

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

**Genesee County Administration Building
GCMPC Conference Room
1101 Beach Street, 2nd Floor
Flint, Michigan 48502**

**Thursday, September 5, 2019
1:30 P.M.**

A-G-E-N-D-A

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the July 11, 2019 Regular Meeting (attached)
- IV. Old Business
 - A. 2019 Federal Metropolitan Transportation Planning Certification Review Presentation by Aaron Dawson (attached)
 - B. FY 2020-2023 Transportation Improvement Program (TIP) Update
 - C. FY 2020 Unified Work Program (UWP) Update
 - ***D. MDOT Call for Highway Safety Improvement Safety Program (HSIP) projects, Highway Safety Improvement Program Streamlined Systemic Safety Program Projects, and Call for High Risk Rural Road (HRRR) projects (attached)
 - E. Genesee: Our County, Our Future Plan Update (attached)
- V. New Business
 - A. FY 2020 MDOT Transportation Improvement Program (TIP) Project Planning Guide and National Environmental Policy Act (NEPA) Information (attached)
 - B. Draft Genesee County 2045 Long Range Transportation Plan (LRTP) Capacity Project List (attached)
 - C. Roundabout Implementation Study for Genesee County Intersections Update
- VI. Other Business

VII. Announcements

VIII. Adjournment

***** Action Item**

NEXT MEETING – October 3, 2019 at 1:30 P.M.

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES
July 11, 2019**

The Technical Advisory Committee met at 1:30 p.m. on Thursday, July 11, 2019, in the Conference Room of the Genesee County Metropolitan Planning Commission (GCMPC), 1101 Beach Street, Room 223, Flint, Michigan.

I. **Call to Order** 

Chairperson Markland called the meeting to order at 1:33 p.m.

II. **Roll Call** 

Present: Alex Patsy, Andrea Schroeder, Brad Barrett, Chad Young, Chris Gehringer, Derek Bradshaw, Don Mayle (on phone), Eric Johnston, Larry Green, Lynn Markland, Mark Adas, Mary Ann Price, Michael Pifer, Robert Johnson, Shawnice Dorsey, Tim Elkins and Trevor Block.

Absent/Excused: Aaron Dawson, Adam Zettel, Betty Wideman, Bob Slattery, Bonnie Mathis, Brian Saad, Chris Yeates, Craig Williams, Curtis Armstrong, Dave Miller, David Dorr, Ed Benning, Emily Alexander, Eric Weiderhold, Fred Peivandi, Frederick Thorsby, Gary Stevens, Jay Reithel, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Neil Rankin, Paul Fortino, Sam Stiff, Scott Bennett, Scott Sutter, Sheri Wilkerson, Steven Furh, Steven Katenhus, Teresa Onica, Tom Svrcek, Vicki Fishell, and Wendy Jean-Buhrer.

Others Present: Jason Nordberg, Sharon Gregory, and Debby Compton.

III. **Minutes** 

***A. **Minutes of the June 6, 2019 Regular Meeting**

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Chris Gehringer, to approve the minutes of the June 6, 2019 regular meeting as presented.

Motion carried unanimously.

IV. **Old Business** 

***A. **Approval of the Air Quality Conformity Analysis for the Flint MI Conformity Area (Genesee and Lapeer Counties)**

Sharon Gregory advised that at the last meeting staff presented a draft of the Air Quality Conformity Analysis for the Flint MI Conformity Area. This is the document that makes the determination that the FY 2020-2023 TIP and all its projects are meeting the requirements of the Air Quality Conformity regulations and that the document conforms to the State Implementation Plan (SIP). The document has gone through a thirty-day public comment period from June 2nd through July 2nd

and on July 2nd staff held a public hearing. At this time staff is requesting the Technical Advisory Committee recommend approval to the Metropolitan Alliance for the Air Quality Conformity Analysis for the Flint MI Conformity Area and for the approval of the Metropolitan Alliance chairperson to sign the resolution.

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Chris Gehringer, to recommend approval to the Genesee County Metropolitan Alliance for the Air Quality Conformity Analysis for the Flint MI Conformity Area and for the approval of the Metropolitan Alliance chairperson to sign the resolution.

Motion carried unanimously.

V. **New Business** 

***A. **FY 2020-2023 Metropolitan Transportation Planning Process Self-Certification**

Sharon Gregory stated that whenever staff submits a new Transportation Improvement Program we self-certify that process and that means that the Metropolitan Alliance is acknowledging that we are addressing major transportation issues in Genesee County and that we are doing that in accordance with all the federal regulations. At this time staff is requesting that the Technical Advisory Committee recommend approval of the Self-Certification for the Metropolitan Transportation Planning Process to the Metropolitan Alliance and for the approval of the Metropolitan Alliance chairperson to sign the resolution.

Motion: Action: Approve, **Moved by** Andrea Schroeder, **Supported by** Michael Pifer, to recommend approval to the Genesee County Metropolitan Alliance for the FY 2020-2023 Metropolitan Transportation Planning Process Self-Certification and for the approval of the Metropolitan Alliance chairperson to sign the resolution.

Motion carried unanimously.

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

Sharon Gregory advised that at the last meeting staff presented a draft version of the FY 2020-2023 TIP document. The required thirty-day public comment period began on June 2nd and ran through July 2nd. A public hearing was held on July 2nd. Staff received thirty-eight public comments on the TIP. They have all been responded to and incorporated into the document. The TIP is fiscally constrained, all the projects have gone through Air Quality Conformity Analysis, Environmental Justice Analysis, Environmental Consultation, and they are all approved for the identified funding. At this time, staff is requesting a recommendation of approval to the Genesee County Metropolitan Alliance for the FY 2020-2023 Transportation Improvement Program and for the Metropolitan Alliance chairperson to sign the resolution.

Ms. Gregory summarized the comments. There were thirty-eight comments and fourteen of them were regarding the Flushing roundabout and twenty-four were general comments from people wanting to know what was going on in their neighborhood.

Brad Barrett, City Manager for the City of Flushing, stated that he respects Sharon more and more going through this process and he is very thankful for her assistance through this process.

Motion: Action: Approve, **Moved by** Robert Johnson, **Supported by** Andrea Schroeder, to recommend approval of the FY 2020-2023 Transportation Improvement Program (TIP) Approval to the Genesee County Metropolitan Alliance and for the approval of the Metropolitan Alliance chairperson to sign the resolution.

Motion carried unanimously.

***C. **FY 2017-2020 Transportation Improvement Program (TIP) Amendment #20** 

Sharon Gregory stated that TIP Amendment #20 changes four projects. They are all MDOT projects and one of them is a General Program Account (GPA) and that is changing because of the changes in two of the projects. 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. These projects are eligible for the funding programmed. Staff and the Interagency Work Group (IAWG) have reviewed these projects and have determined that there are exempt from Air Quality Analysis. At this time staff is recommending endorsement of Amendment #20 to the FY 2017-2020 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **Moved by** Chris Gehringer, **Supported by** Andrea Schroeder, to recommend endorsement of Amendment #20 to the FY 2017-2020 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

Derek Bradshaw inquired of MDOT regarding the change from \$115,000 to approximately \$3,173,944 in one of the amendment projects. Is this all Preliminary Engineering (PE)?

Trevor Block stated that it is all PE with hopes of getting additional funding with the new budget. Discussion ensued.

VI. **Other Business** 

None

VII. **Announcements**

Jason Nordberg stated that the Roundabout Study Request for Proposal (RFP) is out right now. In the UWP there is about \$322,000 as a budget for the project. This is an expansion of the Long Range Plan study. The roundabout study will come up with a short list of potential locations for roundabouts. For those roundabouts already built, the consultant will go out and take drone video of peak hour traffic. Before construction drone video will be taken at peak time for intersections planned to be converted in the next few years. This will provide for a good comparison of before and after traffic flow. The RFP is due July 30th.

Jason Nordberg stated that the Lang Range Transportation Plan Call for Projects is out right now. The projects are due July 31st and that is for capacity related through lane projects. Discussion ensued.

Derek Bradshaw announced that the Household Hazardous Waste Recycle Day event that was held on Tuesday, July 9th at Mott Community College received just under 500 vehicles. The Recycle Day event held on Saturday, June 8th at Fenton High School received just over thirteen hundred vehicles.

Derek Bradshaw handed out and displayed the newly completed Water Trail maps for the Flint River. It comes in either a paper guide or a waterproof guide. If someone wants a waterproof one, they have to take a picture in a kayak or canoe in the water and send to staff. This has been a partnership between the Flint River Watershed Coalition, Genesee County Parks and County Planning. Discussion ensued.

Jason Nordberg announced that the August meeting may get cancelled for no actionable agenda items to present. Staff will send an email to the committee if that should happen.

VIII. **Adjournment**

Chairperson Markland adjourned the meeting at 1:59 p. m.

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



**U.S. Department
of Transportation**

June 27, 2019

Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Mr. Robert Johnson, Chairperson
Genesee County Metropolitan Alliance
1101 Beach Street, 3rd Floor
Flint, Michigan 48502

Mr. Todd White, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
425 W Ottawa Street
Lansing, Michigan 48933

Transmittal of Flint Certification Report

In our letter dated May 28, 2019, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certified the planning process for the Flint Transportation Management Area (TMA). The certification was based on the findings from the Federal Certification Review conducted on March 21-22, 2019.

We would like to thank Mr. Derek Bradshaw and his staff for their time and assistance in planning and conducting the review. As referenced in the May 28th correspondence the final report would be forwarded at a later date and is enclosed with this correspondence. The report documents the results of the review and offers 8 recommendations and 2 commendations for continuing quality improvements and enhancements to the planning process. This report has been transmitted concurrently to the MPO, Michigan DOT, and MTA-Flint.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Aaron Dawson at aaron.dawson@dot.gov or (517)702-1829 and Ms. Susan Weber at susan.weber@dot.gov or (312)353-3888.

Sincerely,

**AARON MICHAEL
DAWSON**

Digitally signed by AARON
MICHAEL DAWSON
Date: 2019.06.27 10:56:16 -04'00'

Aaron M. Dawson
Community Planner

For: Russell L. Jorgenson, P.E.
Division Administrator

MGL

Enclosure: Flint Certification Report 2019 FINAL 6-24-19

By e-mail

cc: Don Mayle, MDOT (MayleD@michigan.gov)
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Susan Weber, FTA
Jason Ciavarella, FTA
Aaron Dawson, FHWA
Mark Lewis, FHWA
Mike Ivey, FHWA
Russ Jorgenson, FHWA
Ted Burch, FHWA

File Directory: O:\FHWA Records\TRAP Transportation Planning\TRAP 19 Metropolitan Planning Organizations (MPO)

File Name: Joint FTA-FHWA Flint Certification Review Report

Transmittal_AMD_06272019.docx



Federal Highway
Administration

Federal Transit
Administration

Metropolitan Transportation Planning Certification Review

for the

Flint, Michigan
Transportation Management Area

Genesee County Metropolitan
Planning Commission (GCMPC)

Final Report Issued
June 2019

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Acronyms

CFR	Code of Federal Regulations	MTA	Metropolitan Transit Authority
CMP	Congestion Management Process	MTP	Metropolitan Transportation Plan
EJ	Environmental Justice	NPRM	Notice of Proposed Rule Making
FAST Act	Fixing America’s Surface Transportation Act	PBPP	Performance-Based Planning and Programming
FHWA	Federal Highway Administration	PPP	Public Participation Plan
FTA	Federal Transit Administration	SHSP	Strategic Highway Safety Plan
GCMA	Genesee County Metropolitan Alliance	STIP	Statewide Transportation Improvement Program
GCPMC	Genesee County Metropolitan Planning Commission	SUTA	Statewide Urban Travel Analysis section (MDOT)
MAP-21	Moving Ahead for Progress in the 21st Century Act	TIP	Transportation Improvement Program
MDOT	Michigan Department of Transportation	TMA	Transportation Management Area
MOA	Memorandum of Agreement	TSC	Transportation Service Center (MDOT)
MOU	Memorandum of Understanding	UPWP	Unified Planning Work Program
MPA	Metropolitan Planning Area	USC	United States Code (law)
MPO	Metropolitan Planning Organization –urbanized area with greater than 50,000 population	VMT	Vehicle Miles Traveled

Preface

“The Secretary shall ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law.”

[23 U.S.C. 134(k)(5)(A)(i) and 49 U.S.C. 5303(k)(5)(A)(i)(e)]

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in a transportation management area (TMA) at least every four years. In general, the reviews consist of three primary activities: a desk review of planning products (in advance of the on-site review), an on-site review, and creation of a report that summarizes the review and offers findings. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. The certification review is not just a review of the metropolitan planning organization (MPO) staff; rather, it’s a review of the planning process conducted by all member agencies—local road agencies, State, and transit operators—charged with cooperatively carrying out the planning process on a daily basis. The review focuses on compliance with the Code of Federal Regulations (CFR), challenges, successes, and experiences of the cooperative relationship between the MPO, the State, and transit operators as they conduct the metropolitan transportation planning process.

