



Frequently Asked Questions (FAQ): I-475 Corridor Transportation Planning and Environmental Linkages (PEL) Study

1. What are the project details?

The Michigan Department of Transportation (MDOT) is conducting a PEL study on the I-475 corridor that seeks to achieve the following:

- Increase efficiency in transportation decision-making along I-475 corridor by engaging with stakeholders and the public to seek input and feedback on the future of roadway and adjacent land uses.
- Identify environmental, community, and economic goals for the transportation planning process.
- Collaborate with the public and local, state and federal officials.

The I-475 PEL study will help to identify existing deficiencies, safety concerns, and opportunities to build community priorities into the redevelopment process for the I-475 corridor. The study area will span from the southern I-75 interchange in Grand Blanc Township to the northern I-75 interchange in Mt. Morris Township.

2. What is a PEL study?

A PEL study is a collaborative approach to transportation decision-making. The study looks at the transportation, environmental, community, and economic goals early in the planning process. It uses the information developed during planning to inform the environmental review process.

The result is a streamlined decision-making process that encourages working relationships between local government, agencies, and transportation departments to get the project done more efficiently. The outcome of the PEL study will result in an acceptable alternative(s) for the I-475 corridor that reflects the vision and values of the greater Flint community.



3. Who participates in a PEL process?

- **The public:**

Throughout the process, MDOT will engage with the public, including residents, commuters, and local businesses in the study area. Public feedback will be gathered through community engagement meetings to identify needs, collect data, and develop strategies and alternative options for the final report. Rather than simply present community members with technical data, MDOT will actively encourage attendees to submit comments. A local advisory council (LAC) made up of residents, stakeholders, and organizers in the community, as well as a business advisory council (BAC) made up of local businesses in the study area, will be formed.






- **Local, state, and federal agencies:**

MDOT will coordinate with all applicable local, state, and federal agencies to ensure the I-475 corridor serves the community's transportation needs more effectively.

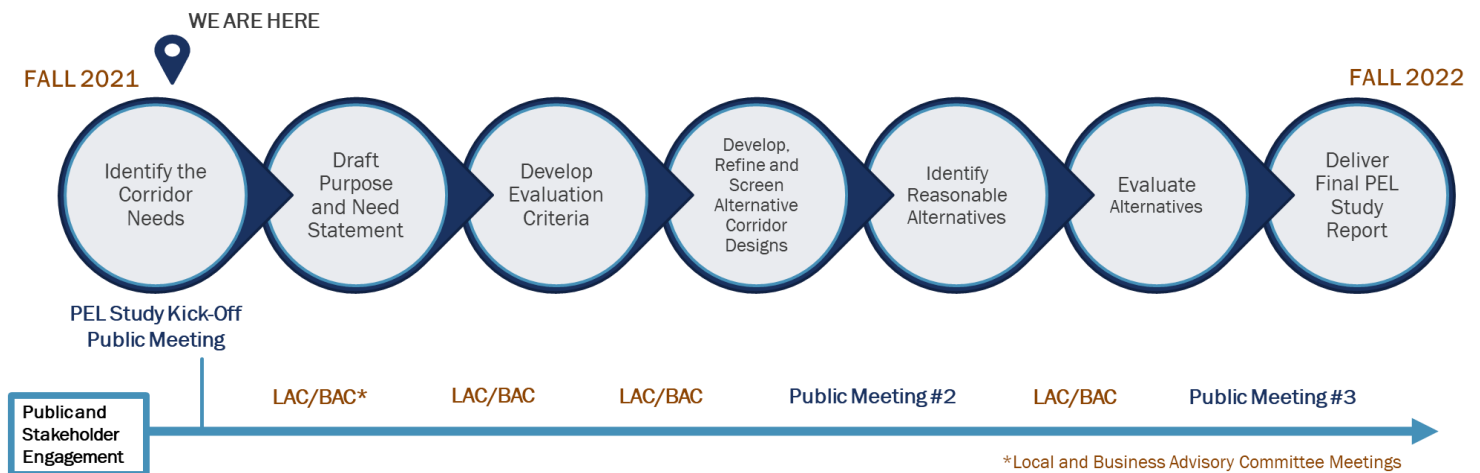
- **Resource agencies:**

The PEL study approach enables agencies to be more effective stakeholders in the transportation decision-making process through its focus on building interagency relationships. By encouraging resource and regulatory agencies to get involved in the early stages of planning, agencies have an opportunity to help shape the I-475 PEL study.

