



Genesee County Metropolitan Planning Commission
Technical Advisory Committee (TAC)

Genesee County Administration Building
GCMPC Conference Room
1101 Beach Street, Room 223
Flint, Michigan

May 7, 2015
1:30 P.M.

A-G-E-N-D-A

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the April 2, 2015 Regular Meeting (attached)
- IV. Old Business
 - ***A. Election of Officers
 - ***B. FY 2016 Transportation Alternatives Program (TAP) Projects (attached)
- V. New Business
 - ***A. FY 2015 Unified Work Program (UWP) Amendment 1 (attached)
 - ***B. Transportation Improvement Program (TIP) FY 2014-2017 Amendment #9 (attached)
 - ***C. FY 2015 TIGER Grant Applications (attached)
 - ***D. Genesee County FY 2016 Unified Work Program (UWP) (attached)
 - E. I-69 Connectivity In the Heartland (Presentation)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

***** Action Item**

NEXT MEETING – June 4, 2015

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES
April 2, 2015**

The Technical Advisory Committee met at 1:30 p.m. on Thursday, April 2, 2015, in the Conference Room of the Genesee County Metropolitan Planning Commission (GCMPC), 1101 Beach Street, Room 223, Flint, Michigan.

I.  **Call to Order**

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

II.  **Roll Call**

Present: Brad Barrett, Erik Tamlyn, Greg Kray, Jay Reithel, Jim Koenig, Joseph Madore, Kay Muhammad, Larry Green, Mary Ann Price, Micki Hoffman, Paul Brake, Robert Cole, Robert Johnson, Steven Furrh and Tom Darnell.

Absent/Excused: Andrea Dewey, Bonnie Mathis, Brian Sutton, Carl Johnson, Chris Gehringer, Craig Williams, Dave Miller, David Arceo, David Dorr, David Guigear, Derek Bradshaw, Ed Benning, Eileen Kerr, Eric Weiderhold, Fred Peivandi, Jakki Sidge, John Barsalou, Karen Miller, Lynn Markland, Mark Emmendorfer, Michael Hart, Michael Pifer, Pamela Boyd, Paul Fortino, Paul Zelenak, Pete Wingblad, Randy Taylor, Rian Birchmeier, Robert Jennings, Sam Stiff, Shirley Kautman-Jones and Tom Svrcek.

Others Present: Christine Durgan, Jason Nordberg, Sharon Gregory, Damon Fortney, Jacob Maurer, Lamonica Harris and Debby Compton.


Micki Hoffman arrived at 1:31 p.m.

III.  **Minutes**

*****A. Minutes of the March 5, 2015 Regular Meeting**

Motion: Action: Approve, **Moved by** Robert Cole, **Seconded by** Paul Brake, to approve the minutes from March 5, 2015 regular meeting as presented.

Motion passed unanimously.

IV.  Old Business

*****A. National Functional Classification (NFC) Proposed Changes**

Mr. Damon Fortney stated since March additional NFC changes have been requested by local road agencies.

Mr. Fortney stated the additional proposed changes are:

Morrish Road

- Bristol Road to Corunna Road – 2.00 miles, upgrade from Major Collector to Minor Arterial
- Corunna Road to Beecher Road – 2.04 miles, upgrade from Minor Collector to Major Collector
- Beecher Road to S. Flushing City Limits – 1.54 miles, upgrade from Local to Major Collector

McCandlish Road (Vassar Road to Gale Road) 1.95 miles, upgrade from Local to Major Collector

Green Road (Gale Road to State Road) 1.83 miles, upgrade from Local to Major Collector

Morrish Road (I-69 WB Ramps to Bristol Road) 0.33 miles, upgrade from Major Collector to Minor Arterial

Morrish Road (S. City Limits to E. River Road) 0.34 miles, upgrade from Local to Major Collector

Feher Drive (N. Saginaw to Park) 0.18 miles, upgrade from Minor Collector to Major Collector

Park Drive (Feher to Alfred) 0.13 miles, upgrade from Minor Collector to Major Collector

Alfred Street (Park to Nanita) 0.22 miles, upgrade from Minor Collector to Major Collector

Nanita Street (Alfred to E. State) 0.16 miles, upgrade from Minor Collector to Major Collector

Mr. Damon Fortney stated that at this time we are requesting that the Technical Advisory Committee provide a recommendation of approval to the Metropolitan Alliance for the proposed changes.

