

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

**Genesee County Administration Building  
324 S. Saginaw St, Room 1014  
Flint, Michigan 48502**

**Thursday March 19, 2026  
2:30 P.M.**

**AGENDA**

- I. Call to Order
- II. Roll Call
- III. Minutes
  - \*\*\*A. Minutes of the February 5, 2026, Regular Meeting (attached)
- IV. Old Business
  - \*\*\*A. Genesee County Master Plan
  - \*\*\*B. Flint and Genesee County Strategic Trails Plan
- V. New Business
  - A. FY 28 Safety Call for Projects
  - B. FY 26 PASER Data Collection
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

**\*\*\*Action Item**

NEXT MEETING – April 2, 2026, at 1:30 P.M.

**GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE**  
**Thursday, February 5, 2026 1:30 p.m.**

**MINUTES**

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, February 5, 2026, in Board Room, Rm. #1014 of the Genesee County Administration Building, 324 S. Saginaw Street, Flint, Michigan, 48502.

**I. CALL TO ORDER**

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

**II. ROLL CALL**

Chairperson Khandker announced that a sign-in sheet would be used for today's official roll call.

**Present:** Abdul Khandker, Adam Zettel, Amber Abbey, Andrea Schroeder, Corwin Matthews, Denise Smith Allen PhD, Dennis McDonagh, Derek Bradshaw, Ellen Glass, Lynn Markland, Michelle King, Neil Rankin, Paige DeHate, and Robert Cole.

**Absent/Excused:** Alex Patsy, Andy Pickard, Brian Ulman, Chad Young, Chris Yeates, Coetta Adams, Connie Greene, Corey Jarbeau, Dan Eashoo, Daniel Jenkins, David Dorr, Dylan Campbell, Eric Johnston, Frederick Thorsby, James Slezak, Jay Reithel, Jeff Clark, Joseph Madore, Joseph Rizk, Karyn Miller, Larry Green, Mary Ann Price, Max Gierman, Melinda Johnson, Michael Pifer, Olayinka Ajimoko, Rachel Stanke, Randall Naumann, Richard Bayus, Robert Bincsik, Rod McGaha, Scott Bennett, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, Vince Lorraine, and Wendy-Jean-Buhrer.

**Others Present:** Joe Karlichek, Norm Engel, Sheila Taylor, Kris Garris, Daniel Moulton, and Theresa LeFavour

**III. MINUTES**

**\*\*\* A. Minutes of the January 8, 2026 Regular Meeting**

Ms. Denise Smith Allen, PhD, requested the appropriate honorific PhD be included with her name on the minutes and sign-in sheet.

**Motion: Action:** Approve, **Moved by** Ellen Glass, **Supported by** Andrea Schroeder, to approve the minutes of the January 8, 2026 Regular Meeting as presented. **Motion carried unanimously.**

**IV. OLD BUSINESS**

**A. 2025 PASER Reports**

Mr. Kris Garris stated in 2025, staff collected the non-federal aid pavement conditions in Genesee County. The individual community-by-community reports are in the process of

being completed. Genesee County, as a whole, has been completed with 78% of the roads rated in poor condition, 16% rated in fair condition and 6% rated in good condition. Through the years, the percentage of poor condition roads has risen. Discussion ensued.

## **V. NEW BUSINESS**

### **A. FY 2026 – 2029 Transportation Improvement Program (TIP) Amendment #4**

Mr. Dan Moulton stated the Transportation Improvement Program (TIP) amendment changes two projects and one GPA in the FY 2026 – 2029 TIP. The two projects are a roundabout at Elms and Lennon Roads and road rehabilitation on E. Maple Ave. in the City of Burton. The GPA project includes 2 projects changes, one the purchase of 30 foot or greater length bus and the purchase of computer software and hardware.

**Motion: Action:** Approve, **Moved by** Robert Cole, **Supported by** Amber Abbey, to FY 2026 - 2029 Transportation Improvement Program (TIP) Amendment #4, as presented. **Motion carried unanimously.**

## **VI. OTHER BUSINESS**

Mr. Dan Moulton stated the Master Plan is currently out for public comment until February 23<sup>rd</sup> with the public hearing taking place on February 25<sup>th</sup> at 1:30 p.m. in Room 1014 of the Genesee County Administration Building.

## **VII. ANNOUNCEMENTS**

Mr. Norm Engel from Michigan Department of Transportation (MDOT) announced that applications for the Federal Aid Buyout Program closed on January 23<sup>rd</sup>. There was approximately \$49 million in funding requests with 82 projects submitted. MDOT expects to have the list of projects available at the end of this week. Agencies which submitted requests should check for accuracy.

Mr. Norm Engel announced that the pre-UWP meeting set up by Max Gierman is scheduled for March 10, 2026.

## **VIII. ADJOURNMENT**

Chairperson Khandker adjourned the meeting at approximately 1:56 pm.