4. What are the benefits of including a PEL study in the project development process?

				
<p>Combines planning, engineering, and initial environmental Review.</p>	<p>Minimizes duplication by using decisions and analysis to inform NEPA and aligns the project with future Requirements.</p>	<p>Encourages early, meaningful public engagement by identifying stakeholders, building relationships, and providing opportunities for engagement early in the decision-making.</p>	<p>Promotes environmental stewardship and creates better outcomes for the Community.</p>	<p>Reduces implementation delays and accelerates project delivery.</p>

5. What are the I-475 PEL study steps?



- **Identify the corridor needs:**

MDOT will use various public and stakeholder outreach methods, including online surveys, comment forms, and holding meetings, to help identify the corridor needs. In addition, MDOT plans to conduct technical studies within the study area including an assessment of existing conditions, review of existing and projected traffic conditions, safety studies and noise analysis.

- **Draft purpose and need statement:**

In coordination with the National Environmental Policy Act (NEPA) process, MDOT will develop a purpose and need statement for the I-475 corridor. The statement will identify the transportation problems specific enough to generate alternatives that may potentially yield real solutions for the corridor.

- **Develop evaluation criteria:**

MDOT will develop criteria that will help guide the alternative development and ensure the decision-making process reflects the purpose and need statement. The criteria will be closely aligned with the needs that the public and stakeholders identify early in the process.

- **Develop and screen alternative corridor designs:**

Following the development of alternatives for the I-475 corridor, MDOT will screen them with the established evaluation criteria to see which are feasible. Public involvement outreach methods will be used to collect feedback on the alternative designs.

- **Identify acceptable alternative(s):**

Once the alternatives have gone through the evaluation screening and through stakeholder and public review periods, MDOT will identify an acceptable alternative(s) to advance to the next phase for more detailed environmental clearance and design activities.

- **Deliver final PEL study report:**

When the study and public involvement processes are complete, MDOT will develop and deliver a full PEL study report that recommends an acceptable alternative(s) and documents the study process.



6. How long can I comment on the PEL study?

The I-475 PEL will allow for specific public comment periods throughout the process, but comments are welcome throughout the PEL beginning in September 2021 through September 2022. To comment on the PEL, please [visit the comment form on the I-475 PEL website](#).

7. What is the Public Involvement Management Application (PIMA)?

PIMA is a virtual public involvement tool that MDOT is using on the I-475 PEL project. You can sign up for project updates and submit comments through PIMA by visiting <https://bit.ly/I475Subscribe>, or provide a comment by visiting <https://bit.ly/I475Comment>.

8. Where does funding from the project come from?

The I-475 PEL study funding comes primarily from federal dollars and a 10 percent state match. The construction of the I-475 corridor is entirely funded by the Rebuilding Michigan bond program.

9. What accommodations can be made for persons who require translation or language interpretation, mobility, visual, hearing, written, or other assistance for participation?

Narrated and closed caption presentations will be available during all steps of the process. Additionally, accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids or the services of interpreters, signers, or readers are available upon request. Please contact Orlando Curry at 517-335-4381 or complete Form 2658 for American Sign Language (ASL) located on the Title VI web page at <https://bit.ly/MDOT-TitleVI>. Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed.

10. What happens to public comments received on the I-475 PEL?

MDOT provides a response to all comments received, providing requested information as well as informing individuals in the respective program area(s) relevant to the project topic. Comments are also summarized and included in plan documentation.

11. How do I engage with the project?

- E-mail the team at MDOT-I475@michigan.gov.
- Visit the project website at <https://bit.ly/I475PEL>.
- Comment on the I-475 PEL at <https://bit.ly/I475Comment>.
- Subscribe to our mailing list at <https://bit.ly/I475Subscribe>.