The certification review process is only one of several methods used to assess the quality of a local metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other intermediate activities provide opportunities for this type of review and comment, including reviewing the unified planning work program (UPWP), the metropolitan transportation plan (MTP), metropolitan transportation improvement program (TIP), air-quality conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both the FHWA and FTA an opportunity to comment on the planning process. The results of these other processes are considered in the certification review process.

Executive Summary

Genesee County Metropolitan Planning Commission 2019 Certification Review

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly reviewed and evaluated the transportation planning process for the Genesee County Metropolitan Planning Commission (GCMPC) in March 2019 to ensure the planning requirements of 23 U.S.C.134 and 49 U.S.C. 5303 are being satisfactorily achieved. This certification review assessed the transportation planning products and processes conducted by GCMPC, the transit agency (MTA – Mass Transportation Authority), and MDOT. The certification review consisted of a desk audit, a public meeting with a 30-day comment period, an on-site review March 21-22, a discussion with Policy and Technical Committee members, and the development of this certification review report.

Based on FHWA and FTA’s routine stewardship and oversight, information collected through public participation, the desk audit, and the on-site visit, the FHWA and the FTA certify the transportation planning process for the Flint urbanized area meets the requirements of Federal law. This review report identifies:

- 2 commendations,
- 8 recommendations, and
- 0 corrective actions.

These commendations and recommendations are described in the individual topic sections and summarized below.

Summary of GCMPC 2019 Certification Review Findings

Commendation 1: Regional Partnerships

GCMPC and MTA are commended on their work together and for the greater region. As detailed in the Transit Planning section of this report, the exemplary partnerships and working relationships of the MTA with so many different public and private organizations lead to this commendation. These partnerships articulate and bring to life the 3 C’s of planning process as it is comprehensive, cooperative, and continuous.

Commendation 2: TIP Public Involvement and Online Tools

GCMPC is commended for the use of advanced online tools for communicating TIP information and receiving comments on TIP projects. The use of story maps (<https://communityremarks.com/genesee/>) is an easy to understand and effective method of relaying TIP project information to the public.

Recommendation 1: Agreements

It is recommended GCMPC, MDOT, and MTA review the four agreements from 2010 and 2013. GCMPC staff with applicable partners should review the content of the agreements. This review would include looking at factual information, regulatory citations, and whether the agreements still accurately describe roles and responsibilities. Having current staff review and sign the agreements would be beneficial, even if no significant changes are needed.

Recommendation 2: Travel Demand Model

With the addition of so many new features to the regional model, these new capabilities and examples of their potential uses should be presented to GCMA committee members. This will help increase awareness of these tools and the analyses options available to committee members. Similarly, the MPO is encouraged to utilize travel demand model features to conduct an accessibility analysis as part of the development of the 2045 MTP.

Recommendation 3: Performance Measure Report and Dashboard

It is recommended GCMPC add a new technical section to the 2045 MTP to address the system performance report requirement. The MPO is encouraged to utilize national performance measures to help define MTP goals and objectives and tie these to MTP project selection. Also, summary performance measure information (including historical performance and targets) should be easily accessible and prominently featured on the GCMPC website.

Recommendation 4: MDOT Project Selection Transparency

It is recommended that MDOT Region Planning staff and MPO work cooperatively to develop a project list beyond the MDOT 5-year program. Consider the inclusion of operational or anticipated resurfacing/rehabilitation projects as identified through Asset Management programs in an illustrative list of projects for the MTP.

Recommendation 5: TIP Project Selection Process

It is recommended that GCMPC include the project selection criteria and applications as an appendix to the TIP document. It is further recommended the MPO demonstrate how the TIP project selection and prioritization process is linked to performance measures and to the goals and objectives of the MTP. This information is integral for public and local agency understanding of how projects are selected for inclusion in the TIP.

Recommendation 6: MPO Website TIP Accessibility and Performance Information

It is recommended that the GCMPC website be updated to provide access to the most current TIP project list. The TIP document is currently difficult to find on the website and should be moved to a more prominent location. It is further recommended that TIP information and dashboards related to the current performance measures be available online as well.

Recommendation 7: Public Participation Plan

It is recommended for future PPP updates GCMA better capture the breadth of outreach activities the MPO already uses, especially those geared towards reaching EJ populations. In addition to information within the text of the document, the PPP would benefit from a table which clearly identifies the key milestones for planning documents, comment period durations, advance notice timelines, response timelines, and highlight the innovative methods used to submit/collect comments.

Recommendation 8: MTP Environmental Justice Analysis

It is recommended GCMPC expand the MTP environmental justice analysis to include regional measures such as accessibility to opportunities (e.g. employment, education, health care, etc.). This analysis will give a comparative assessment of the benefits and burdens across the spectrum of populations, assuming implementation of the MTP and TIP.

Introduction

Purpose

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required by law to jointly review and evaluate the transportation planning process for each transportation management area (TMA) at least every four years. The certification review process helps ensure that the planning requirements of 23 U.S.C.134 and 49 U.S.C. 5303 are being satisfactorily achieved.

Methodology

This certification review consisted of a/an:

- Desk audit, conducted by the federal review team prior to the on-site visit,
- Discussion with Policy and Technical Committee members, conducted March 21st,
- Public meeting conducted March 20th with public comment period open through April 20th,
- On-site review, conducted March 21-22, 2019, and
- Documentation of findings, developed from formal review and routine oversight, in a certification report.

Scope

A certification review is an assessment of the transportation planning products and processes conducted by the MPO, transit agencies, and MDOT who are charged with cooperatively carrying out the required transportation planning process. Topics covered at this on-site visit were:

- I. Study Organization, Metropolitan Planning Boundary (MPA), Agreements and Contracts,
- II. Metropolitan Transportation Plan (MTP),
- III. Unified Planning Work Program (UPWP),
- IV. Transit Planning,
- V. Transportation Improvement Program (TIP),
- VI. Public Participation Plan (PPP) and Consultation,
- VII. Environmental Justice (EJ) and Title VI.

Certification Report and Findings

For each topic reviewed at the on-site review, this report documents the current status, findings, and regulatory basis. Each section of the report contains:

- **Current Status** – Defines what the Transportation Management Area (TMA) is currently doing concerning each planning topic.
- **Findings** – Statements of fact defining the conditions found during FHWA and FTA’s routine stewardship and oversight as well as with information collected through public participation, the desk audit, and the on-site visit provide the primary basis for findings. Findings of the planning process include:
 - **Commendation** – A process or practice demonstrating noteworthy procedures for implementing the planning requirements.
 - **Recommendation** – Ideas for improvement to processes and practices, though there is no Federal mandate.
 - **Corrective Action** – Indicates a serious situation failing to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is change that brings the metropolitan planning process into compliance with a planning statute or

regulation; failure to respond by the identified date will likely result in a more restrictive certification.

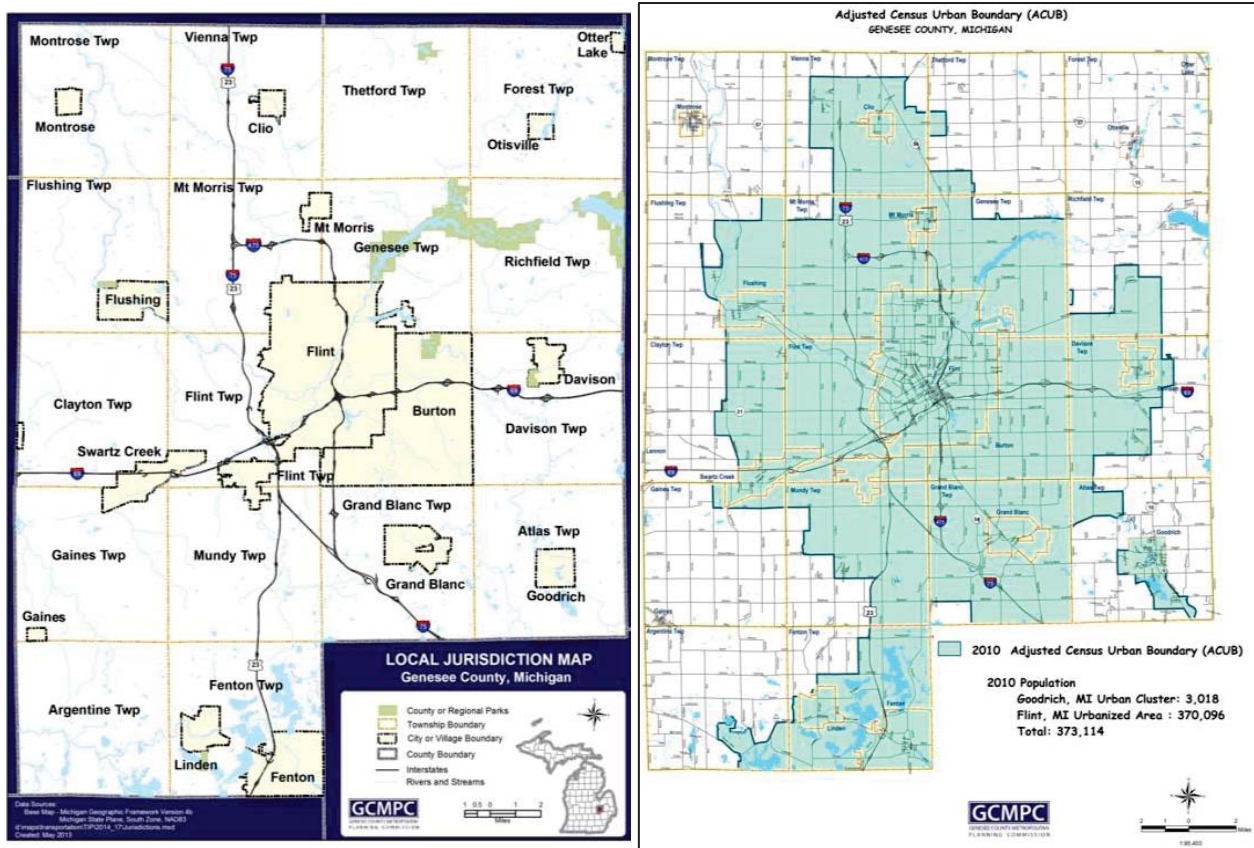
- **Regulatory Basis** – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR).

I. Study Organization, Metropolitan Planning Boundary (MPA), Agreements and Contracts

Current Status

The Genesee County Metropolitan Alliance (GCMA) was designated as the metropolitan planning organization (MPO) for the Flint urbanized area in 1993. Staff for GCMA is hosted and employed by one of its member agencies, the Genesee County Metropolitan Planning Commission (GCMPC), which has been coordinating transportation planning activities for Genesee County since 1963. GCMA represents 33 local units of government within Genesee County, which has a 2010 Census population of 425,790. GCMA by-laws were updated on October 15, 2014. For the purposes of transportation planning, GCMA has four designated subcommittees: the Technical Advisory Committee, Transportation Systems Management Committee, Model Development Committee, and the Long Range Transportation Plan Steering Committee.

GCMA’s metropolitan planning area encompasses all of Genesee County. The adjusted Census urban boundary does extend to the south beyond the county boundary, into Oakland County and Livingston County, hence the need for an agreement with SEMCOG.



There are six agreements in place related to the Flint regional transportation planning process managed by GCMPC staff. They include:

- 2010 MOA which establishes GCMPC as staff to the MPO.
- 2010 MOA between GCMA and MTA which outlines 5303 funds cooperation.
- 2010 MPA between GCMA and MDOT which outlines regional modeling responsibilities.
- 2013 MOA between GCMA, SEMCOG, and MDOT regarding the adjusted census urbanized boundary and Goodrich.
- 2017 Master agreement between GCMA and MDOT which outlines financial responsibilities; covers period from 10/1/17 to 9/30/20.
- 2018 MOU between GCMPC, MTA, and MDOT which outlines the metropolitan transportation planning responsibilities including performance measures.

Findings

There have been no significant changes in committee structure since the last certification review. There have been no updates to GCMA bylaws. The composition of the GCMA board is appropriate and representative of the transportation officials required by regulation.

No findings regarding the planning area were made. GCMA has no intention of modifying the metropolitan planning area with the next census unless unexpected changes in the urbanized area occur.

Recommendation 1: Agreements

It is recommended GCMPC, MDOT, and MTA review the four agreements from 2010 and 2013. GCMPC staff with applicable partners should review the content of the agreements. This review would include looking at factual information, regulatory citations, and whether the agreements still accurately describe roles and responsibilities. Having current staff review and sign the agreements would be beneficial, even if no significant changes are needed.