Respectfully submitted,

Theresa LeFavour  
Genesee County Metropolitan Planning Commission

## MEMORANDUM

**TO:** Members of the Genesee County Technical Advisory Committee

**FROM:** Daniel Moulton, Planning Specialist  
Genesee County Metropolitan Planning Commission

**DATE:** March 19<sup>th</sup>, 2026

**SUBJECT: Approval of the Genesee: Our County, Our Future Master Plan**

The draft Genesee: Our County, Our Future plan and supporting materials (technical reports and maps) are available on the <http://ourfuturegenesee.org/> website. The draft plan went through a 63-day public comment period which began December 22, 2025 and ended on February 23, 2026. The Genesee: Our County, Our Future Master Plan also serves as Genesee County's 2050 Long Range Transportation Plan (LRTP) which included the Air Quality Conformity Analysis for the Flint MI Limited Orphan Maintenance Area (LOMA).

Twenty-Six (26) comments total were received during the public comment period and the public hearing. One comment was received directly relating to air quality and incorporated into the document.

There were four (4) public input sessions held on:

- January 21<sup>st</sup> at the Clio Area Senior Center
- January 27<sup>th</sup> at the Flint Farmers Market
- January 27<sup>th</sup> at the Swartz Creek Area Senior Center
- January 28<sup>th</sup> at the Fenton Community and Cultural Center
- February 25<sup>th</sup> – public hearing at the Genesee County Tower Building

The public also had the opportunity to view the plan and submit comments through e-mails, the plan website, fax, telephone, and social media. Staff were also available during normal office hours to receive comments and answer questions.

The draft Air Quality Conformity Analysis makes the determination that our 2050 LRTP and its projects satisfy all requirements in the Air Quality Conformity regulations. The 2050 LRTP conforms to the State Implementation Plan (SIP) for the 1997 ozone standard based on

the results of the conformity analysis.

The draft Genesee: Our County, Our Future plan meets all federal transportation requirements such as Air Quality, Environmental Mitigation and Consultation, Public Participation, Performance Measures, and Fiscal Constraint. The Genesee: Our County, Our Future Steering Committee approved the plan at its March 16, 2026, meeting.

At this time, staff is requesting a recommendation of approval to the Genesee County Metropolitan Alliance for the Genesee: *Our County, Our Future* Master Plan.

*AN EQUAL OPPORTUNITY ORGANIZATION*

## MEMORANDUM

**TO:** Members of the Genesee County Technical Advisory Committee

**FROM:** McKenna Dutkiewicz, Planning Specialist

**DATE:** March 19, 2026

**SUBJECT:** **Genesee County Strategic Trails Plan Approval**

In January, staff presented the draft Strategic Trails Plan to this committee for review and comment. In the months that followed, staff incorporated feedback from committee members and made several key updates to the document, including how projects are presented. The plan now identifies the development of the Legacy Trail Network, which includes six major trail corridors spanning Genesee County. Each trail corridor includes multiple segments, each with varying funding schedules.

To complement the plan, an online trails dashboard has been developed to highlight the Legacy Trail Network. The dashboard allows users to filter projects by segment and project year, providing a clear view of how the network will be developed over the five-year implementation period. Users can also select individual trail segments to view details such as the proposed project budget, project year, and structure type.

The Strategic Trails Plan and the Legacy Trails dashboard can be accessed at: <https://www.geneseetrails.com>.

At this time, staff is requesting that the Technical Advisory Committee provide a recommendation of approval for the attached Strategic Trails Plan to the Genesee County Metropolitan Alliance.

## MEMORANDUM

**TO:** Members of the Genesee County Technical Advisory Committee

**FROM:** Kristofor Garris, Planner

**DATE:** March 19, 2026

**SUBJECT: FY 2028 Safety Call for Projects**

The Michigan Department of Transportation (MDOT) has released a call for Highway Safety Improvement Program (HSIP) projects, Highway Safety Improvement Program Streamlined Systemic Safety Projects, and High-Risk Rural Road (HRRR) projects to all local road agencies for the 2028 fiscal year. A letter detailing the qualifications for these funds and the criteria by which applications will be judged is enclosed.

MDOT is requesting that project applications be submitted to their office by **Friday, May 1<sup>st</sup>, 2026**.

Staff are available to assist any Local Road Agencies with applications, project selection, or Time-of-Return analysis as needed.

Additional safety resources can be found on our website at the following link: <http://www.gcmpe.org/safety/>. If you need any assistance with selecting safety projects or have questions about the application process, feel free to contact me at (810) 766-6564 or [kgarris@geneseecountymi.gov](mailto:kgarris@geneseecountymi.gov).