Motion: Action: Approve, **Moved by** Robert Cole, **Seconded by** Robert Johnson, to recommend approval to the Metropolitan Alliance for the National Functional Classification (NFC) Proposed Changes.

Motion passed unanimously.

B. FY 2016 Transportation Alternatives Program (TAP) Call for Projects

Mr. Jacob Maurer stated the Fiscal year 2016 Genesee County Transportation Alternatives Program (TAP) Call for Projects was announced on Friday, March 20, 2015. There is approximately \$418,000 available for the TAP eligible projects. Projects must be submitted online using the State of Michigan Single Sign-On (SSO) grant system. Project applications must be submitted to the State of Michigan's Single Sign-On grant system by April 17, 2015 at 5:00 p.m. Applications will then be scored, evaluated and endorsed by the appropriate committees.

C. May 5th Ballot Proposal regarding Sales Tax and Michigan Transportation Funding – Continuing Discussion

Mr. Jason Nordberg stated this is an opportunity for the committee to address staff if they have any comments or would like further information. Mr. Nordberg stated at this point staff has given out all the information they have received from MDOT. There was no further discussion.


V. New Business

A. Draft 2016 Unified Work Program

Mr. Jason Nordberg stated the primary activities for the 2016 fiscal year will focus on the development of the 2017 – 2020 Transportation Improvement Program (TIP) and development of the transportation model for the 2045 Long Range Transportation Plan update. He stated there are requirements of Moving Ahead for Progress in the 21st Century (MAP-21) that are being phased in, such as performance measures, which staff will continue to monitor and work to implement. Mr. Nordberg also stated this is an opportunity for the committee to provide suggestions for work activities for the upcoming fiscal year. Contact Mr. Nordberg by Friday, April 10, 2015 with any suggestions for the 2016 Unified Work Program.

B. 2015 Local Traffic Count Program

Mr. Damon Fortney stated the staff is requesting local units of government to update traffic count information on federal-aid eligible roads under their jurisdiction. He also stated letters will be going out to each unit of government in the next couple of weeks with a list of locations requiring 48-hour traffic counts for 2015. Mr. Fortney reminded the committee that we have traffic counter equipment available for rental by local jurisdictions and the staff is available to assist in setup and training.

 **C. Short Term Non-Motorized Trail Strategy**

Mr. Jacob Maurer presented the USB slap disk and explained that it is a unique way to distribute copies of the Long Range and Non-Motorized Plans. He explained now that the plans are approved staff will be actively working with communities to implement the top priorities of the Plan. By focusing efforts we hope to be more competitive for statewide leading to the completion of more trails. Please feel free to contact staff for assistance on trail related issues.

VI.  **Other Business**

A. Nominating Committee

Mr. Jason Nordberg stated the Nominating Committee will meet after the Technical Advisory Committee meeting. The Nominating Committee consists of the Large City Rep, Small Cities Rep, Genesee County Road Commission Rep and the Mass Transportation Authority Rep. The Nominating Committee will present the Slate of Officers at the next meeting for the Election.

VII.  **Announcements**

Mr. Paul Brake shared a hand-out (I-69 map) with the committee. He stated there is a push from the states along the corridor from Indiana to Texas to complete the expressway. The hand-out provided information regarding the planning and development stages of the highway. There are considerable segments that would have to be completed in order to make this connection. Mr. Brake and other Genesee County representatives will be traveling to Washington D.C. in 3 weeks to meet with a Congressional Caucus and individuals from DOT to advocate federal funding to complete the highway project. Mr. Brake is bringing this to the committee's attention because it is important for Economic Development. Even though the map shows Michigan is complete, there are still issues with the Blue Water Bridge that need to be addressed by the federal government. Mr. Brake stated he would give an update at the next meeting. He also stated he would send a digital version of the map to Mr. Jason Nordberg so he can share it with the committee.

Ms. Lamonica Harris introduced herself and said she was here to serve Genesee County.

VIII.  **Adjournment**

Chairperson Muhammad adjourned the meeting at 1:51 p.m.