Regulatory Basis

23 CFR 450.310(d) sets forth the requirements for TMA structure. The decision-making board of a TMA must consist of: Local elected officials, Officials of public agencies that administer or operate major modes of transportation in the metropolitan area (including providers of public transportation), and appropriate state officials.

Federal regulations relating to planning area boundaries are found in 23 CFR 450.312.

Agreements are covered at length in 23 CFR 450.314, “Metropolitan planning agreements”. Federal regulations broadly state that agreements are needed but do not specify an exact inventory of which agreements shall be in place. Key portions of the Federal regulations are directed at the MPO, the State, and the providers of public transportation and direct them as follows:

- “...shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.”
- “...should periodically review and update the agreement, as appropriate, to reflect effective changes.”
- “...shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data...”

II. Metropolitan Transportation Plan (MTP)

Current Status

GCMA adopted the current 2040 Long Range Transportation Plan (LRTP) in January 2015. This plan is not required to be updated until January 2020. GCMPC staff is currently developing the next iteration of the MTP, “Genesee, Our County, Our Future.”

The Flint area was one of 12 areas identified in Michigan, as were numerous other areas across the country, required to demonstrate conformity to the 1997 ozone standard, as a result of a court case decided in February 2018 (South Coast Air Quality Management District v. EPA). Prior to this requirement, the region did not need to demonstrate conformity for six years.

The development of the 2040 MTP conformity analysis document was led by MDOT, with GCMPC staff managing the Interagency Work Group (IAWG) meetings and providing supporting modeling information as inputs to the air quality modeling software MOVES. The IAWG committee is made up of air quality professionals from several federal, state and local agencies. The GCMPC staff is comfortable performing an air quality conformity analysis and managing the IAWG meetings despite these requirements not being a part of their required tasks in recent years.

GCMPC has added new features to their travel demand model since their last certification review. These include a new 2014 base year, the addition of a peak-period model, added truck and transit model components, updated speed and capacity functions, inclusion of auxiliary lanes for merging, compatibility with MOVES, and the addition of performance measure outputs. Staff indicated the new features will be used to perform an accessibility analysis with the development of the next MTP. There is an established Model Development Committee which is part of the committee structure of GCMA and is responsible for oversight of the travel demand model development. This subcommittee is made up of members from the Technical Advisory Committee (TAC)

The current congestion management process (CMP) for the Flint region was developed in 2015, as part of their 2040 Metropolitan Transportation Plan (MTP). Staff uses the region’s travel demand model for initially identifying deficiencies and then screening potential projects with their CMP. GCMPC defines their CMP as “...a tool used by road and transit agencies to determine what level of capacity improvement is most suitable for a corridor and uses data from the Genesee County Travel Demand Model to analyze the submitted capacity improvement projects included in this document.” Staff is currently developing a new CMP which will incorporate improved speed data and hot spot analysis related to crash data. MDOT is assisting with the collection speed data. The new CMP is anticipated to be complete in 2020, to coincide with the development of the 2045 MTP.

The MPO requires a CMP checklist and application be completed by the requesting agency for potential projects to be included in the region’s MTP. Four scenarios are considered among the projects submitted: no-build, signal timing, adding a center turn lane, and funding all submitted projects at one time. The result of this scenario testing is used to develop a prioritized list of CMP projects.

Questions within the CMP application related to operations and ITS include:

- Have the traffic signals along the corridor been timed for optimal traffic flow?
- Have Intelligent Transportation Systems been implemented along the corridor to help address accidents and other non-recurring congestion?

System-wide performance measures relating to LOS, VMT, delay, emissions, and transit ridership and accessibility were also included in the 2040 CMP.

GCMA has a currently adopted 2014 regional non-motorized plan, which is a technical report section of the current MTP. GCMPC has administered a comprehensive non-motorized count program for the county since March of 2017. The non-motorized count data is used for the MDOT regional non-motorized plan in addition to MPO planning processes. The current plan identifies preferred corridors with suggested improvement types. These improvements are then prioritized in bands of 10 years (short, mid-term, and long-term). The document includes recreational water trails, suggested design considerations, funding mechanisms, and trail resources.

GCMA has an intermodal freight technical report as a section of the LRTP. This report includes information on trucking, aviation, rail, and marine modes of freight shipping. There are also sections dedicated to international trade and shipper surveys. The technical report contains estimated freight flows and performance indicators.

Currently, the MPO is not required to have a system performance report component to the MTP.

Amendments to the MTP are generally rare and project specific. There have been two amendments to the current LRTP to date, both to add projects with significant impacts to fiscal constraint and system capacity.

Findings

There were no air quality requirement findings. GCMPC staff and MDOT worked cooperatively to develop the most recent conformity analysis.

There were no findings related to the congestion management process, operations, freight planning, financial planning, or the MTP project list.

Non-motorized project funding was a key topic at the public meeting. Many of the attendees felt non-motorized projects were not being funded at appropriate levels. The GCMA explained it is difficult to secure local match funding and maintenance agreements for non-motorized infrastructure from member jurisdictions. The current non-motorized plan is comprehensive and meets the requirements for multi-modal planning in the LRTP.

Unless there is a need to amend the 2040 plan, the MPO is not required to add a system performance report to the LRTP until the adoption of the 2045 LRTP.

Recommendation 2: Travel Demand Model

With the addition of so many new features to the regional model, these new capabilities and examples of their potential uses should be presented to GCMA committee members. This will help increase awareness of these tools and the analyses options available to committee members. Similarly, the MPO is encouraged to utilize travel demand model features to conduct an accessibility analysis as part of the development of the 2045 MTP.

Recommendation 3: Performance Measure Report and Dashboard

It is recommended GCMPC add a new technical section to the 2045 MTP to address the system performance report requirement. The MPO is encouraged to utilize national performance measures to help define MTP goals and objectives and tie these to MTP project selection. Also, summary performance measure information (including historical performance and targets) should be easily accessible and prominently featured on the GCMPC website.

Recommendation 4: MDOT Project Selection Transparency

It is recommended that MDOT Region Planning staff and MPO work cooperatively to develop a project list beyond the MDOT 5-year program. Consider the inclusion of operational or anticipated resurfacing/rehabilitation projects as identified through Asset Management programs in an illustrative list of projects for the MTP.

Resources available for developing the MTP:

- MTP Goals and Performance Measures – <https://www.fhwa.dot.gov/tpm/noteworthy/ohio.pdf>
- Planworks – <https://fhwaapps.fhwa.dot.gov/planworks/DecisionGuide?phaseId=1>
- Scenario Planning – https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/index.cfm
- Transportation Conformity – https://www.fhwa.dot.gov/environment/air_quality/conformity/2017_guide/
- Bike Network Mapping Idea book – https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/bikemap_book/

Regulatory Basis

23 CFR 450.324 sets forth requirements for the development and content of the Metropolitan Transportation Plan (MTP), a key product of the metropolitan transportation planning process.

III. Unified Planning Work Program (UPWP)

Current Status

At the time of the on-site review, GCMA had adopted the current 2019 UPWP on March 19, 2018. The document lists the major transportation issues facing the MPO and a list of work priorities. The major work tasks listed in the UWP are:

- Data Management
- Transportation System Management (TSM) Planning
- Long Range Transportation Planning
- Planning Support

The report also contains information on indirect cost estimates, labor estimates, and work flow charts.

Findings

The UPWP sufficiently details which entity is responsible for performing what work, the resulting products, proposed funding levels by work task, and a summary financial table with total amounts and sources for matching funds. There are no recommendations or corrective actions.

Regulatory Basis

Both 23 CFR 450.308 and 23 CFR 420.111 both set forth the requirements for the development and content of the Unified Planning Work Program (UPWP), which is required for the use of Federal Planning funds.

IV. Transit Planning

Current Status

The Mass Transportation Authority (MTA-Flint) is the primary transit provider, providing transit and paratransit service in the Flint urbanized area. MTA Flint operates traditional fixed-route bus service, demand-response services for low-income, elderly and disabled passengers. MTA Flint is also the designated recipient for FTA formula funding in the region. MTA Flint continues to improve route and funding gaps by applying for and receiving discretionary funding through the Federal Transit Administration.

Findings

GCMPC staff and Flint MTA have a very good working relationship. There is coordination and the MTA have a ‘seat at the table’ in the development of the plans and has a representative on the MPO board. Currently the MTA is the chair of the TAC and attends monthly METRO Metropolitan Alliance Committee Meetings, the Policy Committee meetings of the MPO. MTA has input on making decisions on TIP projects and are fully engaged in the conversations and debates.

The review Team was given a tour by MTA, where we:

- Saw the administrative and maintenance facility, and learned MTA has a vehicle in service with over one million miles.
- Saw the remote CNG fueling facility that adds efficiency to the service as well as offering the public an opportunity to use the CNG station.
- Visited the MTA Technology Center, including the Rides to the Wellness hub located at the repurposed former Baker College Facility.

In addition, the Federal Review Team looked at Regional Models of Cooperation (RMOC) concerns and coordination among agencies in the transportation planning process across jurisdictional boundaries associated with the delivery of public transportation service. The level of regional cooperation



has been observed by the FTA Acting Administrator as well. Partnerships have existed and have been strengthened and grown from the Flint water crisis of 2016, including Rides to Wellness. Rides to Wellness is a comprehensive non-emergency medical transportation program that provides mobility

management, door-to-door service, and same day service to riders going to medical or other health and wellness-related appointments outside the normal fixed route bus. Using cutting-edge technology and a ride-hailing-like model, Rides to Wellness is provided through service agreements with local agencies and medical providers including Genesee Health Plan, American Cancer Society and the Michigan Department of Health and Human Services (DHHS). DHHS is a great partner and has done outstanding collaboration with MTA to meet the needs of our community for many years, especially with the water crisis issues.

MTA's Rides to Wellness program includes:

- Same Day Service (30 minutes for ride pick-up)
- Person-centered trip planning
- Travel training
- IT applications to improve customer's experience for scheduling and trip arrival notifications
- Door-through-door service for customers needing special care
- Connected Trips
- Dedicated, trained staff and drivers to provide health and wellness-related transportation
- Wheelchair vehicles
- Car Seats provided by MTA for families with kids

MTA has partnered with the Genesee County Department of Veterans Services to provide free door-to-door, same-day or pre-scheduled transportation to qualifying veterans and a caregiver, known as Vets to Wellness. This has been expanded with a \$600k grant the MTA received from MDOT's \$8 Million Michigan Mobility Challenge (MMC) in September 2018. The MMC is an initiative to use technology and innovation to address core mobility gaps for seniors, persons with disabilities, and veterans across the state. MTA is partnering with the Shiawassee Area Transit Agency, the Greater Lapeer Transit Authority, Kevadiya Inc., and several veterans-serving organizations to provide health and wellness transportation to the veteran communities throughout the region.

Other partnerships to highlight include the following:

Elderly and Disabled: MTA has a Local Advisory Council (LAC) for the Elderly and Disabled and are great partners include: GCMPC, the Valley Area Agency on Aging, the Michigan Bureau of Service for Blind Persons, the Vocational Independence Program and Jewish Community Services.

Genesys PACE (Program for All Inclusive Care for the Elderly): provides medical and social care for frail adults who have multiple medical conditions and are Medicaid/Medicare dual eligible. PACE seeks to reduce emergency room visits by taking a comprehensive, proactive approach. Through a contractual agreement with PACE, MTA provides all transportation services to program participants. MTA is one of the only public transportation providers used in 38 states – most PACE programs use private services.

Private/Public partnership: MTA has a private/public partnership with Consumers. MTA has a Compressed Natural Gas (CNG) fueling station that Consumers built on our site that the public uses on one side and MTA fuels our Alternative Fuel vehicles that run on CNG. It takes a third of the time to fuel our vehicles with this new station.

Public Transit Service: MTA collaborates and have Inter Local Agreements and to help with sharing resources (staff expertise, storage, painting vehicles, etc.) with the Transportation Agencies in Saginaw (STARS), Greater Lapeer Transportation Authority (GLTA) and Shiawassee Area Transportation Authority (SATA). MTA also provides numerous work trips in Livingston, Oakland,

Lapeer and Saginaw counties. MTA works with major employers to provide this service including The Great Lakes Crossing Mall, Lapeer Plastics, Peckham, Meijer, Morley's, Tribar and many others.

Emergencies: MTA assists the local Fire and Police department and Red Cross during emergencies. Involvement includes serving as warming stations and have assisted in evacuation of Senior Homes and other locations due to fires or other emergencies.

Other Partnerships: In addition, MTA works with many organizations such as United Way, Catholic Charities, My Brother's Keeper and others to assist people that are in need.