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

February 24, 2026

Denise Donohue, CEO  
County Road Association of Michigan  
101 S. Washington Sq., Ste. 200  
Lansing, MI 48933

John LaMacchia, Director  
Michigan Municipal League  
320 N. Washington Sq., Ste. 110  
Lansing, MI 48933

Dear Denise Donohue and John LaMacchia:

Subject: Call for Projects - Fiscal Year 2028 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for candidate projects for the Fiscal Year (FY) 2028 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2028 federal budget apportioned for this program is estimated to be \$22,953,000:

- \$14,953,000 for general HSIP
- \$2,000,000 for streamlined systemic HSIP
- \$6,000,000 for HRRR

Please distribute this notice to members.

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

Since 2024, the State of Michigan has been subject to a new Vulnerable Road User (VRU) Rule. It is likely the State will be subject to the rule for the foreseeable future. Therefore, a VRU financial goal of \$3,000,000 is included in Exhibit 2. For more information regarding VRU projects, please refer to the information provided in Exhibits 2 and 5.

Federal safety funds shall not exceed \$1,500,000 per Local Agency for the fiscal year. Any non-selected HRRR projects will be automatically considered for general FY 2028 HSIP safety funds. Selected projects are to be obligated in FY 2028.

**All applications must be submitted electronically by 11:59pm on Friday, May 1, 2026.**

Applications must be sent to [MDOT-DesignLAP-Safety@Michigan.gov](mailto:MDOT-DesignLAP-Safety@Michigan.gov).

A list of all submitted projects will be posted on the MDOT Local Agency Program (LAP) Special Funding Program website by Friday, May 15, 2026. Local Agencies are responsible to verify that their projects have been received and are on the list and must notify MDOT of any discrepancies no later than Friday, May 29, 2026.

Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds. If you have any questions, please contact Jackie Pethers, Local Agency Programs Safety Engineer, at 517-643-6189 or at [PethersJ1@Michigan.gov](mailto:PethersJ1@Michigan.gov).

Sincerely,

E-SIGNED by Larry Doyle  
on 2026-02-24 09:05:08 EST

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

#### Attachments

cc: K. Zachary, FHWA  
B. Kadzban, MDOT  
M. Dionise, FHWA  
D. Parker, MDOT  
J. Trudelle, FHWA  
L. Johnson, MDOT  
J. Rigterink, MML  
E. Mullen, MDOT  
M. Bach, MML  
J. Jones, MDOT  
K. Schwiderson, MDOT  
A. Matisoff, MDOT  
J. Pethers, MDOT  
MDOT, Region Engineers  
MDOT, Transportation Service Managers  
MDOT, LAP Listserv Members  
Rural Task Forces  
Metropolitan Planning Organizations

# LOCAL AGENCY SAFETY PROGRAM

## Exhibit 1 – Project Eligibility Requirements

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at [Michigan.gov/MDOT-ADA](https://Michigan.gov/MDOT-ADA).

### General:

- The applicant must be an Act 51 agency (county, city, village) or a federally recognized tribe. Townships will need to work with their county for submittal. The application must include a letter of support from the agency with roadway jurisdiction if different from the application agency (example: City is the applicant, but the County Road Commission holds the roadway jurisdiction).
- All locally owned roadways open to the public are eligible for safety funding regardless of whether they are on the Fed-Aid network.
- The Safety Program allows for the submittal of systemic projects. Systemic safety projects involve the use of countermeasures that are widely implemented (corridor or area wide) based on similar roadway or intersection features that correlate with particular fatalities (K) or incapacitating (A) crash types.
- Any local agency that fails to obligate an awarded safety project in the assigned FY will be scored lower on subsequent safety project submittals for two years.
- Federal funds will be limited to a maximum of \$1,500,000 per agency and will include any projects by non-Act 51 agencies within Act 51 agency jurisdiction.

### HRRR Specific Requirements:

- The roadway must be functionally classified as rural per the area urban census boundary (AUCB). If any portion of the roadway segment or intersection touches the urban boundary, the roadway is not eligible in the HRRR category.
- The roadway must have a National Functional Classification of major collector, minor collector, or local road. Arterials and interstates are not eligible in the HRRR category.
- ACUB and functional classification can be found at [View National Functional Class \(NFC\) Map](#).
- Within the most recent five-year time period of available crash data, at least one crash, resulting in fatalities (K) or incapacitating (A) injuries, has occurred within the proposed project limits. For projects longer than 11 miles in length, multiple of these serious crashes have occurred so that there is at least one such crash for every 11 miles of roadway segment. Proposed projects with higher crash

concentrations of “K” and/or “A” crashes may receive a higher priority than other projects.

- The proposed project must demonstrate a direct correlation to correct an area related to the fatal or incapacitating injury crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes and are subject to approval by MDOT.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$750,000 per project <sup>(1)</sup>.

### **HSIP Specific Requirements:**

- Projects may be located in a rural or urban designated area.
- All locally controlled public roadways, regardless of National Functional Classification, are eligible.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$750,000 per project <sup>(1)</sup>.

