent federal funds and 10 percent 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)

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 percent federal funds/50 percent local funds)
 - Proposed scope of work must address the noted location deficiencies reviewed and identified by the LSI Program.
 - A copy of the MDOT LSI written suggestion list must be included with application.

- Traffic Signal Optimization (funded at 80 percent federal funds/20 percent local funds)
 - Must complete a traffic signal optimization study to analyze the timing of signal controllers and implement the revised timings.
 - Signals should be studied to allow for a minimum of one second all red phase and the yellow change interval phase must be evaluated to meet current guidelines.
 - A maximum of \$5,000 total cost will be allowed per signal location for the analysis and adjustment of signal controllers.
 - Signal component upgrades are not permitted under this category.
 - The analysis/study portion of the project will be programmed under a 'PE' Phase with the physical adjustments of timing being programmed under an 'CON' Phase.

- Road Safety Audits (RSAs) (funded at 80 percent federal funds/20 percent 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 for reimbursement.
 - It is anticipated that this work will be completed by a consultant or another agency other than the road owner.

Exhibit 4 – Design Requirements

General:

- Proposed projects must meet current standards and warrants, current Americans with Disabilities Act and Buy America requirements.
- Designed in accordance with MDOT's Guidelines for Geometrics on Local Agency Projects, or in accordance with the current MDOT accepted version of AASHTO *A Policy on Geometric Design of Highways and Streets*. Other commonly used guidelines may be acceptable with prior MDOT approval.
- Traffic signal upgrade projects must install a box span configuration (unless justification is provided) and shall include the installation of signal back plates with reflectorized borders. These projects shall also include overhead mounted street name signs. Note that all work at a MDOT signal should include local TSC concurrence. 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 (i.e.: 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.

HSIP Streamlined Systemic Specific Requirements:

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

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

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

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

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

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

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

- Edgeline pavement marking projects
 - Eligible roadways are those that have never had striped edgelines.
 - Local agencies may elect to use 4 inch or 6-inch edgelines.

- Rumble strip (corrugations) projects
 - Local agencies may install only centerline rumble strips, only shoulder rumble strips, or both centerline and shoulder rumble strips.
 - Centerline rumble strips are typically confined to rural areas with a posted speed limit of 55 mph however they may be installed on lower speed roadways with a history of lane departure crashes.
 - When installing shoulder rumble strips, it is recommended to maintain at least 4 feet of paved shoulder beyond the rumble strip for non-motorized users. Agencies should take into account all modes of users when installing shoulder rumble strips.
 - Shoulder rumble stripes (rumble strips placed within the paint line) are allowable in place of offset shoulder rumble strips.
 - Consideration should be given to the available lane width when installing both centerline and shoulder rumble strips.
 - Sinusoidal rumble strips are allowable.

- 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.
 - 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 **July 1, 2020** using the FY 2022 Electronic Application Submittal form.
 - The FY 2022 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.**
- Applicants will receive an auto-generated email from MDOT-DesignLAP@Michigan.gov acknowledging receipt of the application. Please retain this receipt.
- Applications are reviewed and selected by a committee.
- Additional information for application development can be found at:
 - www.michigan.gov/highwaysafety or link to it from the MDOT Local Agency Safety Program Website.
 - Traffic Crash Data maps per Region (Traffic Crash Data)
 - HSM Calibration Factors/Distribution Values (Safety Links, Traffic Standards and Typicals, Safety Programs, Highway Safety Manual)
 - Safety Guides (Safety Links, Traffic Standards and Typicals, Safety Programs, Safety Guides)
 - 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. Cover Letter
 - Provide a brief overview discussion as to the proposed project, crash pattern that has been experienced, and how the proposed scope of work will remedy the past crash history.
 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.
- 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)

- Include UD-10s for all crashes that are used to compile the TOR. Include only those UD-10 crash reports that relate to the proposed scope of work.
 - The HSM requires all crashes to be input, including animal crashes. UD-10s for animal crashes are NOT to be included with the application.
 - If submitting both a TOR and a HSM analysis, clearly identify the UD-10 reports used in the TOR analysis.
 - Use the most current 3 to 5-year period of available data (**only crashes occurring in 2014 to present can be counted**).
- To provide additional support, the following is 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.
 - 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.
 - Highway Safety Manual Analysis

HSIP Streamlined Systemic Specific Requirements:

- Fill out the Streamlined Systemic Safety Application found online at [MDOT LAP – Safety Program](#).
 - 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.
- Email the PDF copy, along with any supplemental location maps, to MDOT-DesignLAP@michigan.gov.

LOCAL SAFETY (HSIP/HRRR) PROGRAM CALL FOR APPLICATIONS FUNDING YEAR 2022

NOTE TO USERS: Please be sure that all information is correct before submitting your application. Emails to MDOT *cannot exceed 15mb*. Applications received after July 1, 2020 will not be accepted. For assistance, please call (517)335-2224 or (517)335-2744.