These types of partnerships include transportation as part of the holistic approach to improving healthcare outcomes in communities and are very important because of these national trends:

- As of 2014, there are 76.4 million baby boomers in United States
- 10,000 people turning 65 every day for next 17 years
- People are living longer, but with more medical issues and/or a disability
- Reliable transportation to medical appointments is critical to improved health and reduced health disparities

Commendation 1: Regional Partnerships

GCMPC and MTA are commended on their work together and for the greater region. As detailed in the Transit Planning section of this report, the exemplary partnerships and working relationships of the MTA with so many different public and private organizations lead to this commendation. These partnerships articulate and bring to life the 3 C's of planning process as it is comprehensive, cooperative, and continuous.

Resources available for Transit Planning:

- Coordinated Mobility Plan:
<https://static1.squarespace.com/static/59dce13bb1ffb65b4d405588/t/5b2003ae2b6a28ecc4a668d5/1528824768901/Region+4+Transit+Study+Final+Report.pdf>
- Metropolitan Planning Organization Responsibilities for the Transit Asset Management Rule FAQs to learn more about performance-based planning for transit:
<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities>
- Performance-Based Planning Resources:
<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/performance-based-planning-resources>

Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

V. Transportation Improvement Program (TIP)

Current Status

The current FY 2017-2020 TIP was adopted by the GCMA on June 15, 2016 and approved by FHWA and FTA on September 28, 2016. The full TIP document is available on the GCMPC website along with notices for any proposed amendments. The GCMA TIP represents the priorities of the State, counties, cities, and other transportation agencies for implementing the MPO's 2040 Metropolitan Transportation Plan. The TIP lists all transportation projects receiving Federal funding in the MPO area and all regionally significant projects regardless of how they are funded. The FY 2017–2020 TIP is fiscally-constrained with reasonable revenue forecasts cooperatively developed by GCMPC, MDOT, FTA and FHWA through the Financial Working Group of the Michigan Transportation Planning Association. The required performance targets to date have been included in the TIP document and were approved by FHWA on July 24, 2018.

GCMPC uses several different applications for funding projects in the TIP, separating projects by general work type: preservation and reconstruction, roadway expansion, transit, congestion management and air quality, and transportation alternatives. There are several different resources listed on the website, which are then used in the scoring process for the submitted applications.

Proposed amendments to the TIP are posted on the GCMPC website and sent to a mailing list of over 1400 individuals and groups for public review. Social media postings are used as well.

The TIP is required by regulation to show the anticipated impact of selected projects on performance measures. At the time of the on-site review, all required TIP performance measure information was reviewed and approved as an amendment to the TIP by FHWA and FTA.

Findings

The FY 2017-2020 TIP document has been found to be substantially in compliance with the requirements of 23 CFR 450.326. GCMPC has a robust and detailed project selection process. The application packets for the various programs are available for member jurisdictions to apply for funding are on the website. The TIP document does not include the criteria for selection of projects, and the MPO does not keep minutes for project selection meetings. GCMPC uses “story maps” to communicate TIP projects to the public and receive public comments. The MPO uses face to face meetings with local road agencies to ensure that TIP amendments are accurate and that all available funding is utilized. The MPO did not have a current, amended list of projects available on the MPO website and the approved safety performance chapter for the TIP was not available online at the time of the on-site review.

Commendation 2: TIP Public Involvement and Online Tools

GCMPC is commended for the use of advanced online tools for communicating TIP information and receiving comments on TIP projects. The use of story maps (<https://communityremarks.com/genesee/>) is an easy to understand and effective method of relaying TIP project information to the public.

Recommendation 5: TIP Project Selection Process

It is recommended that GCMPC include the project selection criteria and applications as an appendix to the TIP document. It is further recommended the MPO demonstrate how the TIP project selection and prioritization process is linked to performance measures and to the goals and objectives of the MTP. This information is integral for public and local agency understanding of how projects are selected for inclusion in the TIP.

Recommendation 6: MPO Website TIP Accessibility and Performance Information

It is recommended that the GCMPC website be updated to provide access to the most current TIP project list. The TIP document is currently difficult to find on the website and should be moved to a more prominent location. It is further recommended that TIP information and dashboards related to the current performance measures be available online as well.

Regulatory Basis

23 CFR 450.326 sets forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP) that is consistent with the MTP and is financially constrained. The TIP must cover at least a four-year horizon and be updated at least every four years. Additionally, the TIP must list all projects in sufficient detail outlined in the regulations and reflect public involvement. The TIP should identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs.

23 CFR 450.326(c-d) sets forth the requirements related to performance measures in the TIP. The TIP must include a description of the anticipated effect of the TIP toward achieving the performance targets of the MTP. The TIP must also be designed such that, once implemented, it makes progress toward achieving the performance targets of the MPO.

VI. Public Participation Plan (PPP) and Consultation

Current Status

The GCMA Public Participation Plan (PPP) is effective as of February 2019. The 2040 MTP and 2017-2020 TIP were developed using the older PPP (November 2010 version). The PPP is reviewed by GCMA staff and an evaluation of the effectiveness of the public participation process is conducted at the onset of each MTP update. GCMA's public participation efforts are periodically reviewed by the Public Participation Review Committee to determine which efforts are successful and to offer suggestions to improve outreach and reduce barriers to local public participation. In September 2016, staff conducted a 10-question survey of their public participation process in preparation for the update to their PPP.

Since the last Certification Review, the MPO has added a variety of tools to their outreach repertoire. They now post public service announcements on social media outlets including Facebook and Twitter, occasionally including sponsored posts. The 2017-2020 TIP included an ESRI based story map that showed the transportation projects, their cost breakdown, scheduled obligation, jurisdiction, and a representative photograph of each project location. A "Beautification contest" was added in 2018 to encourage communities to promote the MTP survey effort on behalf of the MPO. The three communities with the highest percentage of residents who completed the survey won a \$2,000 beautification grant. The 2045 MTP has its own website with an interactive map called Community Remarks where comments can be added at different geographies and future project locations are depicted. The comments received can then be shared with local agencies to help generate project lists. The MPO intends to augment their consultation process for the 2045 MTP to include consultation resources and contacts collected for state and federal agencies.

Findings

GCMPC staff put extra effort into developing public participation processes that serve both the general population and EJ populations. The MPO staff does an excellent job collecting and responding to comments received. It was noted that MDOT requests ideas from the MPO for how best to engage the public for project-level public engagement on DOT projects. The MPO can generate lists of parcels adjacent to projects and even conduct targeted mailings themselves, on behalf of the road agency. The MPO continues to use a variety of alternative engagement procedures for the development of their primary planning documents including reaching out to the public by attending local events and initiating contests to stimulate interest, in addition to traditional public meetings.

The Public Participation Plan approved in February 2019 does not fully capture the breadth of public participation efforts used by the MPO. For example, the document could describe the EJ outreach strategies not currently included in the PPP such as sending project specific postcards to EJ households and access to core services modelling. In addition to information within the text of the document, the PPP would benefit from a table that clearly identifies the key milestones for planning documents, comment period durations, advance notice timelines, response timelines, and highlight the innovative methods used to submit/collect comments.

Recommendation 7: Public Participation Plan

It is recommended for future PPP updates GCMA better capture the breadth of outreach activities the MPO already uses, especially those geared towards reaching EJ populations. In addition to information within the text of the document, the PPP would benefit from a table which clearly identifies the key milestones for planning documents, comment period durations, advance notice timelines, response timelines, and highlight the innovative methods used to submit/collect comments.

Regulatory Basis

23 CFR 450.316 sets forth the requirements for public involvement. Public involvement is also addressed in connection with the MTP in 450.324(g)(1)(2), (i), and (j) and with the TIP in 450.326(b).

Title VI and the Executive Order 12898 for Environmental Justice provide further considerations by ensuring that federally funded policies and programs do not subject minority population or low-income populations to disproportionately high and adverse human health or environmental impacts.

Resources available for Public Participation Planning:

- [Incorporating Qualitative Data in the Planning Process](#): Improving Project Delivery and Outcomes
- [NCHRP Report 710](#) – Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making

VII. Environmental Justice (EJ) and Title VI

Current Status

The current 2040 MTP contains an Environmental Justice (EJ) technical report which defines EJ principles and uses those principles to analyze whether GCMPC has adequately addressed EJ. The MPO used standard methodology to develop threshold percentages for each of the minority groups and for low income populations that compared the levels of these population groups by 2010 Block Group to the average levels for Genesee county. Maps based on the 2010 Census information were developed for each of the identified population groups and the 2040 MTP projects by primary work-type were overlaid with proposed projects. A visual comparison to the proposed projects was made and it was determined that there are no disproportionate impacts or benefits to transportation improvements. The current Title VI Plan has been adopted in cooperation with MDOT since 2013.

Findings

Recommendation 8: MTP Environmental Justice Analysis

It is recommended GCMPC expand the MTP environmental justice analysis to include regional measures such as accessibility to opportunities (e.g. employment, education, health care, etc.). This analysis will give a comparative assessment of the benefits and burdens across the spectrum of populations, assuming implementation of the MTP and TIP.

The Title VI Plan has been found to be in good standing and there are no recommendations.

Environmental Justice Resources:

- Grand Valley Metropolitan Council Accessibility Analysis - <https://www.gvmc.org/enviormental-justice>
- Environmental Review Toolkit – https://www.environment.fhwa.dot.gov/projdev/env_just.asp
- FHWA EJ Reference Guide – https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/index.cfm

Regulatory Basis

Executive Order #12898 directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations.

23 CFR 450.316(a)(1)(vii), requires that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Appendix A: Certification Review Notification Letter



U.S. Department
of Transportation

February 6, 2019

Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Mr. Robert Johnson, Chairperson
Genesee County Metropolitan Alliance
1101 Beach Street, 3rd Floor
Flint, Michigan 48502

Mr. Todd White, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
425 W Ottawa Street
Lansing, Michigan 48933

Dear Mr. Johnson and Mr. White:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for the Flint metropolitan area on March 21-22, 2019. These dates were selected in consultation with your staff. The review will begin on the morning of March 21, 2019 and will look at the cooperative planning process as conducted by the State, public transportation operators, and the local governments in the area. You and all participants in the planning process are welcome to attend the review.

The Fixing America's Surface Transportation Act (FAST) continues the requirement for Certification of the transportation planning process in urbanized areas over 200,000 in population once every four years. Certification Reviews are conducted with the objective of evaluating the transportation planning process. Consequently, we will not be conducting a pass/fail review, but rather we intend to highlight good practices, exchange information, and identify opportunities for improvement. The Certification process will rely extensively on knowledge gained throughout the year from routine contact with the planning process in the area, as well as the scheduled Certification Review meeting. The specific focal points for the Certification Review meeting include, but are not limited to:

- Status of Recommendations from the previous Certification Review
- Transportation Improvement Program
- Metropolitan Transportation Plan
- Transit Planning
- Project Prioritization and Performance Based Planning
- Consideration of Safety, Environmental Justice, and Public Participation

There will be an opportunity for the public, including key MPO committee members and special interest groups, to talk directly with FHWA and FTA in an open public involvement session concerning their views on the transportation planning process being conducted in the metropolitan area. This public listening session is scheduled the evening of March 20, 2019. We will also offer the opportunity for any committee members or other local elected officials to meet with us separately if they so desire.

If you have any questions concerning this review, please contact Aaron Dawson, Transportation Planner (FHWA) at aaron.dawson@dot.gov or (517) 702-1829 and Susan Weber, Transportation Planner (FTA) at susan.weber@dot.gov or (312) 353-3888.