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

DRAFT



MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: May 7, 2015

SUBJECT: **FY 2016 Genesee County Transportation Alternatives Program (TAP) Projects**

Staff has received a total of 3 project applications for the FY 2016 Genesee County Transportation Alternatives Program (TAP) Call for Projects. These applications have been reviewed and field checked for accuracy and eligibility and prioritized based on the scores derived from the MDOT TAP Scorecard. This is the same scoring used for TAP funds during the 2014-2017 TIP Call for Projects. The expected allocation for local Genesee County projects is \$418,000 for FY 2016 projects. Of the three, two local projects are being recommended for funding for 2016.

Projects Recommended for Funding

1. Gale Road Atlas Pathway, GCRC - project limits from Hegel Rd. to Perry Rd.
 - Recommending: **\$318,821.** ³⁰
2. Jewett Trail to Physicians Park Connector, City of Grand Blanc - project limits from Jewett Trail to Reid Rd.
 - Recommending: **\$99,178.** ⁷⁰

Other Project Received

- Seymour Trail, City of Flushing - project limits from Seymour Elementary School to Lynn Street

At this time the Transportation Systems Management Committee (TSM) is recommending that the Technical Advisory Committee (TAC) recommend approval of funding for the two identified projects to the Metropolitan Alliance.

AN EQUAL OPPORTUNITY ORGANIZATION



MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jason Nordberg, Principal Planner
Genesee County Metropolitan Planning Commission

DATE: May 7, 2015

SUBJECT: **FY 2015 Unified Work Program (UWP) Amendment 1**

Amendment 1 for the FY 2015 Unified Work Program (UWP) is proposing to increase funding for the *Modeling Consultant* work item to better account for expected costs for this activity. This work item is in the *Data Inventory and Model Maintenance (Carry Over – PL)* line item. The federal funds for the work item are proposing to be increased from \$92,800 to \$151,400. The total estimated cost for the Modeling Consultant work item is \$184,972. Local GCMPC funding for this line item is proposing to be increased from \$36,835 to \$49,830 to match the increase in federal funds. The TSM Coordination line item has been decreased by \$58,600 in federal funds and \$12,095 in local funds so there is no change to the total funding for the UWP. Staff has attached pages of the UWP that will be affected by this amendment and changes are highlighted in yellow.

At this time staff is requesting that the Technical Advisory Committee provide a recommendation of approval for Amendment 1 to the FY 2015 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$49,830
MTA	\$0
FTA	\$5,350
FHWA (PL)	\$218,683
MDOT	\$2,613
SPR	\$10,450
TOTAL	\$286,926

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$122,463	2,160
MTA	\$0	0
MDOT	\$13,063	400
Consultant	\$151,400	2,680
TOTAL	\$286,926	5,240

**IVA. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
TSM ACTIVITY COORDINATION**

Objective

To coordinate a short-range program intended to identify feasible traffic engineering, regulatory, public transportation, and various other measures that would provide for a more efficient utilization of existing transportation facilities. This activity will also enhance and complement the ridesharing activity to decrease the number of vehicles on the roadway and the long range transportation planning activity to improve the air quality and decrease energy use in Genesee County.

Major Work Elements

Staff will prepare for and conduct meetings related to transportation planning such as the Technical Advisory Committee and its' subcommittees. Staff will monitor and perform work related to non-motorized and intermodal transportation, congestion management, access management, Intelligent Transportation Systems (ITS), traffic flow, parking and other transportation system related elements. This includes work items such as workshops, reports and/or plan development. Staff will continue to evaluate and incorporate transportation related software into the Flint-Genesee County system and evaluate and maintain technologies, such as the GCMPC website, to publish and host work products and information related to transportation planning. Working through the TSM, TAC, and the Genesee County Metropolitan Alliance staff will begin to discuss and evaluate issues related to livability, climate change and performance measures with the goal of inventorying activities that are already in place to address these issues and to develop a plan for improvement.

Staff will work with a consultant under this work activity to conduct an intermodal freight study of the Genesee County region. This study will include the collection and update of county specific freight data which will be instrumental in the update of the transportation model for the 2045 LRTP update.

When developing transportation related studies and reports staff will be conscious of how the data collected may be beneficial to the National Environmental Policy Act (NEPA) to help facilitate Planning and Environmental Linkages (PEL).

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or any new transportation legislation that may be put in place such as a MAP-21 reauthorization. Specifically this could include activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT.