Instructions: (This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit documents directly to MDOT-DesignLAP@Michigan.gov.)

1. Complete the required application information below.
2. Click on the PAPERCLIP icon on the toolbar to attach your cover letter, 1627 form, UD-10s, TOR or HSM analysis documentation, maps, engineer's estimate and other supporting documents (or streamlined systemic form).
3. When you have finished, click on SAVE AS to keep a copy for each safety application you are submitting.
4. Click on SUBMIT to email your application to MDOT-DesignLAP@michigan.gov.

APPLICATION INFORMATION (REQUIRED)

Agency Name: _____

Location: _____

Engineer's Estimate: _____

Funding
Template: Pick the application funding template _____

(This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit documents directly to MDOT-DesignLAP@Michigan.gov.)

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: June 17, 2020

SUBJECT: **FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 9 REVISED**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 9. This amendment changes three (3) projects in the FY 2020-2023 TIP.

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

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

At this time, the Technical Advisory Committee is recommending approval for attached Amendment #9 to the FY 2020-2023 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 9

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

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

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

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

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 9**

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
2020	130821	Mass Transportation Authority	Bus Purchase	n/a	Areawide	Purchase of 30' replacement bus with or without lift Van expansion, any size	NI	CM	\$813,656	\$203,414	\$0	\$1,017,070	Change in scope from "30' replacement bus with or without lift", to "van expansion, any size".
2022	207698	Genesee County Road Commission	Perry Road Trail	0.001	Whitetail Dr. to sidewalks west of Gale Rd.	Multi-Use pathway	CON	TAU	\$441,509 \$850,479	\$0	\$790,693 \$1,476,353	\$1,232,202 \$2,326,832	Using available trail funds to increase federal funding for this project.
2020	207637	City of Flint	Robert T. Longway Blvd.	0.5	Chavez Dr. to E. Boulevard Dr.	Road Capital Preventive Maintenance	CON	NH/STU	\$1,000,645 \$760,000	\$0	\$250,161 \$190,000	\$1,250,806 \$950,000	Final engineer's estimate came in under the TIP programmed amount, so the project cost is decreasing.

CM--Congestion Mitigation & Air Quality

NH--National Highway System

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

TAU--Transportation Alternatives Urban Areas > 200k population

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

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

DATE: June 17, 2020

SUBJECT: Air Quality Resolution with Expanded Verbiage

The Genesee: Our County, Our Future plan, which serves as our 2045 Long Range Transportation Plan, was approved at the May Metro meeting. Part of the plan was the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Flint Orphan Maintenance Area, which is our air quality report. The resolution attached to the May plan approval included air quality language, but MDOT has indicated that an additional resolution is needed with expanded air quality verbiage. Please see the attached resolution.

At this time, the Technical Advisory Committee is recommending approval of the attached air quality resolution approving the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Flint Orphan Maintenance Area to the Genesee County Metropolitan Alliance, and the authority for Chairperson Robert Johnson to sign the resolution.

Resolution

**Resolution to Accept the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Flint Orphan Maintenance Area
for the Genesee County Metropolitan Alliance (GCMA)
2045 Metropolitan Transportation Plan and 2020-2023 Transportation Improvement Program**

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standard (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 NAAQSs, referred to as “orphan” areas; and

WHEREAS, in November 2018, the United States Environmental Protection Agency (EPA) promulgated guidance to assist in implementing the court decision in South Coast II, providing the requirements to demonstrate transportation conformity for areas that were “orphan” areas; and;

WHEREAS, the EPA designated the Flint nonattainment area of Genesee and Lapeer counties as a maintenance area for the 1997 ozone NAAQS in May 2007 and attainment in July 2012 for the stricter 2008 ozone NAAQS and in August 2018 for the 2015 ozone NAAQS; and

WHEREAS, the Flint maintenance area is deemed an “orphan” area, and the Genesee County Metropolitan Alliance (GCMA) represents the Genesee County portion of the Flint orphan maintenance area; and

WHEREAS, GCMA is the designated Policy Committee and Metropolitan Planning Organization for Genesee County; and

WHEREAS, the conformity of GCMA’s 2045 Metropolitan Transportation Plan, including the 2020-2023 Transportation Improvement Program (TIP), will be pending approval by the Federal Highway Administration after local action on the conformity report by the GCMA Policy Committee; and

NOW THEREFORE BE IT RESOLVED that the Genesee County Metropolitan Alliance accepts the conclusions of the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Flint orphan maintenance area for the GCMA 2045 Metropolitan Transportation Plan and 2020-2023 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Flint orphan maintenance area demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS to conform to the State Implementation Plan as required by provisions of Title 40 CFR 51.390 and 93, and the South Coast II decision according to EPA’s Transportation Conformity Guidance for the South Coast II Decision, and meets Title 23 CFR 450.

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

Date: June 17, 2020