### **HSIP Streamlined Systemic Specific Requirements:**

- Only the following project types may use the Streamlined Systemic Application (see Exhibit 4 for more guidance):
  - Horizontal curve delineation
  - Rumble strips
  - Edge line pavement markings
  - Countdown pedestrian signals
  - Stop-controlled intersection sign upgrades
  - Fixed object removals (clearing and tree removals)
- Agencies may submit no more than three streamlined systemic applications, including no more than two project applications for the same work type. Federal funds for selected projects will be limited to a maximum of \$200,000 per project, except fixed object removal projects will be limited to a maximum of \$500,000 per project.
- Agencies interested in using the Fixed Price Variable Scope (FVPS) contracting method should contact Jackie Pethers at [PethersJ1@Michigan.gov](mailto:PethersJ1@Michigan.gov) for additional details prior to submitting their application.

<sup>(1)</sup> FEDERAL FUNDS ARE LIMITED TO \$750,000 FOR SAFETY PROJECTS UNLESS SPECIFICALLY IDENTIFIED IN THE ORIGINAL APPLICATION. FEDERAL FUNDS INCLUDE HRRR, HSIP OR ANY OTHER FEDERAL FUNDING SOURCE.

## Exhibit 2 – Financial Goals

**Table 1: Project Types**

<b>Project Type<sup>1</sup></b>	<b>Total Program</b>
Projects with scopes that directly address areas with a concentration of Types "A" and "K" crashes	\$15,000,000
Vulnerable Road Users (VRU) <sup>2</sup> (Non-motorized facility/pedestrian improvements)	\$3,000,000
High Friction Surface Treatment	\$500,000
Road Safety Audits (RSA)	\$100,000
Vulnerable Road Users (VRU) Focused Road Safety Audits (RSA)	\$50,000
Guardrail Upgrades and Clear Zone Improvements <sup>3</sup>	\$1,000,000
Safety Funds per MDOT Region	\$750,000

1. A selected project may count towards multiple financial goals.
2. Vulnerable Road Users are as described in ANSI D16.1-2007, 23 U.S.C. 148(a)(15) and 23 CFR 490.205
3. The intent of the Guardrail financial goal is for projects installing guardrail where none currently exists, upgrading terminal endings, or removing existing guardrail by flattening slopes. It is not intended to be used for replacing existing damaged guardrail as this is considered a maintenance item.

**Examples of VRU specific projects include:**

- Road Diets: restriping only with no pavement overlays or reconstruction; with provisions to accommodate VRUs
- Pedestrian Refuge Islands
- Special Emphasis Pedestrian Crosswalk Markings as per PAVE-945 include use of high visibility markings
- Rectangular Rapid Flashing Beacon (RRFB): methodology per the MDOT Crosswalk Guidance Document
- Pedestrian Hybrid Beacon (PHB): thresholds met per the 2025 Michigan Manual of Traffic Control Devices (MMUTCD) Section 4J.01.
- Pedestrian Countdown Signals
- Gateway Treatment as per the MDOT R1-6 User Guide
- Shoulder Widening: documented VRU crashes/concerns
- Bulb Out/Curb Extensions
- Advanced Pedestrian/Mix Use Trail Pavement Markings and Warning Signs
- VRU Specific Road Safety Audit (RSA): emphasize VRU needs compared to traditional RSA

- Protected VRU Lane/Path: as documented in the local government's non-motorized plan
- Separated Sidewalk/Shared-Use Path: as documented in the local government's non-motorized plan and agreement in place for local government to own and maintain

## Exhibit 3 – Funding Participation

### General:

- Portion eligible for federal aid:
  - Project’s Construction Phase (“A” phase)
  - Preliminary Engineering, **ONLY** if criteria in the Preliminary Engineering section outlined below is met.
- Portion not eligible for federal aid:
  - Right-of-way costs
  - Preliminary engineering unless criteria in the Preliminary Engineering section outlined below is met
  - Construction engineering
  - Decorative items, not safety related in nature
- Selected projects will be “Lump Summed” at the lesser of the original estimate plus \$20,000, or the original estimate plus 20%. Projects, at MDOT’s discretion, may be funded by a “Pro-Rata” method.
- Projects will be let by MDOT or performed by Local Force Account, as approved by MDOT’s Local Agency Program (LAP) office. Information found at [Instructions for Construction of Federally Funded Local Agency projects by Non-Competitive Bid Contract \(Force Account\) \(michigan.gov\)](#).
- All social, economic, and environmental impacts within the project limits impacts must be mitigated before federal funds can be obligated. Project applications that are expected to have significant public controversy and/or require an environmental assessment will not be considered until these outstanding issues have been resolved.
- MDOT will program the selected projects into JobNet for the area’s Transportation Improvement Program (TIP) for the FY for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.
- Any separate and/or supplemental funds intended to be used for a proposed safety project must be identified in the application documents (i.e. narrative) and must be programmed with a separate job number, due to Highway Safety Improvement Program (HSIP) federal reporting requirements.