Products

Attendance of transportation related meetings including meeting preparation and work requested as staff of these meetings. Maintenance, update, and implementation of plans prepared under this work item including the Regional Trail Plan and I-475 extension feasibility study. Any unanticipated products including those related to MAP-21 implementation or reauthorization as described above.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$91,960
MTA	\$0
FTA	\$35,993
FHWA (PL)	\$374,130
MDOT	\$6,028
SPR	\$24,112
HPP	\$0
TOTAL	\$532,223

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$240,383	4,240
MTA	\$0	0
MDOT	\$30,140	880
Consultant	\$261,700	4,600
TOTAL	\$532,223	9,720

**FUNDING SOURCES
FISCAL YEAR 2015 UNIFIED WORK PROGRAM**

<u>Activities</u>	<u>GCMP</u>	<u>PL</u>	<u>FTA</u>	<u>Carry Over--PL</u>	<u>Carry Over--FTA</u>	<u>Ridesharing*</u>	<u>HPP*</u>	<u>Subtotal (GCMP)</u>	<u>SPR Match (MDOT)</u>	<u>SPR (MDOT)</u>	<u>Subtotal (MDOT)</u>	<u>Total</u>
I. DATA MANAGEMENT												
A. Data Management Systems	\$12,885	\$55,134	\$2,635					\$70,654	\$1,489	\$5,955	\$7,444	\$78,098
B. Data Inventory and Model Maintenance	\$49,830	\$67,283	\$5,350	\$151,400				\$273,863	\$2,613	\$10,450	\$13,063	\$286,926
Subtotal	\$62,714	\$122,417	\$7,985	\$151,400				\$344,516	\$4,101	\$16,406	\$20,507	\$365,023
II. TSM PLANNING												
A. TSM Coordination	\$91,960	\$112,430	\$35,993	\$261,700				\$502,083	\$6,028	\$24,112	\$30,140	\$532,223
B. Transit Planning	** \$283,846	\$0	\$45,254		\$1,090,128			\$1,419,228	\$0	\$0	\$0	\$1,419,228
C. Ridesharing						\$78,500		\$78,500	\$0	\$0	\$0	\$78,500
D. Pavement Management	\$695	\$3,135						\$3,830	\$0	\$0	\$0	\$3,830
E. Safety Planning	\$14,597	\$64,134	\$1,500					\$80,231			\$0	\$80,231
Subtotal	\$391,098	\$179,699	\$82,747	\$261,700	\$1,090,128	\$78,500	\$0	\$2,083,872	\$6,028	\$24,112	\$30,140	\$2,114,012
III. LONG-RANGE PLANNING												
A. Update Long Range Transportation Plan	\$12,832	\$48,283	\$8,500					\$69,615	\$759	\$3,036	\$3,795	\$73,410
Subtotal	\$12,832	\$48,283	\$8,500	\$0	\$0			\$69,615	\$759	\$3,036	\$3,795	\$73,410
IV. PLANNING SUPPORT												
A. Program Management	\$31,938	\$132,888	\$9,883					\$174,709	\$2,569	\$10,275	\$12,844	\$187,553
B. Develop Unified Work Program	\$2,051	\$8,124	\$1,000					\$11,175	\$379	\$1,518	\$1,897	\$13,072
C. Prepare Transportation Improvement Program	\$19,131	\$46,656	\$35,140					\$100,927	\$759	\$3,035	\$3,794	\$104,721
Subtotal	\$53,121	\$187,668	\$46,023	\$0	\$0			\$286,812	\$3,707	\$14,828	\$18,535	\$305,347
GRAND TOTAL	\$519,764	\$538,067	\$145,255	\$413,100	\$1,090,128	\$78,500	\$0	\$2,784,814	\$14,595	\$58,382	\$72,977	\$2,857,791

**\$283,846 of match to be provided by the MTA

*Ridesharing Funds are being requested under a separate application.