Sincerely,



Russell L. Jorgenson, P.E.
Division Administrator
Federal Highway Administration

Sincerely,



Kelley Brookins
Regional Administrator
Federal Transit Administration

Appendix B: Public Meeting Notice



U.S. Department
Of Transportation

Federal Highway Administration
315 W. Allegan Street
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

PLEASE POST

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

Time: 5:00 – 6:45 pm
Date: **Wednesday, March 20, 2019**
Place: **Genesee County Administration Building, 3rd Floor Harris Auditorium**
1101 Beach Street
Flint, MI 48502

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

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

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

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

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

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

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

Appendix C: On-Site Review Participants

Federal Review Team

Aaron Dawson – Federal Highway Administration, Michigan Division
Andrea Dewey – Federal Highway Administration, Michigan Division
Arnita Furgason – Federal Highway Administration, Michigan Division
Andy Pickard – Federal Highway Administration, Michigan Division
Susan Weber – Federal Transit Administration, Region V

Genesee County Metropolitan Planning Commission

Mark Adas
Derek Bradshaw
Debby Compton
Christine Durgan
Sharon Gregory
Eric Johnston
Jacob Maurer
Jason Nordberg
Fred Peivandi
Christine Pobocik
Zachary Sompels

Flint Metropolitan Transportation Authority

Ed Burger
Shawnice Dorsey

Michigan Department of Transportation

Anita Boughner
David Fairchild
Robert Maffeo
Lane Masoud
Don Mayle
Eric Mullen

Appendix D: Certification Review Agenda

2019 Genesee County Metropolitan Planning Commission (GCMPC)

TMA CERTIFICATION REVIEW

ON-SITE VISIT AGENDA

March 20-22, 2019

LOCATION: Genesee County Building, 1101 Beach St. Flint, Michigan

Wednesday, March 20, 2019		
Schedule	Review Topic	Discussion leader
5:00-6:45	Public Open House – Genesee County Administration Bldg. Location: Harris Auditorium, 1101 Beach St. Flint, Michigan	Federal Review Team
Thursday, March 21, 2019		
Schedule	Review Topic	Discussion leader
8:30-10:30	MTA Bus Tour - Meet at Genesee County Administration Building	Federal Review Team
10:30-10:45	Introductions, Purpose, and Overview - Purpose and Overview of the Certification Process - Timeline for issuing the Final Report	Aaron Dawson
<i>10:45-11:00</i>	<i>Break</i>	
11:00-11:30	Technical and Policy Committee Opportunity for Comment	MPO Committee members
11:30-12:00	Study Organization Metropolitan Planning Boundary (MPA) Agreements and Contracts	Aaron Dawson Susan Weber Andy Pickard
<i>12:00-1:00</i>	<i>Lunch (Federal Review Team Meeting)</i>	
1:00-3:00	Metropolitan Transportation Plan - Air Quality - Travel Demand Model - Congestion Management Process - Non-Motorized Planning - Freight Planning - Financial Plan/Project List - Performance Based Planning	Aaron Dawson Susan Weber Andy Pickard Andrea Dewey
<i>3:00-3:15</i>	<i>Break</i>	
3:15-3:45	Unified Planning Work Program (UPWP)	Aaron Dawson Susan Weber
3:45-5:00	Transit Planning	Susan Weber
Friday, March 22, 2019		
Schedule	Review Topic	Discussion leader
8:30-10:00	Transportation Improvement Program (TIP) - Project programming - Amendment process - Performance Based Programming	Aaron Dawson Susan Weber Andrea Dewey Andy Pickard
<i>10:00-10:15</i>	<i>Break</i>	
10:15-11:00	Public Participation Plan & Consultation	Andrea Dewey
11:00-11:45	Environmental Justice & Title VI	Arnita Furgason
11:45-12:00	Closing Remarks	Federal Team

Appendix E: Summary of 2015 Certification Findings

Commendations

Commendation 1: Public Participation Review Committee

GCMA is commended for developing and using a unique Public Participation Review Committee to seek feedback from organizations that are traditionally underserved with public participation outreach methods. The MPO is encouraged to continue this active evaluation process with their updated Public Participation Plan.

Thank you.

Commendation 2: Metropolitan Transportation Plan

GCMA is commended for developing a comprehensive MTP that seamlessly blends transit planning, addresses the changes in federal law and findings from the last certification review, and includes useful information for MPO committee members that goes beyond federal requirements, all within a format that makes it easy for the public to understand the planning process.

Thank you.

Commendation 3: Non-Motorized Transportation Plan

GCMA is commended for developing a comprehensive non-motorized transportation plan that includes priority tiers for trail development and recommendations for next steps to continue the development of a non-motorized system in Genesee County.

Thank you.

Recommendations

Recommendation 1: Planning Memorandums of Understanding (MOUs)

It is recommended that the GCMA, MDOT and MTA, in cooperation with FTA and FHWA, review the finalized MAP-21 Planning CFR, when released, and work cooperatively to update and adopt a single Planning MOU between all parties to reflect a performance-based planning process, including roles, responsibilities, and timeframes. FHWA and FTA will provide guidance and examples of commendable MOUs under MAP-21 as they are developed.

GCMP has worked with MDOT and FHWA to update our main agreements to meet performance-based planning requirements and to include all relevant parties, roles, responsibilities and timeframes. We have several complementary agreements that require more detail for specific focus areas. Agreements in place as of 2019 include:

1. GCMA, Southeast Michigan Council of Governments (SEMCOG), and MDOT – Updated in 2013 to account for ACUB changes and addition of the Goodrich Urban Cluster. (MOA)
2. GCMA and the GCMPC – November 2010: Establishes GCMPC as Staff for the MPO (MOA)
3. GCMA and the MTA – November 2010: Outlines 5303 funding Cooperation (MOA)
4. GCMPC, MDOT, and MTA – April 2018: Outlines Metro Trans Planning Responsibilities. Updated in 2018 to include language for performance-based planning (MOU)
5. GCMA and MDOT Modeling – November 2010. Outlines Modeling Responsibilities. Referenced in GCMPC, MDOT, and MTA. (MOA)
6. MDOT GCMA “Master Agreement” 10/1/17 to 9/30/20: More detailed, outlines GCMPC Financial responsibilities.

Recommendation 2: Public Participation Plan

It is recommended that GCMA update their participation plan to better capture the breadth of outreach activities, in all formats, that the MPO uses in a format that emulates their other major planning documents. For each of the major planning processes, the PPP should explicitly document:

- Key decision points the public should be involved
- How the MPO will notify the public of the opportunity to provide public comment
- Environmental Justice strategies
- Where the information can be found (website, libraries, County offices, etc.)
- What public involvement approach will be utilized (open house, etc.)
- The length of the public comment period
- How the public can provide comments/feedback
- How the MPO replies to public comments (including comments via social media)
- How is the disposition of comments and changes in the final MTP or TIP documented, analyzed, and reported when significant oral and written comments are submitted
- How much additional time is provided for public review if the “final” document is significantly different from the draft originally made available for public review. GCMA is also encouraged to continue proactively reaching out to Environmental Justice populations and other disadvantaged populations.

The PPP has been updated based on 2015 Certification recommendations and is currently in a 45-day public comment period which started on Monday, December 10th, and continues through January 23, 2019. There will be a public hearing for the PPP on January 23rd. Comments received will be incorporated as appropriate and committee approval will begin in February. The primary focus of the update was to streamline the document to make sure key processes are easy to identify, making the document more user friendly for the public.

Recommendation 3: Financial Planning

It is recommended that GCMA remain engaged in the Financial Working Group’s activities and look for ways to improve financial planning processes, especially the development of a formal

MTP financial planning chapter and creating a table that demonstrates both highway and transit fiscal constraint by bands of years in the MTP.

GCMPC staff is actively engaged in various committees related to the development and maintenance of Long-Range Transportation Plans and Transportation Improvement Programs in Michigan including the Financial Working Group as identified in this recommendation.

Recommendation 4: MTP Environmental Justice Analysis

It is recommended that GCMA expand the MTP environmental justice analysis to regional measures such as accessibility to opportunities (e.g. employment, education, health care, etc.). This analysis will give a comparative assessment of the benefits and burdens across the spectrum of populations, assuming implementation of the MTP and TIP. Noting the fact that 66% of the metropolitan area is comprised of environmental justice defined minority groups, this additional analysis is prudent and necessary. It is also recommended that MPO staff attend FHWA environmental justice training to assist them in completing this recommended next step in a comprehensive environmental justice systems level approach.

GCMPC staff has attended multiple EJ related trainings since the 2015 Certification to get ideas on how to improve EJ analysis. Staff has also presented at a FHWA sponsored EJ training on the robust public involvement efforts that GCMPC uses to reach EJ populations for new TIP and MTP development. The new transportation model developed for the 2045 Long Range Transportation

Plan was developed with tools to help expand our EJ analysis to include measures for access to core services. As part of the model update, we worked with the Southeast Michigan Council of Governments (SEMCOG) to better incorporate access to core services in our EJ planning process through the model and GIS. This analysis will be incorporated into the 2045 Long Range Transportation Plan and future TIPs.

Recommendation 5: Congestion Management Process

It is recommended that GCMA consider the addition of a performance measure related to non-recurring congestion, such as, incident response or clearance time. The FHWA Resource Center – Planning Team can provide technical assistance and help the staff explore adding an appropriate measure. One TMA that can serve as a starting point for researching an incident response or clearance time measure would be the East-West Gateway COG in St. Louis, MO. The CMP Report from 2013 can be accessed at:

<http://www.ewgateway.org/pdf/files/library/trans/cmp/cmp-finalrpt.pdf>

GCMPC is in the process of developing the 2045 Long Range Transportation Plan and will be developing an updated CMP as part of the update. GCMPC and MDOT have met several times since November of 2018 to discuss how to best improve the CMP process. Looking at best practices from around the country, GCMPC and MDOT agreed that incorporating FHWA sponsored highway network probe data and Michigan crash data into the CMP will help to better identify reliability and non-recurring congestion related issues in Genesee County. GCMPC

feels the current CMP is a solid process and that the new improvements will help to identify potential issues that the transportation model is not able to identify.

Recommendation 6: Unified Planning Work Program

It is recommended that the GCMA include a schedule that shows target dates for the completion of major products. Transit studies that have been funded and have carryover funding should include detailed project descriptions or progress updates, a schedule for completion, and overall project costs. Studies should be identified as stand-alone or sub-projects within a subtask of the UPWP. Also, as noted in the 2010 certification review, GCMA should continue working to improve the formatting of work tasks and products so that they can be easily identified. The formatting used by the Southwest Michigan Planning Commission for Niles Area and Twin Cities Transportation Studies may serve as a good example of identifying multiple tasks within a work program element: http://www.swmpc.org/downloads/nats_fy_2014_uwp-final.pdf

GCMPC has worked with the Mass Transportation Authority (MTA) since the 2015 Certification to focus on the completion of current studies and the development of new studies to spend down the carryover funding accumulated. Timelines detailing major tasks for studies were included in the UWP timelines. The MTA has completed several major studies since the 2015 Certification and has spent down the transit related carryover funding. GCMPC continues to work with FHWA and MDOT staff on improvements to UWP formatting.

Recommendation 7: Performance-Based Planning and Programming

It is recommended that GCMA remain up to date with the release of MAP-21 performance measures, use the PBPP Self-Assessment Tool that was released December 2014 to further assess PBPP readiness, and attend Michigan's PBPP Peer Exchange scheduled for April 2015 in preparation for the forthcoming regulations.

GCMPC actively participates in performance-based planning trainings and in committees working on the development of performance-based materials for TIPs, Long Range Transportation Plans, and other MPO documents. GCMPC has worked with state and local transit and road agencies to develop and approve performance targets and measures for Genesee County and for the State of Michigan. The 2045 Long Range Transportation Plan and the 2020-2023 TIP will be developed to fully integrate the performance-based planning requirements.



U.S. Department
of Transportation

May 28, 2019

Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Mr. Robert Johnson, Chairperson
Genesee County Metropolitan Alliance
1101 Beach Street, 3rd Floor
Flint, Michigan 48502

Mr. Todd White, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
425 W Ottawa Street
Lansing, Michigan 48933

Flint Federal Certification Review

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Flint Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on March 21-22, 2019. A certification review report is forthcoming and will detail the findings of the review.

The overall conclusion of the Certification Review is that the planning process for the Flint Transportation Management Area (TMA) complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at Genesee County Metropolitan Alliance is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

If you have any questions, please contact either Aaron Dawson at aaron.dawson@dot.gov or (517) 702-1829 or Susan Weber at susan.weber@dot.gov or (312) 353-3888.

Sincerely,

Russell L. Jorgenson, P.E.
Division Administrator
Federal Highway Administration

Sincerely,

Kelley Brookins
Regional Administrator
Federal Transit Administration

sender initials (ADMIN ONLY)

By e-mail

**cc: Don Mayle, MDOT (MayleD@michigan.gov)
Anita Boughner, MDOT (BoughnerA2@michigan.gov)
Eric Mullen, MDOT (MullenE@michigan.gov)
Derek Bradshaw, GCMPC (DBradshaw@co.genesee.mi.us)
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Edward Burger, MTA (eburger@mtaflint.org)
Susan Weber, FTA
Aaron Dawson, FHWA
Mark Lewis, FHWA
Mike Ivey, FHWA
Russ Jorgenson, FHWA
Ted Burch, FHWA**

**File Directory: O:\FHWA Records\TRAP Transportation Planning\TRAP 19 Metropolitan
Planning Organizations (MPO)**

File Name: Joint FTA-FHWA Flint Review Certification_AMD_05232019.docx

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Zachary Sompels, Planner
Genesee County Metropolitan Planning Commission

DATE: September 5, 2019

SUBJECT: MDOT Call for Highway Safety Improvement Safety (HSIP) projects, Highway Safety Improvement Program Streamlined Systemic Safety Program Projects, and Call for High Risk Rural Road (HRRR) projects

During the month of May, the Michigan Department of Transportation (MDOT) released a Call for Safety Projects and a Call for High Risk Rural Road (HRRR) Projects to all local road agencies for the 2021 fiscal year. Applications were due to MDOT by August 5, 2019. Staff requested that copies of applications for safety projects be sent to our office for prioritization and support. The Metropolitan Alliance provided staff authority to submit this prioritized list to MDOT, due to the submittal deadline being prior to the September meeting of the Metropolitan Alliance.