### HRRR specific:

- Construction will be funded at 90% federal funds and 10% local funds.
- See the section below regarding eligibility for Preliminary Engineering.
- Road Safety Audits (RSAs) are not eligible for HRRR funds.

**HSIP specific:**

- Construction will be funded at 90% federal funds and 10% local funds.
- See the section below regarding eligibility for Preliminary Engineering.

**HSIP streamlined systemic specific:**

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

**Preliminary Engineering (PE or EPE):**

Preliminary engineering for selected safety projects may be programmed if the following:

- A Road Safety Audit (RSA) was completed (funded at 50% federal funds/50% local funds)
  - Proposed scope of work addresses the noted location safety concerns during the RSA and aligns with the RSA suggestions.
  - **A copy of the RSA final report must be included with application.**
  - PE funded up to 10% of estimated eligible construction costs at the time of funding award.

Road Safety Audits (RSAs) (funded at 90% federal funds/10% local funds):

- An RSA proposal is submitted without an associated construction phase. It is hoped that the construction phase will be submitted in the next call for projects, however a previously funded RSA does not guarantee funding of the construction phase in a future year.
- A Vulnerable Road User (VRU) RSA shall be focused on non-motorized traffic. Examples include corridors with non-motorized traffic and crashes, corridors with the potential for crashes, school corridors with the potential for or crashes that have occurred. Focus shall be placed on locations where VRU crashes or reported near misses have occurred.
- A maximum of \$25,000 in total project costs will be set up for each RSA.
- The RSA Final Report/findings must be submitted to the Local Agency Safety Program Engineer before the agency will be reimbursed.
- This work will be completed by a consultant or another agency other than the road owner. MDOT or the Local Agency will manage this consultant contract.
- [FHWA RSA information](#)
- [FHWA Pedestrian and Bicyclist Road Safety Audit Guide and Prompt List](#)

## Exhibit 4 – Design Requirements

### General:

- Proposed projects must meet current standards and warrants, current Americans with Disabilities Act, Buy America requirements and current AASHTO LRFD specifications.
- Designed in accordance with MDOT’s current Guidelines for Geometrics on Local Agency Projects, or in accordance with the current MDOT accepted version of AASHTO 7th Edition of “A Policy on Geometric Design of Highways and Streets.” Other commonly used guidelines may be acceptable with prior MDOT approval.
- Designs must include all proposed work and locations identified in the safety application.
- **Shoulder Widening (for VRU).** Minimum 4 feet clear paved shoulder or 6 feet recommended with shoulder corrugations to provide an unofficial buffer area. Applications with wider than minimum paved shoulders may receive a higher score than applications with the minimum proposed paved shoulders.
- **Traffic Signals.** Traffic signal projects must install a box span configuration (unless justification is provided) and signal back plates with reflectorized borders. These projects must also include overhead mounted street name signs. New traffic signals require a thorough engineering study including a warrant analysis supporting the installation as outlined in the 2025 MMUTCD Section 4C. Note that all applications involving work at an MDOT signal must include a local Transportation Service Center (TSC) concurrence letter. If the selected project contains an MDOT signal, all signal design work must be completed by an MDOT prequalified consultant. If painting of signal supports is included, the full cost of the painting will be the local agency’s responsibility.
- **PHB/HAWK Signals.** Engineering study supporting the installation as outlined in the 2025 MMUTCD Section 4J.01.
- **High Friction Surface Treatments.** High friction surface projects shall use or follow the intent/material requirements of the most current MDOT special provision.
- **Permanent Signing and Pavement Markings.** Corridor (or local agency-wide) permanent signing or pavement marking projects must be of a higher standard than the minimums required by the 2025 MMUTCD and/or standards. These projects must include signing improvements beyond upgrading sign reflectivity requirements (Example: adding reflective sheeting to sign posts, larger signs, etc.). Conversions to All Way stop-controlled intersections require an engineering study including a warrant analysis as outlined in the 2025 MMUTCD Sections

2B.12 to 2B.17. Permanent pavement markings will include improvements such as edge lines where not required by MMUTCD, being recessed or high quality “durable” markings.