Studies and other contracted services (Federal Funding only)

Transit Planning – Transit Studies \$125,000
 Intermodal Freight Study - \$261,700
 MTA I-75 Corridor Transit Needs Study \$310,000
 MTA Technology Assessment Study \$170,661 (Remaining Project Funding)
 MTA I-69 Corridor Transit Needs Study \$344,467
 MTA Fixed Route Study \$140,000
 Modeling Consultant - \$151,400

GCMP-Genesee County Metropolitan Planning Commission Local Match
 PL-Federal Funds for Planning Activities from the Federal Highway Administration
 FTA-Federal funds for Transit Planning from Federal Transit Administration
 Ridesharing-Congestion Mitigation and Air Quality funds.
 SPR-State Planning and Research funds
 HPP-High Priority Projects

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$12,226	\$55,134	\$67,360
2. Data Inventory and Model Maintenance	\$48,492	\$218,683	\$267,175
Subtotal	\$60,718	\$273,817	\$334,535
II. TSM Planning			
1. TSM Coordination	\$82,962	\$374,130	\$457,092
2. Transit Planning	\$0.00	\$0	\$0
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$695	\$3,135	\$3,830
5. Safety Planning	\$14,222	\$64,134	\$78,356
Subtotal	\$97,879	\$441,399	\$539,278
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$10,707	\$48,283	\$58,990
Subtotal	\$10,707	\$48,283	\$58,990
D. PLANNING SUPPORT			
1. Program Management	\$29,468	\$132,888	\$162,356
2. Develop Unified Work Program	\$1,801	\$8,124	\$9,925
3. Prepare Transportation Improvement Program	\$10,346	\$46,656	\$57,002
Subtotal	\$41,615	\$187,668	\$229,283
GRAND TOTAL	\$210,919	\$951,167	\$1,162,086

RESPONSIBLE AGENCIES					
UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
I. DATA MANAGEMENT					
A. Data Management Systems	\$70,654	\$7,444			\$78,098
B. Data Inventory and Model Maintenance	\$122,463	\$13,063		\$151,400	\$286,926
Subtotal	\$193,116	\$20,507		\$151,400	\$365,023
II. TSM PLANNING					
A. TSM Coordination	\$240,383	\$30,140		\$261,700	\$532,223
B. Transit Planning				\$1,419,228	\$1,419,228
C. Ridesharing	\$78,500				\$78,500
D. Pavement Management	\$3,830				\$3,830
E. Safety Planning	\$80,231				\$80,231
Subtotal	\$402,944	\$30,140	\$0	\$1,680,928	\$2,114,012
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$69,615	\$3,795			\$73,410
IV. PLANNING SUPPORT					
A. Program Management	\$174,709	\$12,844			\$187,553
B. Develop Unified Work Program	\$11,175	\$1,897			\$13,072
C. Prepare Transportation Improvement Program	\$100,927	\$3,794			\$104,721
Subtotal	\$286,812	\$18,535			\$305,347
GRAND TOTAL	\$952,487	\$72,977	\$0	\$1,832,328	\$2,857,791

LABOR ESTIMATES UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
I. DATA MANAGEMENT					
A. Data Management Systems	1240	240			1480
B. Data Inventory and Model Maintenance	2160	400		2680	5240
Subtotal	3400	640		2680	6720
II. TSM PLANNING					
A. TSM Coordination	4240	880		4,600	9720
B. Transit Planning			0.0	25,040	25040
C. Ridesharing	1400				1400
D. Pavement Management	80				80
E. Safety Planning	1400				1400
Subtotal	7120	880	0.0	29640	37640
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	1240	120		-	1360
Subtotal	1240	120		-	1360
IV. PLANNING SUPPORT					
A. Program Management	3080	400			3480
B. Develop Unified Work Program	200	40			240
C. Prepare Transportation Improvement Program	1800	120			1920
Subtotal	5080	560			5640
GRAND TOTAL	16840	2200	0	32320	51360



ROOM 223 – 1101 BEACH STREET

FLINT, MICHIGAN 48502-1470

TELEPHONE (810) 257-3010 FAX (810) 257-3185

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: May 7, 2015

SUBJECT: **FY 2014-2017 Transportation Improvement Program (TIP)
Amendment # 9**

Attached is a description of the proposed projects in the FY 2014-2017 TIP Amendment #9. This amendment changes one (1) project in the TIP and adds twenty (20) 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 in Genesee County.