Staff received eight (8) local safety program applications which were reviewed according to MDOT Time-of-Return (TOR) Analysis and appear as a prioritized list below.

Projects received for the FY 2021 Safety Program:

	Agency	Project Location	Project Description	TOR	Total Cost
1	GCRC	County Wide- Systemic (eleven intersections)	Installation of reflective backplates to existing signals	N/A	\$92,000
2	GCRC	McCandlish Road & Vassar Road	Installation of solar flashers and reflective sheeting on signs and sign posts	1.35	\$25,020

3	GCRC	Ballenger Highway (South of Miller Road and East of Flint City Limits)	Installation of High Friction Surface, center rumble strips, and speed-radar advisory signing	1.88	\$300,000
4	GCRC	S. Saginaw Road & Baldwin Road	Installation of box-spanned signal with reflectorized backplates	3.81	\$150,898
5	GCRC	Irish Road & Davison Road	Installation of a box-spanned signal with reflectorized backplates	5.62	\$92,714
6	GCRC	Lapeer Road (from Gale Road for 2,200 feet East)	Construct a continuous center turn lane	6.71	\$790,000
7	GCRC	S. Saginaw Road & McCandlish Road	Installation of a box-spanned signal with reflectorized backplates	10.02	\$140,000
8	GCRC	Grand Blanc Road & Torrey Road	Installation of center turn lane at all legs, resurfacing, and signals and backplates	17.21	\$350,000

At this time, staff is requesting that the Technical Advisory Committee provide a recommendation of approval to the Metropolitan Alliance for the prioritized list of FY 2021 Safety Projects for MDOT consideration.

RESOLUTION OF SUPPORT

A Resolution Endorsing FY 2021 Local Safety Program Projects for the Flint-Genesee County MPO

WHEREAS, The Fixing America's Surface Transportation Act (FAST Act) continues a fund for Transportation Safety Activities; and

WHEREAS, The Michigan Department of Transportation (MDOT) has requested project applications be submitted for the FY 2021 Local Safety Program and the FY 2021 High Risk Rural Roads (HRRR) Program from local road agencies; and

WHEREAS, The Genesee County Metropolitan Alliance has been designated as the Metropolitan Planning Organization (MPO) and Policy Committee to oversee, review and approve transportation planning processes within the County; and

WHEREAS, The Metropolitan Alliance has reviewed the Local Safety Projects, and found them to be consistent with program goals, and to promote transportation enhancement within Genesee County; and

WHEREAS, These Local Safety Projects appear below in a prioritized order based on Time-of-Return (TOR) analysis; and

WHEREAS, it is the responsibility of the Metropolitan Alliance to support and endorse transportation projects in Genesee County:

NOW, THEREFORE, BE IT RESOLVED, that the Genesee County Metropolitan Alliance does hereby endorse and support the following Fiscal Year (FY) 2021 Local Safety Projects:

Genesee County Road Commission	11 intersections County-wide: install reflective backplate to existing signals
Genesee County Road Commission	McCandlish Road & Vassar Road (Install solar flashers and reflective sheeting on sign and sign posts)
Genesee County Road Commission	Ballenger Highway: South of Miller Road and East of Flint City Limits (Install High Friction Surface, center rumble strips, and speed-radar advisory signing)

Genesee County Road Commission	S. Saginaw Road & Baldwin Road (Install box-spanned signal with reflectorized backplates)
Genesee County Road Commission	Irish Road & Davison Road (install box-spanned signal with reflectorized backplates)
Genesee County Road Commission	Lapeer Road: Gale Road to 2,200' East (Center Turn Lane Installation)
Genesee County Road Commission	S. Saginaw Road & McCandlish Road (Install box-spanned signal with reflectorized backplates)
Genesee County Road Commission	Grand Blanc Road & Torrey Road (Install center turn lane at all four legs; resurfacing; signals and backplates)

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

Date

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: September 5, 2019

SUBJECT: Genesee: Our County, Our Future Plan Update

Staff began work on a draft of the final plan document which organizes and summarizes the major findings of the individual data reports previously completed.

- A draft will be shared with the Plan Steering Committee in late September or early October.
- Data reports can be viewed at: <http://ourfuturegenesee.org/the-plan/>

Public involvement for the Long Range Transportation Plan (LRTP) 2045 Capacity Projects will take place during the month of September.

GCMPC staff is working with GIS Department staff on a web-based application to allow the public to view digital layers of map data contained in the plan data reports. This application will allow the public better access to the data and provide the ability to make custom maps.

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: September 5, 2019

SUBJECT: FY 2020 MDOT Transportation Improvement Program (TIP) Project Planning Guide and National Environmental Policy Act (NEPA) Information

Attached please find a copy of the MDOT Local Agency Programs (LAP) FY 2020 Project Planning Guide. This is the guide that staff uses to make sure TIP projects are moving forward on schedule to get obligated. Staff suggests that local agencies follow the row with the yellow highlighting, to try and make sure their projects are obligated in April. Last year, funding ran out by June.

This Project Planning Guide also contains information on requirements for the National Environmental Policy Act (NEPA). If you have a FY 2020 TIP project, please review these requirements carefully. The NEPA process could add anywhere from two months (simple project) to six months (complex project) to your timeline, before your Grade Inspection package is submitted. For all GI packages submitted on or after October 1, 2019, MDOT's Form 5323 is required. A copy of the form is attached.

Staff is currently in the process of scheduling meetings with local agencies that have FY 2020 TIP projects. These meetings are held frequently, especially during the first half of the fiscal year, to make sure the project is moving forward on schedule and to see if there are any issues.

If you have any questions on the MDOT Project Planning Guide or TIP meetings, please feel free to contact me at sgregory@co.genesee.mi.us or at 810-766-6545.

**Local Agency Programs (LAP)
FY 2020 Project Planning Guide**

	FOR BRIDGE PROJECTS, SUBMIT TYPE, SIZE, AND LOCATION (TS&L) DOCUMENTS TO LAP (1)		SUBMIT ACCEPTABLE GRADE INSPECTION PACKAGE TO LAP	APPROXIMATE GRADE INSPECTION MEETING DATE		SUBMIT FINAL ROW CERTIFICATION (ATTACHMENT B) TO LAP	SUBMIT FINAL DOCUMENTS TO LAP	LAP FORWARDS FINAL SUBMITTAL TO SPECS & ESTIMATES (S&E)	LETTING DATE					
LA begins Project Design, Coordination with railroads if applicable, coordination with MDOT for traffic and pedestrian signal work, Utility notification and coordination, permit application and NEPA certification process, property acquisition, etc.	04/08/19	M	05/13/19	M	06/12/19	W	07/12/19	F	07/26/19	F	08/09/19	F	10/04/19	F
	05/06/19	M	06/10/19	M	07/10/19	W	08/09/19	F	08/23/19	F	09/06/19	F	11/01/19	F
	06/03/19	M	07/08/19	M	08/07/19	W	09/06/19	F	09/20/19	F	10/11/19	F	12/06/19	F
	07/08/19	M	08/12/19	M	09/11/19	W	10/11/19	F	10/25/19	F	11/15/19	F	01/10/20	F
	08/05/19	M	09/09/19	M	10/09/19	W	11/08/19	F	11/22/19	F	12/13/19	F	02/07/20	F
	09/02/19	M	10/07/19	M	11/06/19	W	12/06/19	F	12/20/19	F	01/10/20	F	03/06/20	F
	09/30/19	M	11/04/19	M	12/04/19	W	01/03/20	F	01/17/20	F	02/07/20	F	04/03/20	F
	10/28/19	M	12/02/19	M	01/01/20	W	01/31/20	F	02/14/20	F	03/06/20	F	05/01/20	F
	12/02/19	M	01/06/20	M	02/05/20	W	03/06/20	F	03/20/20	F	04/10/20	F	06/05/20	F
	01/06/20	M	02/10/20	M	03/11/20	W	04/10/20	F	04/24/20	F	05/15/20	F	07/10/20	F
	02/03/20	M	03/09/20	M	04/08/20	W	05/08/20	F	05/22/20	F	06/12/20	F	08/07/20	F
	03/02/20	M	04/06/20	M	05/06/20	W	06/05/20	F	06/19/20	F	07/10/20	F	09/04/20	F
	03/31/20	M	05/05/20	M	06/04/20	W	07/04/20	F	07/18/20	F	08/08/20	F	10/03/20	F
05/05/20	M	06/09/20	M	07/09/20	W	08/08/20	F	08/22/20	F	09/12/20	F	11/07/20	F	

Please Note:

See the attached guidance use document, "Local Agency Program (LAP) Project Planning Guide"

All bridge projects (bridge replacement and major rehabilitation regardless of funding) require a TS&L submittal.

For projects that may require an Environmental Assessment (EA), submit the EA document to LAP at least one year prior to submitting the Program Application.

Beginning with Grade Inspection (GI) packages submitted to LAP on or after October 1, 2019, local agencies must provide LAP with full NEPA documentation, including supporting information, for Categorical Exclusion projects.

For projects which FHWA has identified as Projects of Divisional Interest (PODI), submit Plans, Proposal, and Estimate to LAP at least two weeks prior to the dates shown in this guide.

Local Agency Program (LAP) Project Planning Guide

The goal of this document is to discuss the project development process for local agency projects let by MDOT. The suggested time frames below can vary due to the differences in complexity of projects; however, the following project life cycle is recommended in order to meet the desired letting date. The schedule does not consider when the federal fund obligational authority may expire during a given fiscal year, which creates the potential for delays and potentially the loss of a project.

Note: This schedule does not apply to special funding programs such as the Emergency Response (ER) program, or to innovative delivery methods such as design-build and fixed-price-variable-scope (FPVS). For potential non-design-bid-build projects, please contact the MDOT LAP Supervisor or the MDOT Innovative Contracting Unit Supervisor.

22+ Weeks Before Desired Letting Date – Local Agency Begins Project Design

- Complete and submit National Environmental Policy Act (NEPA) Requirements Form #5323, available at <https://mdotjboss.state.mi.us/webforms/FormDetails.htm?formNumber=5323>. For projects that may require an Environmental Assessment (EA), submit the EA document to LAP at least one year before making the Grade Inspection (GI) submittal.
 - **Form #5323** is required for all GI packages submitted on or after October 1st, 2019.
 - The timeframe for submittal will be dependent on the complexity of the project and is currently recommended at **2 to 6 months prior to the GI submittal**. The additional time is needed so that MDOT can review and approve the NEPA classification for the project.
 - Submit the completed form #5323 to the appropriate LAP Project Development Engineer (PDE) listed on the form. The PDE will create a ProjectWise (PWZ) folder for the project upon receipt. If additional permissions for folder access are needed, please request these permissions in your submittal.

- Complete Public Stakeholder Involvement- at a minimum, as required by NEPA and project type
- Complete Utility Notification and Coordination
- Begin Property Acquisition (if needed)
- Prepare and submit an application for a Section 106 review and forward the application to the Michigan State Historic Preservation Office (SHPO). Also contact representatives of the 12 recognized Tribal Governments as required, request their input in the project, and maintain records of the correspondence. **Because each tribal government is a recognized sovereignty, contacts must be between governmental units. Therefore the Act 51 Local Agency, which is a governmental unit, must make the tribal contact, and the local agency's consultant or any other designated person or group, shall not make the contact.**
- Complete soil investigation and geotechnical study (required for structures including bridges, boardwalks, and retaining walls; and proposed signal poles and watermain and sewer projects).
- Prepare and submit applications for necessary permits, and coordinate with other agencies and departments (U.S. Army Corps of Engineers, MDOT, other local agencies, etc.)
- If a railroad is present within the project limits or on an alternate or detour route, contact the railroad for concurrence, determine if a Diagnostic Safety Review (DSTR) meeting is needed, attend the meeting if necessary, and incorporate the DSTR recommendations into the design package. A guide for railroads can be found on the LAP website (www.michigan.gov/mdotlap).
- If a MDOT signal, beacon, or actuation is present within the project limits or on an alternate or detour route and any work is proposed to the devices (including pedestrian signals and devices, traffic loops, signal bagging, signal timing), contact your LAP Staff Engineer to submit a layout request to the MDOT Signal Unit. **A MDOT prequalified engineering firm will be required to complete all design work on such items, except for the in-kind replacement of loops.**
- Begin compiling data required for completion of the Work Zone Safety and Mobility checklists.
- Complete a diagonal parking study (if needed)
- If combining work with an adjacent MDOT trunkline project, contact the local TSC to begin design coordination.
- Confirm the project is listed correctly in the TIP (Limits, Scope, Funding, Fiscal Year)

- For all bridge projects (bridge replacement and major rehabilitation regardless of the funding source), prepare and submit a Type, Size and Location (TS&L) to the appropriate Staff Engineer, at least 5 weeks prior to the GI submittal.