- **Guardrail.** Any new guardrail or guardrail endings installed must be compliant with the AASHTO Manual for Assessing Safety Hardware 2016 (MASH-16).
- **Culverts.** Culvert end treatments for any newly installed culverts must meet Table 5-1 of the MDOT Drainage Manual. Any new longitudinal culverts installed must have a minimum 1:6 slope from the top of the pipe to the roadway/driveway surface.
- **Safety Edge.** Projects involving shoulders that are newly constructed, resurfaced (1 ½” or greater) or widened without shoulder corrugations on roadways where the posted speed is 45 mph or greater must construct a Safety Edge per standard plan R-110 series. The Safety Edge may be omitted in developed rural areas where driveway density exceeds 30 access points within ½ mile. The Safety Edge may also be omitted in locations where the shoulder is terminated by valley gutter or curb and gutter.
- **Roundabouts.** An operational analysis (using projected volumes and design vehicle) shall have been completed to determine size, capacity, and that it will operate acceptably. Identify ROW needs and submit Form 5323 and Section 106 for review early. Lighting should be included unless a valid and approved reason is provided.
  - [Roundabout Guidelines and Design Aid](#) resources.
- **Design Exception/Design Variance.** Use of Design Exceptions (DE) and Design Variances (DV) are highly discouraged and may not be approved. Projects are selected to address an existing or predicted crash issue. Design elements not meeting current standards compromise the integrity of the project. **Design elements that do not meet standard(s) must have been identified in the original safety application.**

#### **HSIP Streamlined Systemic Specific Requirements:**

- Horizontal curve delineation projects
  - All horizontal curves signed will meet the requirements shown in the table below **that have been modified** from Table 2C-4(B) of the 2025 MMUTCD specifically for the selection of local agency safety projects submitted through this streamlined application.

**Table 2: Difference Between Posted Speed and Advisory Speed**

Type of Horizontal Alignment Sign	5 mph	10 mph	15 mph	20 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), or combination horizontal alignment/intersection (W1-10 series)	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Required	Required	Required	Required
Chevrons (W1-8)	Recommended	Required	Required	Required

Note: Yellow reflective post sheeting must be added to the sign posts for all new installations.

**Table 3: Typical Spacing of Chevron**

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

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

- All horizontal curve signs must include reflective sheeting on the signposts.
- The advisory speed will be determined utilizing one of the methods listed in Section 2C.08 of the 202 MMUTCD.
- Edge line pavement marking projects
  - Eligible roadways are those that have never had striped edge lines.
  - Local agencies may elect to use 4-inch or 6-inch edge lines.
  - Wet reflective markings are highly encouraged.
- Rumble (or Mumble) strip (corrugations) projects
  - Local agencies may install only centerline rumble strips, only shoulder rumble strips, or both centerline and shoulder rumble strips.
  - Centerline rumble strips are typically confined to rural areas with a posted speed limit of 55 mph; however, they may be installed on lower speed roadways with a history of lane departure crashes.

- When installing shoulder rumble strips, it is recommended to maintain at least 4 feet of paved shoulder beyond the rumble strip for non-motorized users. Agencies should consider all modes of users when installing shoulder rumble strips.
- Edge line rumble stripes (rumble strips placed within the paint line) are allowable in place of offset shoulder rumble strips.
- Consideration should be given to the available lane width when installing both centerline and shoulder rumble strips.
- Sinusoidal rumble strips are allowable. Sinusoidal rumble strips are fully recessed and therefore any sinusoidal rumble strips placed under an existing pavement marking (centerline or edge line) require new pavement markings to be included in the estimate.
- Countdown Pedestrian Signal projects
  - Signal upgrades other than the addition of countdown pedestrian signals, or the upgrade from standard pedestrian signals to countdown, are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
  - All countdown pedestrian signals must be LED.
  - Upgrades to sidewalk ramps, pushbuttons, controllers, or cabinets are not allowed through this streamlined application and need to be submitted as a HSIP general or HRRR project.
  - A Structural Design Analysis is not required if ONLY countdown pedestrian signals are added to existing strain poles or mast arms and the existing structure is in suitable condition for installing pedestrian signals, as approved by the licensed design engineer.
- Stop Controlled Intersection Sign Upgrade projects
  - Projects must include dual Stop signs and dual Stop Ahead signs.
  - Target Arrow signs at tee-intersections are allowable.
  - Stop signs will be 36 inches in size.
  - Local agencies may elect to use 30-inch or 36-inch size Stop Ahead signs.
  - Dual Stop signs must include red reflective post sheeting.
  - Dual Stop Ahead signs must include yellow reflective post sheeting.
- Fixed Object Removal projects
  - Maximum allowable project cost of \$500,000.
  - Local agencies may elect to use modified clearing item(s) to represent the existing conditions.

## Exhibit 5 - Submitting Candidate Safety Project Applications

(Electronic Submittal is Required)

### General:

- Applications and supporting information must be submitted electronically no later than 11:59 pm on **May 1, 2026**. Use the *Local Safety Submittal Sheet* for all submitted projects.
  - The Local Safety Submittal Sheet can be found online at [MDOT LAP Special Funding Program](#) in the Application Process section of the page.
  - Electronic submittals are limited to 20MB. Contact [PethersJ1@Michigan.gov](mailto:PethersJ1@Michigan.gov) for alternate electronic submittal options for applications larger than 20MB. Undeliverable emails for larger file sizes are not automatically sent to alert the sender.
- Submit applications and supporting information by email to: [MDOT-DesignLAP-Safety@michigan.gov](mailto:MDOT-DesignLAP-Safety@michigan.gov).
- Applicants will receive an email acknowledging receipt of the application.