At this time, staff is recommending endorsement of the attached Amendment #9 to the FY 2014-2017 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

AN EQUAL OPPORTUNITY ORGANIZATION

**FY 2014-2017 Transportation Improvement Program
Proposed Amendment # 9**

Projects proposed to be changed with a TIP Amendment

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2015	MDOT	Trunkline Traffic Operations or Safety GPA	n/a	Regionwide	Trunkline Traffic Operations or Safety			\$405,317 \$550,847	\$10,368 \$26,538	\$ -	\$415,685 \$577,385	Cost

Projects proposed to be added with a TIP Amendment

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2016	MDOT	Trunkline Roadside Infrastructure Improvement GPA	n/a	Regionwide	Trunkline Roadside Infrastructure Improvement GPA			\$ 1,182,850	\$ 249,150	\$ -	\$ 1,432,000	New GPA
2016	MDOT	Trunkline Bridge Preservation GPA	n/a	Regionwide	Trunkline Bridge Preservation GPA			\$ 2,021,053	\$ 224,560	\$ -	\$ 2,245,613	New GPA
2016	MDOT	Trunkline Highway Preservation GPA	n/a	Regionwide	Trunkline Highway Preservation GPA			\$ 1,722,452	\$ 381,948	\$ -	\$ 2,104,400	New GPA
2016	MDOT	Trunkline Traffic Operations or Safety GPA	n/a	Regionwide	Trunkline Traffic Operations or Safety GPA			\$ 1,963,144	\$ 358,911	\$ -	\$ 2,322,055	New GPA
2016	MDOT	Trunkline Bridge Rehabilitation, Replacement, and Reconstruction (3R) GPA	n/a	Regionwide	Trunkline Bridge 3R GPA			\$ 1,794,678	\$ 252,382	\$ -	\$ 2,047,060	New GPA
2017	City of Flint	Torrey Road (12th Street)	0.1	Over Carman Creek	Replacement	CON	BRT	\$ 932,900	\$ -	\$ 49,100	\$ 982,000	New Project
2017	City of Flint	Atherton Road	0.1	Over Carman Creek	Rehabilitation	CON	BHT	\$ 323,000	\$ -	\$ 17,000	\$ 340,000	New Project
2016	City of Grand Blanc	Jewett Trail to Physicians Park Connector	0.3	Jewett Trail to Reid Road	Non-Motorized Path	CON	TA	\$ 99,186	\$ -	\$ 93,333	\$ 192,518	New Trail Project

Projects proposed to be added with a TIP Amendment

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2016	GCRC	Linden Road	0.99	Bristol Road to Lennon Road	Installation of an adaptive traffic control system including traffic adaptive controller interface, communication interface and related equipment at 8 intersections.	CON	HSIP	\$ 317,080	\$ -	\$ 79,270	\$ 396,350	New Safety Project
2016	GCRC	Miller Road	1.36	Curtis Drive to Ballenger Highway	Installation of an adaptive traffic control system including traffic adaptive controller interface, communication interface and related equipment at 9 intersections.	CON	HSIP	\$ 335,500	\$ -	\$ 83,875	\$ 419,375	New Safety Project
2016	GCRC	Grand Blanc Road	0.19	Thornridge Drive to Hunters Run Drive	Construct passing lane	CON	HSIP	\$ 348,300	\$ -	\$ 87,075	\$ 435,375	New Safety Project
2016	GCRC	Neff Road/Francis Road	n/a	Neff Road at Frances Road	Install new sign mounted beacons, "Cross Road Traffic Does Not Stop" signs, new advanced warning signs and pavement markings.	CON	HSIP	\$ 18,455	\$ -	\$ 2,051	\$ 20,506	New Safety Project
2016	GCRC	Belsay Road/Hill Road	n/a	Belsay Road at Hill Road	Replace overhead flashing beacon and install new sign mounted beacons, new advanced warning signs and pavement markings.	CON	HSIP	\$ 24,232	\$ -	\$ 6,058	\$ 30,290	New Safety Project
2016	GCRC	Elms Road/Beecher Road	n/a	Elms Road at Beecher Road	Replace overhead flashing beacon, install new sign mounted beacons, new permanent signing including "Cross Road Traffic Does Not Stop" and advanced warning signs and permanent pavement markings.	CON	HSIP	\$ 23,464	\$ -	\$ 5,866	\$ 29,330	New Safety Project
2016	GCRC	Fenton Road/Cook Road	n/a	Fenton Road at Cook Road	Install new sign mounted flashing beacons, "Cross Road Traffic Does Not Stop" signs, advanced warning signs and center left turn lane pavement markings.	CON	HSIP	\$ 16,405	\$ -	\$ 4,101	\$ 20,506	New Safety Project
2016	GCRC	Fenton Road/Hemphill Road	n/a	Fenton Road at Hemphill Road	Upgrade existing signal heads to box span, install reflective backplates, signing and pavement markings.	CON	HSIP	\$ 64,263	\$ -	\$ 16,066	\$ 80,329	New Safety Project