20+ Weeks Before Desired Letting Date – GI Submittal

- Submit an **acceptable** Grade Inspection package, including but not limited to, the Program Application, Project Plans (**no less than 80% complete**), preliminary cost estimate (PDF and .xml), unique special provisions, progress clause, Maintaining Traffic SP, HMA Application Estimate, any coordination clauses, all necessary reviews and studies (railroad DSTR, crash history reports and analyses, diagonal parking study, etc), and requests for design exceptions or variances. Be sure to include all pages of the program application, even if no information is needed on individual pages.
- **Notify the appropriate Staff Engineer of the submittal by email.** If you use the state change process in PWZ, then PWZ will generate a notification email. Please ensure that the email has the correct Staff Engineer listed, and that the email is sent.
- The Staff Engineer (or as-needed consultant) will contact the local agency to set up the GI meeting. The meeting typically occurs 15-30 days from an acceptable GI submittal.
- Complete Property Acquisition (If needed). Submit the updated and signed **Attachment “B”** pages of the program application to the LAP Staff Engineer as soon as possible, but **no later than 13 weeks before the desired letting date.**

13+ Weeks Before Desired Letting Date – Submit Final Package

- Ensure any necessary TIP amendments or modifications have been completed and approved.
- Submit a final package including, but not limited to, the final plans, itemized construction cost estimate, special provisions, and all other proposal documents, with all GI comments addressed; approved necessary permits; approved NEPA certification including SHPO letter of no adverse effect and tribal contact summary; ROW certification; certification that all matching funds are secured; ADA compliance certification.
- The Staff Engineer will review the final submittal documents and may have additional comments. Address all final comments made by the staff engineer
- The Staff Engineer will send the local agency a draft bid package for review. The local agency must send its approval to advertise to the Staff Engineer.
- After all issues have been addressed, the Staff Engineer will request fund obligation. Allow a minimum of 10 business days for the obligation process to be completed.

8 Weeks Before Desired Letting Date – Submittal to Spec & Estimates Unit

- Staff Engineer will forward the **100% complete, approved, and obligated package** to the MDOT Spec & Estimates Unit (S&E), to ensure the project meets the desired letting date. If the items in the previous step are not completed in full by this date, the project may not make the desired letting. If the submittal dates are not met during peak times (February-June), then the project may not make the desired letting.
- Note that the Staff Engineer may only have 3 weeks between the final package submittal and turn in to S&E. Numerous steps are required by the Staff Engineer during this period to get the project ready for S&E review. If any parts of the final package are missing or if changes are necessary after final submittal, the project will be in jeopardy of missing the desired letting date. **Submitting your GI and Final Packages early, before the dates shown in the current LAP Project Planning Guide, is encouraged!**
- The S&E review may result in additional comments. The Staff Engineer will forward the comments to the local agency. Quick responses by the local agency to these comments is essential to keep the project on track for the bid letting.

5 Weeks Before Desired Letting Date – MDOT advertises the project

- A shorter time frame may be used depending on the complexity of the project
- The local agency issues any necessary addenda through the Staff Engineer

MDOT awards the project (typically around 30 days after letting, but can take up to 49 days after letting)

- If the low bid exceeds 10% of the engineer’s estimate, the local agency must justify or reject the bids.

LOCAL AGENCY ENVIRONMENTAL CLEARANCE FORM

SOCIAL, ECONOMIC AND ENVIRONMENTAL EVALUATION

The National Environmental Policy Act (NEPA) of 1969 [42 USC § 4331] is a US environmental law enacted to 'encourage productive and enjoyable harmony between man and his environment'. Its aim is to protect and preserve social and cultural resources, economic welfare, and the preservation/protection of the natural environment.

Under NEPA, all federal undertakings (receiving federal aid, permits, licensing or oversight) must have an environmental evaluation completed prior to the start of project construction or implementation. The following MDOT environmental evaluation form is provided on behalf of local road agencies to ensure federally funded or permitted road projects are compliant with NEPA standards. A complete and MDOT approved evaluation form must be on file before funding can be released. Failure to complete an environmental evaluation will result in delay or loss of funding.

The form is separated into four sections:

Section I - Project Detail and Contacts: This section identifies the local agency project subject to environmental review under the National Environmental Policy Act (NEPA). The 'preparer' as described in this document is the lead worker responsible for identifying and classifying environmental impacts as it relates to the federal undertaking.

Section II – Project Mapping: This section is reserved for uploading a project map which identifies environmental resources/areas of concern within the immediate project area. A project map is required for each submittal.

Section III – Environmental Factors: This section evaluates each environmental factor as it pertains to the local agency road project. Read through each section and respond accordingly. If the project requires a permit for a particular factor, indicate so in the space provided.

Section IV – Classify & Certify: This section is reserved for the NEPA classification of the proposed local agency transportation project. The classification is determined by the preparer. The classification determination must be accepted and certified by the local agency (if different from the preparer).

List of acronyms found throughout this document:

BMP – Best Management Practice	NEPA – National Environmental Policy Act
EGLE - Environment, Great Lakes, and Energy (Formerly MDEQ)	NPDES – National Pollution Discharge Elimination System
FEMA – Federal Emergency Management Agency	OHWM – Ordinary High-Water Mark
MDARD – Michigan Department of Agricultural and Rural Development	ROW – Right of Way
MDNR – Michigan Department of Natural Resources	TMDL – Total Maximum Daily Load
MDOT – Michigan Department of Transportation	USACE – United States Army Corps of Engineers
	USCG – United States Coast Guard
	USDA – United States Department of Agriculture
	USFWS – United States Fish and Wildlife Service

Disclaimer: There are links and resource material embedded within this document. They are intended as reference material to assist in the preparation of the Local Agency Environmental Clearance Form. The information present may or may not be the most recent source of data. It is incumbent upon the preparer to ensure an honest and accurate review of the project is performed using the latest resources and material available.

Section I

PROJECT DETAIL & CONTACTS

PROJECT DETAIL		
<input type="checkbox"/> NEW APPLICATION <input type="checkbox"/> REVISED APPLICATION		
RESPONSIBLE LOCAL AGENCY NAME		MDOT JOB #
DATE OF SUBMITTAL	ROUTE(S)	PROJECT LENGTH (MILES)
PROJECT LIMITS (FROM / TO)		
BRIDGE CROSSING(S) (EX: ELM @ 1 ST STREET)		
DETAILED WORK DESCRIPTION (INCLUDE <u>ALL</u> WORK ITEMS AS PART OF THIS PROJECT I.E. DRAIN CLEANING, CURB AND GUTTER REPLACE, GUARDRAIL REPLACEMENT)		
IF REVISED, LIST CHANGES MADE SINCE LAST SUBMISSION		

PREPARER INFORMATION		
FIRST NAME	LAST NAME	TITLE
COMPANY / AGENCY		
TELEPHONE NUMBER	E-MAIL	

LOCAL AGENCY CONTACT <input type="checkbox"/> SAME AS ABOVE		
FIRST NAME	LAST NAME	TITLE
NAME OF AGENCY		
TELEPHONE NUMBER	E-MAIL	

SECTION II**PROJECT MAPPING**

Mapping Documentation – Please attach a project map that displays the following:

- ❖ All locations/limits of the project (e.g. road limits, bridge and culvert locations, non-motorized pathways, ditching, utility relocation, streetscape items, new water retention/detention areas or any other item not described which could have potential environmental impacts).
- ❖ To the best of your ability, identify the following resources within the project study area.
 - Historic properties/districts (public and private), archaeological areas, cemeteries
 - Names of rivers/streams/drains – note if designated ‘wild and scenic’, ‘natural’ or ‘commercially navigable’
 - Known hazardous/toxic sites
 - Wetlands
 - Public parks, recreation areas, refuges, trails (watertrails included), boat access
 - USACE/EGLE coastal zone
 - FEMA floodplain
 - PA 116 enrolled properties
- ❖ A basemap for spatial reference (aerial, street, topo). If hand drawn, label street names and intersections.
- ❖ A legend / key and map title.

MDOT Mapping Tool – MDOT has published an online mapping tool to assist local agencies in identifying environmentally sensitive resources that may be impacted by their project. Local agencies are free to use this resource to assist them in creating their map. [Click here to access](#)

**SECTION III
ENVIRONMENTAL CONSIDERATIONS**

NATIONAL WILD AND SCENIC RIVERS AND STATE DESIGNATED NATURAL RIVERS

IF **YES**, DOES THE PROJECT DIRECTLY OR INDIRECTLY IMPACT EITHER A FEDERALLY DESIGNATED NATIONAL WILD AND SCENIC RIVER OR STATE DESIGNATED NATURAL RIVER (WORK BELOW OHWM)? IF **NO**, THIS SECTION IS COMPLETE.

YES

NO

PROVIDE COMMENT ON THE PROJECTED IMPACTS, WHY THEY ARE NECESSARY, AND WHY THEY CANNOT BE AVOIDED. DESCRIBE WHAT IS BEING DONE TO AVOID OR MINIMIZE IMPACTS.

APPLICABLE PERMIT(S)	PERMIT NEEDED	
	YES	NO
USFWS – SECTION 10 THREATENED AND ENDANGERED SPECIES / WILD-SCENIC RIVERS	<input type="checkbox"/>	<input type="checkbox"/>

COMMERCIALLY NAVIGABLE RIVER OR STREAM

WILL THE PROJECT INTERSECT A COMMERCIALLY NAVIGABLE SECTION 10 RIVER OR STREAM AS DESIGNATED BY THE USACE? IF **NO**, THIS SECTION IS COMPLETE.

YES

NO

IF **YES**, DOES THE PROJECT HAVE ANY DIRECT OR INDIRECT IMPACTS TO THE RIVER OR STREAM (WORK BELOW OHWM)? IF **NO**, THIS SECTION IS COMPLETE.

YES

NO

IDENTIFY THE NAME OF THE RIVER OR STREAM AND DESCRIBE IMPACTS:

DESCRIBE ANY AVOIDANCE OR MINIMIZATION MEASURES BEING IMPLEMENTED:

SUMMARIZE ANY COMMUNICATIONS WITH EGLE, USACE, OR USCG REGARDING IMPACTS TO NAVIGABLE WATERS

APPLICABLE PERMIT(S)	PERMIT NEEDED	
	YES	NO
USCG SECTION 9 NAVIGABLE WATERS – STRUCTURES: CONSTRUCTION/MODIFICATION OF ANY BRIDGE SPANNING NAVIGABLE WATERS	<input type="checkbox"/>	<input type="checkbox"/>
USACE – SECTION 10 NAVIGABLE WATERS	<input type="checkbox"/>	<input type="checkbox"/>



MORE INFO

COASTAL ZONES

WILL THE PROJECT BE LOCATED WITHIN A COASTAL ZONE AS DEFINED BY THE EGLE AND USACE? IF

WETLANDS

WILL THE PROJECT HAVE A DIRECT IMPACT (FILLING, DREDGING, BUILDING, OR DRAINING) OR INDIRECT IMPACT (ALTERING WATER LEVEL DUE TO ADDITIONAL STORM WATER RUNOFF, CHANGING SIZE OF CULVERTS, WATER CONTROL STRUCTURES) TO A REGULATED WETLAND? IF

100 YEAR FLOOD

WATER Q

THREATENED AND ENDANGERED SPECIES

BASED ON THE

H

□

SECTION 4(F) PUBLIC PARKS, RECREATION, REFUGE

DOES YOUR PROJECT RUN THROUGH OR ADJACENT TO A PUBLICLY OWNED AND PUBLICLY ACCESSIBLE PARK, RECREATION, OR REFUGE PROPERTY?
IF

SECTION 6(F) GRANT FUNDED PUBLIC PARK, RECREATION, REFUGE

DOES YOUR PROJECT RUN THROUGH OR ADJACENT TO LANDS OR FACILITIES PURCHASED OR DEVELOPED WITH A LAND AND WATER CONSERVATION FUND? IF **NO**, THIS SECTION IS COMPLETE. YES NO

IF **YES**, WILL CONSTRUCTION ACTIVITIES HAVE ANY IMPACT ON THESE LANDS (I.E. STAGING, ROW ACQUISITION, PREVENTING/LIMITING ACCESS) YES NO

IF **YES**, HAS THE DEPARTMENT OF INTERIOR AND/OR DNR BEEN CONSULTED? YES NO

DESCRIBE THE IMPACTS. DISCUSS PERTINENT CONSULTATION/CORRESPONDENCE WITH THE DEPARTMENT OF INTERIOR AND/OR MDNR. IF THERE IS MITIGATION NEEDED, PLEASE DETAIL BELOW:

MORE INFO

AGRICULTURAL PROPERTIES

DOES YOUR PROJECT RUN THROUGH OR ADJACENT TO A PA116 - FARMLAND AND PRESERVATION LAND AND/OR PRIME AND UNIQUE FARMLAND? IF PA116 PRIME/UNIQUE NO

DOES YOUR PROJECT REQUIRE PERMANENT ROW OR GRADING PERMITS ON THESE LANDS? NO

DESCRIBE ANY COORDINATION OR CONSULTATION BETWEEN THE LOCAL AGENCY AND MDARD, THE USDA, AND THE PROPERTY OWNER. DESCRIBE ANY AVOIDANCE, MINIMIZATION OR MITIGATION MEASURES BEING PURSUED AS PART OF THE PROJECT. IF APPLICABLE, DISCUSS THE FARMLAND AND CONVERSION IMPACTING RATING SCORE.