### HSIP and HRRR Specific Requirements:

Complete the Local Safety Submittal Sheet. Attach the following six required documents listed below. All MDOT forms and spreadsheets mentioned can be found online at [MDOT LAP Special Funding Program](#) in the Application process section of the page.

1. MDOT Form 1627
2. Project Narrative
  - Provide a brief overview of the proposed project including the crash pattern that has been experienced, proposed safety project scope, and how the proposed scope of work will remedy the past crash history.
  - Other items that should be discussed include, but are not limited to:
    - Data driven methods utilized when choosing project location.
    - Local background knowledge of the location.
    - Numeric crash modification factors (CMF) used in a HSM analysis.
    - Anything that the applicant would like the scoring committee to know. Committee members review applications as submitted and do not conduct field visits.
    - Alternatives evaluation
3. Map showing project location(s)
4. Detailed cost estimate or Michigan Engineers Resource Library (MERL) estimate.

- A line item for contingency and/or inflation may be included if deemed necessary, but it will in no way result in any modification of the grant amount or the responsibility of the local agency to cover any amount exceeding the grant amount.
  - If a contingency and/or inflation amount is included in the estimate, this must be included in the TOR calculation.
5. Economic Benefit Cost Analysis
- Must be completed using the **MDOT Time of Return (TOR) spreadsheet** or the **Highway Safety Manual (HSM) spreadsheet**. Agencies may choose to submit both and will be scored based on the version showing the best result. Current versions of both spreadsheets are located in the *Application process* section of the [MDOT LAP Special Funding Program website](#).
  - Attach the Excel version of the spreadsheet to the application.
  - Guardrail projects and RSA submittals do not require an economic benefit cost analysis.
  - Common Crash Reduction Factors (CRF) are listed in the TOR spreadsheet and common Crash Modification Factors (CMF) are listed in the HSM spreadsheet.
    - Additional CRFs and/or CMFs may be used. If submitting a spreadsheet utilizing a CRF or CMF not listed in the spreadsheet, state the source utilized to obtain the factor and include a copy of the report. CRF/CMFs should have a 4- or 5-star quality rating.
  - Local Agencies are encouraged to utilize the HSM for locations where little to no crash history exists, proposed systemic improvements, and locations where additional support of the TOR is desired. For VRU focused HSM analysis, it must include all crashes. The HSM spreadsheet does not break out crashes by crash type.
6. UD-10s (crash reports)
- Only include UD-10s for crashes that are used to compile the TOR. Include only those crashes that relate to the proposed scope of work.
  - The HSM requires all crashes to be input, including animal crashes, when entering Observed Crashes. UD-10s are NOT required to be included with the application.
    - If submitting UD-10s with a HSM analysis for additional support, clearly identify the UD-10 reports and separate them from any UD-10s used in the TOR analysis.
  - Use the most current full 3- to 5-year period of available data (**only crashes occurring in 2020 to present can be counted**). Do not skip years.

To provide additional support, the following are recommended (but not required):

- A copy of the Local (Regional) Road Safety Plan priority emphasis areas or priority projects list. Current plans may be obtained from your area Planning Organization. Please highlight the relevant information.
- A copy of the Local Non-Motorized Plan to support VRU focused projects.
- Additional Crash Analysis used to determine the proposed project's scope.
- Crash concentration maps in the proposed project's limits.
- Road Safety Audit final report (**required if requesting participation for Preliminary Engineering**).
- Photos of existing project site conditions including guardrail improvements.
- Preliminary proposed plan view, cross-sections, and/or profiles. (A cross-section is very useful to the committee members).
- Ability to deliver a construction package for obligation within this fiscal year.
- Project coordination with other construction projects.
- A Highway Safety Manual Analysis.
- Summary of alternatives considered.
- Network screening reports.
- A list of any potential Design Variances/Exceptions **must be identified in the application**.
- Roundabout operational analysis.
- Traffic signal engineering study including warrant analysis.
- PHB/HAWK engineering study.

#### **HSIP Streamlined Systemic Specific Requirements:**

- Complete the *HSIP Streamlined Systemic Application* found online at the *Application process* section of the website [MDOT LAP Special Funding Program](#).
  - All macros must be enabled.
  - Use the "Save As PDF" button to save a copy.
- Attach the HSIP Streamlined Systemic Application PDF copy, along with any supplemental location maps, to the *Local Safety Submittal Sheet* and email to: [MDOT-DesignLAP-Safety@michigan.gov](mailto:MDOT-DesignLAP-Safety@michigan.gov).