Projects proposed to be added with a TIP Amendment

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2016	GCRC	Jennings Road/Farrand Road	n/a	Jennings Road at Farrand Road	Install new sign mounted beacons, "Cross Road Traffic Does Not Stop" signs, new advanced warning signs and pavement markings.	CON	HSIP	\$ 16,405	\$ -	\$ 4,101	\$ 20,506	New Safety Project
2016	GCRC	Linden Road/Grand Blanc Road	n/a	Linden Road at Grand Blanc Road	Replace overhead flashing beacon and install new sign mounted beacons, new advanced warning signs, reflective sheeting on sign posts and pavement markings.	CON	HSIP	\$ 24,232	\$ -	\$ 6,058	\$ 30,290	New Safety Project
2016	GCRC	Thompson Road/Jennings Road	n/a	Thompson Road at Jennings Road	Install sign mounted flashing beacons, new signs, reflective sheeting on sign posts, center left turn lane pavement markings.	CON	HSIP	\$ 16,006	\$ -	\$ 4,002	\$ 20,008	New Safety Project
2016	GCRC	Gale Road Atlas Pathway	1.2	Hegel Road to Perry Road	Non-Motorized Path	CON	TA	\$ 318,814	\$ 270,911	\$ -	\$ 589,725	New Trail Project

Projects proposed to be deleted with a TIP Amendment

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments

BHI--Bridge Rehabilitation - Prior 1991 - Interstate

BHT--Bridge Rehabilitation - Surface Transportation Program (STP)

BRT--Bridge Replacement - Surface Transportation Program (STP)

CM--Congestion Mitigation & Air Quality

HSIP--Highway Safety Improvement Program - SAFETEA-LU

IM--Interstate Maintenance - No Added Lanes

NH--National Highway System

ST--(STP) Surface Transportation Program - Any Area

STR--(STP) - Safety - Rail-Highway Crossing Protection

TA--Transportation Alternatives Program Flex

FY 2014-2017 Transportation Improvement Program (TIP)

GPA Breakdown

Trunkline Roadside Infrastructure Improvement GPA--Projects to be Added

Year	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2016	MDOT	I-475	1.141	Saginaw St to E of Clio Rd	Upgrade Shoulder Lighting	CON	IM	\$ 118,800	\$ 13,200	\$ -	\$ 132,000	Add existing project to GPA
2016	MDOT	I-75	0.056	at I-69 (D02 of 25021), Genesee County	Pump Station Rehabilitation	CON	ST	\$ 1,064,050	\$ 235,950	\$ -	\$ 1,300,000	Add existing project to GPA

Trunkline Bridge Preservation GPA--Projects to be Added

2016	MDOT	I-69	0.062	Belsay Road over I-69	Epoxy Overlay	CON	BHI	\$ 1,232,646	\$ 136,960	\$ -	\$ 1,369,606	New GPA Project
2016	MDOT	I-475 over Detroit Street Bridge	0.435	Over Detroit Street	Bridge Preventive Maintenance	CON	IM	\$ 788,407	\$ 87,600	\$ -	\$ 876,007	New GPA Project

Trunkline Bridge Rehabilitation, Replacement and Reconstruction (3R) GPA--Projects to be Added

2016	MDOT	I-475	0.075	2 Bridges on I-475, Flint	Bm End Rprs, Substr Rprs, App work, Brgs	CON	IM	\$ 1,315,854	\$ 146,206	\$ -	\$ 1,462,060	Add existing project to GPA
2016	MDOT	M-15	0.308	M-15 over Paddison county drain	Culvert Replacement	CON	ST	\$ 478,824	\$ 106,176	\$ -	\$ 585,000	Add existing project to GPA