HAZARDOUS AND TOXIC MATERIALS

HAZARDOUS AND TOXIC MATERIAL

ARE THERE ANY IDENTIFIED HAZARDOUS OR TOXIC SITES WITHIN THE LIMITS OF YOUR PROJECT (INCLUDE 500' BUFFER)? IF **NO**, THE HAZARDOUS AND TOXIC MATERIAL SECTION IS COMPLETE, PROCEED TO NON-HAZARDOUS BELOW.

YES

NO

IF **YES**, DOES YOUR PROJECT REQUIRE ANY GROUND DISTURBANCE WORK IN THE SUBJECT AREA(S)?

YES

NO

NON-HAZARDOUS MATERIAL ONLY

IS THERE NON-HAZARDOUS MATERIAL(S) WITHIN THE LIMITS OF YOUR PROJECT (INCLUDE 500' BUFFER)? IF **NO**, THIS SECTION IS COMPLETE.

YES

NO

IF **YES**, DOES YOUR PROJECT REQUIRE ANY GROUND DISTURBANCE WORK IN THE SUBJECT AREA(S)?

YES

NO

ADDITIONAL COMMENTS:



MORE INFO

TRAFFIC IMPACTS

WILL YOUR PROJECT HAVE ANY OF THE FOLLOWING (CHECK ALL THAT APPLY). IF **NONE**, THIS SECTION IS COMPLETE

- ACTIVE TRAFFIC MANAGEMENT
- ONE TO TWO-WAY CONVERSION
- ADDING THROUGH VEHICULAR CAPACITY
- ROAD DIET
- ROUNDABOUT

IF YOU CHECKED ONE OR MORE BOXES, CONTINUE.

HAS A TRAFFIC IMPACT ANALYSIS BEEN CONDUCTED?	YES	NO
	<input type="checkbox"/>	<input type="checkbox"/>

LEVEL OF SERVICE	CURRENT: NA	PROJECTED: NA
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PLEASE COMMENT ON WHY THE WORK TYPES SELECTED ABOVE ARE APPROPRIATE FOR THIS PROJECT. ALSO, IF A TRAFFIC ANALYSIS WAS NOT COMPLETED, PLEASE EXPLAIN WHY.

IF AVAILABLE, ATTACH A COPY OF THE TRAFFIC IMPACT ANALYSIS OR SUMMARY:

Attachment

IF ONE OR MORE OF THE TRAFFIC IMPACTS ABOVE WAS SELECTED, A PUBLIC INVOLVEMENT / OUTREACH COMPONENT IS REQUIRED. THE REQUIRED PUBLIC INVOLVEMENT SHOULD BE USED TO INFORM AND EDUCATE THE PUBLIC OF THE PROPOSED PROJECT AND SERVES AS AN OPPORTUNITY TO SOLICITE FEEDBACK. USE THE COMMENT SPACE BELOW TO DESCRIBE THE LEVEL OF PUBLIC INVLOVEMENT / OUTREACH AND ATTACH SUPPORT (NOTICES, ELECTRONIC POSTINGS, SIGN-IN SHEETS, COMMENT FORMS, MINUTES ETC.) THAT PUBLIC INVOLVEMENT / OUTREACH WAS CONDUCTED. BE SURE TO DOCUMENT SUBSTANTIVE CONCERNS AND HOW THEY WERE ADDRESSED.

Attachment



MORE INFO

NOISE IMPACTS

DOES THIS PROJECT HAVE ANY OF THE FOLLOWING COMPONENTS? IF **NO**, THIS SECTION IS COMPLETE.

- CAPACITY INCREASE (TRAVEL THROUGH LANE OR AUXILIARY LANE [EXCEPT FOR TURN LANES])
- NEW ROAD - (A ROADWAY THAT CURRENTLY DOES NOT EXIST)
- NEW BOULEVARD

IF ONE OF THE ABOVE IS CHECKED, A NOISE ANALYSIS IS REQUIRED. PLEASE ATTACH A COPY BELOW.

Attachment

PLEASE DESCRIBE ANY NOISE MITIGATION EFFORTS:



AIR QUALITY

IS THE PROJECT LOCATED IN A NON-ATTAINMENT OR MAINTENANCE AREA? IF NO , THIS SECTION IS COMPLETE.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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FOR WHICH NAAQS LISTED CRITERIA POLLUTANT?

- PARTICULATE MATTER (PM_{2.5} OR PM₁₀)
- OZONE (O₃)
- CARBON MONOXIDE (CO)

OTHER: _____

IS THE PROJECT LISTED AS EXEMPT ON THE S/TIP FOR AIR QUALITY? IF YES , THIS SECTION IS COMPLETE.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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PROJECT LEVEL HOT SPOT ANALYSIS FOR PM OR CO?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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IF THE PROJECT UNDERWENT HOT SPOT ANALYSIS, PLEASE ATTACH A SUMMARY OF THE FINDINGS, OR, FORWARD A COPY TO MDOT LAP ONCE COMPLETE.

Attachment



PUBLIC CONTROVERSY

WAS / IS THERE ANY SOCIAL, ECONOMIC OR ENVIRONMENTAL CONTROVERSY SURROUNDING THIS PROJECT? IF

**SECTION IV
CLASSIFY & CERTIFY**

PROJECT CLASSIFICATION	
BASED ON THE SCOPE OF WORK, EVALUATION OF THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL ISSUES, AND IN ACCORDANCE WITH FEDERAL GUIDELINES AND REGULATIONS, WE, THE PARTIES SIGNED BELOW, RECOMMEND THE PROJECT BE CLASSIFIED AS THE FOLLOWING:	
<input type="checkbox"/> CLASS I – PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT – ‘MAJOR FEDERAL ACTIONS SIGNIFICANTLY AFFECTING THE QUALITY OF THE HUMAN ENVIRONMENT’	
<input type="checkbox"/> CLASS II – CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS III – PREPARATION OF AN ENVIRONMENTAL ASSESSMENT	FONSI DATE: _____

PROJECT CERTIFICATION		
WE HEREBY CERTIFY THIS DOCUMENT TO BE TRUE AND ACCURATE FOR FULFILLING THE FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND REQUIREMENTS AND THAT THIS DOCUMENT HAS NOT BEEN MODIFIED IN ANY WAY FROM THE DATE OF CERTIFICATION DETAILED BELOW.		
AFFIX PREPARER'S LICENSED PROFESSIONAL ENGINEER'S SEAL		
PREPARER REGISTRATION NUMBER	EXPIRATION DATE	
SIGNATURE OF PREPARER	DATE	NAME OF CONSULTANT/AGENCY
LOCAL AGENCY SIGNATORY (IF DIFFERENT FROM PREPARER)	DATE	TITLE
FOR MDOT USE ONLY		
I APPROVE THE ENVIRONMENTAL CLASSIFICATION AS DETERMINED BY THE LOCAL AGENCY.		
MDOT LOCAL AGENCY PROGRAMS PROJECT DEVELOPMENT ENGINEER:		DATE: _____
<input type="checkbox"/> THIS PROJECT REQUIRED FHWA CONCURRENCE	DATE RECEIVED	

COMPLETE FORMS CAN BE SUBMITTED DIRECTLY TO ONE OF THE FOLLOWING PROGRAM MANAGERS:

- * LYNNETTE FIRMAN (URBAN), FIRMANL@MICHIGAN.GOV
- * MARK HARRISON (RURAL/BRIDGE), HARRISONM@MICHIGAN.GOV
- * PAM BLAZO (SAFETY), BLAZOP@MICHIGAN.GOV

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: September 5, 2019

**SUBJECT: Draft Genesee County 2045 Long Range Transportation Plan (LRTP)
Capacity Project List**

GCMPC held the Genesee County 2045 LRTP Call for Projects during the month of July 2019. Projects submitted addressed capacity deficiencies. Staff received 10 projects in response to the LRTP Call for Projects; nine from the Genesee County Road Commission and one from the City of Swartz Creek. The projects were analyzed according to our Congestion Management Process (CMP) and reviewed for fiscal constraint. Projected funding was not available for all projects, so an Illustrative List of projects was created. Projects that are on the Illustrative List are considered for inclusion in the LRTP if additional funding becomes available.

Attached to this memo is a listing of all projects that aim to address capacity deficiencies within Genesee County's 2045 LRTP. This includes the FY 2020-2023 Transportation Improvement Program (TIP) EDC funded Projects List, the proposed 2045 LRTP Capacity Project List, and the proposed 2045 LRTP Illustrative Capacity Project List.

The Transportation System Management (TSM) Subcommittee approved the draft 2045 LRTP Capacity Project list to move forward with public comment and further project analysis at their August 15th meeting. The attached draft 2045 LRTP Capacity Project List will be brought to both the Technical Advisory Committee and the Metropolitan Alliance for final approval with the *Genesee: Our County, Our Future* planning document in January 2020.

FY 2020-2023 EDC-Funded TIP Projects (to be included in the 2045 LRTP)					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
GCRC	Hill Rd.	Roadway Expand - 2 to 3 and 5 Lanes (at intersection)	S. Saginaw Rd to Center Rd	\$ 2,097,600	2020
GCRC	E Grand Blanc Rd.	Major Widening - Add a Continuous Center Turn Lane and Roundabout at Embury Rd. (2 and 4 to 3 and 5)	Grand Blanc Rd from Dort Hwy to Grand Blanc City Limits	\$ 2,415,000	2021
GCRC	E Baldwin Rd.	Reconstruction and Addition of Turn Lanes	Baldwin Rd from Holly Rd to 900 ft West	\$ 500,000	2022
GCRC	E Grand Blanc Rd.	Major Widening - Reconstruction and Addition of Turn Lanes (2 to 3)	Grand Blanc Rd from Fenton Rd to Dort Hwy	\$ 2,875,000	2022
GCRC	S Irish Rd.	Road Rehabilitation - Add Continuous Center Turn Lane (2 to 3 and 4 Lanes)	Irish Rd from Lippincott Rd to Bridge over Kearsley Creek	\$ 747,500	2023
Proposed 2045 LRTP Capacity Project					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
GCRC	Grand Blanc Rd.	Widen to 5 Lanes	Fenton Rd. to Grand Blanc City Limits	\$32,281,875	2045
Proposed 2045 LRTP Illustrative Capacity Projects					
Agency	Project	Project Description	Limits	Estimated Cost	Fiscal Year
Swartz Creek	Morrish Rd.	Congestion Relief	Apple Creek to north of I-69	\$ 6,350,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Fenton Rd. to Dort Hwy.	\$12,000,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Holly Rd. to Saginaw Rd.	\$11,000,000	Illustrative
GCRC	Baldwin Rd.	Widen to 5 Lanes	Dort Hwy. to Holly Rd.	\$ 4,000,000	Illustrative
GCRC	Holly Rd.	Widen to 5 Lanes	Ray Rd. to Baldwin Rd.	\$ 4,500,000	Illustrative
GCRC	Grand Blanc Rd.	Widen to 5 Lanes	Torrey Rd. to Fenton Rd.	\$12,000,000	Illustrative
GCRC	Owen Rd.	Widen to 5 Lanes	Linden Rd. to Jennings Rd.	\$ 8,000,000	Illustrative
GCRC	Thompson Rd.	Widen to 5 Lanes	US-23 to Fenton Rd.	\$13,000,000	Illustrative
GCRC	Fenton Rd.	Widen to 5 Lanes	Thompson Rd. to Baldwin Rd.	\$ 6,000,000	Illustrative