#### **Scoring Criteria:**

Projects are selected based on available funding, reduction of crash risk, cost effectiveness and financial goals.

Applications are reviewed and scored by a committee made up of MDOT, FHWA and CRA/MML members.

- Scope of work – considerations may include how the project directly correlates to observed or predicted crashes; does the project address multiple safety risk factors; will the project mitigate K/A injury crashes; does the project focus on safety or improving asset condition; is there enough detail provided to understand what work will be done; is the estimate realistic; is proposed VRU improvements separated from vehicular traffic, etc.
- Thoughtful design – considerations may include:
  - If the project is data driven
  - Was an RSA previously completed
  - Is a warrant analysis included
  - Were other alternatives considered
  - Is proposed project a next level safety improvement, etc.
- Economic cost benefit – based on adjusted TOR or HSM value
- Average Daily Traffic (ADT)
- Bonus points – HSM analysis included, 2 years without a selected safety project
- Penalty points – previously delayed or cancelled projects, late application submittal, incorrect/incomplete application data.

## Resources:

Additional information for application development can be found at:

- The *Safety resource* section of the [MDOT LAP Special Funding Program](#) website.
- MDOT Traffic & Safety [www.michigan.gov/highwaysafety](http://www.michigan.gov/highwaysafety) website.
- [Michigan Traffic Crash Facts](#) website.
- Federal Highway Administration (FHWA) [Proven Safety Countermeasures](#) website.
- The Local (Regional) Road Safety Plan. Current plans can be obtained from your area Planning Organization.

## Safe Systems Approach (SSA)

- A Safe System Approach (SSA) means a roadway design that emphasizes minimizing the risk of injury or fatality to road users and that takes into consideration the possibility and likelihood of human error; accommodates human injury tolerance by taking into consideration likely crash types, resulting impact forces, and the ability of the human body to withstand impact forces; and takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).
- [FHWA Safe Systems Approach](#) website.

## Vulnerable Road Users (VRU)

- A Vulnerable Road User is a non-motorist with a fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a

pedestrian or pedal cyclist as defined in the ANSI D16.1-2007. (See 23 U.S.C. 148(a)(15) and 23 CFR 490.205). A vulnerable road user may include people walking, biking, or rolling.

- Please note that a vulnerable road user includes a highway worker on foot in a work zone, given they are considered a pedestrian, but does not include a motorcyclist.
- [Pedestrian Safety Guide and Countermeasure Selection System \(pedbikesafe.org\)](#)
- [Bicycle Safety Guide and Countermeasure Selection System \(pedbikesafe.org\)](#)
- [FHWA Proven Safety Countermeasures Filter Tool and Keyword Search](#)

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at [Michigan.gov/MDOT-ADA](https://www.michigan.gov/MDOT-ADA).

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## LOCAL SAFETY PROGRAM CALL FOR PROJECTS – FISCAL YEAR 2028

### APPLICATION COVER SHEET

**Instructions:** This form requires PDF editor capabilities and is not enabled for use with PDF viewer/reader applications.

1. Complete the required application information below.
2. Click ADD APPLICATION DOCS button to add Form 1627, project narrative, UD-10s, TOR or HSM analysis (Excel versions), map, engineer's estimate, and other supporting documents (or streamlined systemic form).
3. When finished, click SAVE AS button to keep a copy for each safety application being submitted.
4. Emails to MDOT cannot exceed 20MB.
5. Click the SUBMIT button to email the application to [MDOT-DesignLAP-Safety@michigan.gov](mailto:MDOT-DesignLAP-Safety@michigan.gov).
6. If you do not have a PDF editor compatible with this form, please email documents directly to [MDOT-DesignLAP-Safety@michigan.gov](mailto:MDOT-DesignLAP-Safety@michigan.gov).

### APPLICATION INFORMATION (REQUIRED)

Agency Name:

Project Name:

Cost Estimate:

Funding Template:

ADD APPLICATION DOCS

SAVE AS

SUBMIT TO MDOT

## MEMORANDUM

**TO:** Members of the Genesee County Technical Advisory Committee

**FROM:** Kristofor Garris, Planner

**DATE:** March 19, 2026

**SUBJECT: FY 2026 PASER Data Collection**

The Genesee County Metropolitan Planning Commission (GCMPC) will be collecting pavement condition data using the PASER System on all federal-aid roads within Genesee County in FY 2026. Collection is anticipated to begin in early summer.

Staff will be coordinating with local road agencies who wish to participate in the data collection, a communication will be sent in April. Reimbursement through the Transportation Asset Management Council (TAMC) is available to local units if participating raters have completed TAMC PASER Training within the past 3 years.

Staff will work with local units to establish memorandums and assist in reimbursement activities as needed.

Should you have any questions regarding this year's data collection, please contact Kris Garris at [kgarris@geneseecountymi.gov](mailto:kgarris@geneseecountymi.gov) or (810) 766-6564.