Trunkline Highway Preservation GPA--Projects to be Added

2016	MDOT	M-54	2.18	I-69 to Leith Street	Mill and HMA Resurface, ADA ramps, and ped signals	CON	NH	\$ 1,722,452	\$ 381,948	\$ -	\$ 2,104,400	New GPA Project
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Trunkline Traffic Operations or Safety GPA--Projects to be Added

2015	MDOT	M-13	0.4	M-13 with Huron and Eastern Railway (G01)	Crossing Surface Reconstruction	CON	STR	\$ 145,530	\$ 16,170	\$ -	\$ 161,700	New GPA Project
2016	MDOT	EB Bristol Rd to NB I-75 Ramp	0.344	Bristol Rd at I-75 NB Ramps	Install Roundabout	CON	CM	\$ 1,013,644	\$ 253,411	\$ -	\$ 1,267,055	Add existing project to GPA
2016	MDOT	EB Bristol Rd to NB I-75 Ramp	0.344	Bristol Rd at I-75 NB Ramps	Install Roundabout	CON	HSIP	\$ 949,500	\$ 105,500	\$ -	\$ 1,055,000	New GPA Project



MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Damon Fortney, Planner I
Genesee County Metropolitan Planning Commission

DATE: May 7, 2015

SUBJECT: **FY 2015 TIGER Grant Applications**

The United States Department of Transportation has released a notice of funding availability and request for proposals for the FY 2015 TIGER program. Funding is available for transportation projects that have a significant impact on the nation, region or metropolitan area. Pre-applications for the FY 2015 TIGER program are due to the Grants.gov website by May 4, 2015, and final applications are due by June 5, 2015.

At this time, the following local projects will be submitted for the FY 2015 TIGER Grant:

1. The Genesee County Road Commission (GCRC) will be submitting an application for the Dort Highway Connector project, requesting federal funding for construction activities. The application for this project has been updated from previous TIGER applications to show that preliminary engineering, right-of-way acquisition and environmental determination has now started. The updated application also recognizes a \$5.6 million contribution to the project from the Priority Roads Investment Program (PRIP) received in 2014. These updates demonstrate that the project will be ready for construction if a TIGER Grant is awarded.

The Dort Highway Connector project would complete the interchange at Dort Highway and I-75 to make a full-access interchange and construct a 4-lane boulevard extension of Dort Highway from the interchange south to

VC

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Baldwin Road. The project is also to include a non-motorized trail connection along the new road. The project will provide economic benefits for the region by providing the necessary infrastructure to support planned developments in this area of the county that have the potential to support a few thousand new direct jobs, while also relieving the current congestion issues on Holly Road.

2. The Mass Transportation Authority (MTA) is also preparing an application for the FY 2015 TIGER program. MTA will be applying for funding to purchase 14 Compressed Natural Gas (CNG) heavy-duty buses, and for the expansion and upgrade of an existing CNG fueling station. This would allow the MTA to expand local and regional transportation services while having less negative impact on the environment.

At this time, staff is requesting a recommendation of support to the Metropolitan Alliance for local transportation projects to be funded through the FY 2015 TIGER Grant.



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MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Jason Nordberg, Principal Planner
Genesee County Metropolitan Planning Commission

DATE: May 7, 2015

SUBJECT: **Genesee County Draft FY 2016 Unified Work Program**

The attached Unified Work Program (UWP) describes all transportation planning activities for the upcoming fiscal year and identifies funding sources and agencies involved in these activities. The primary activities for the 2016 fiscal year will focus on the development of the 2017-2020 Transportation Improvement Program (TIP), transportation model update, working to implement the TIP and Long Range Plan, and working to integrate Moving Ahead for Progress in the 21st Century (MAP-21) requirements into the various transportation programs.

At this time staff is requesting that the Technical Advisory Committee provide a recommendation of approval for the FY 2016 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance.

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Unified Work Program FY 2016

for the
Flint/Genesee Metropolitan Area

Genesee County Metropolitan Alliance
Draft



The preparation of this work program was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

FY 2016 UNIFIED WORK PROGRAM

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I. INTRODUCTION

The Genesee County Metropolitan Alliance (Metro) is the Metropolitan Planning Organization (MPO) for the Flint\Genesee Metropolitan Area. The Genesee County Metropolitan Planning Commission (GCMPC) functions as staff to Metro. The transportation planning process is complex, involving several funding sources and many agencies at the federal, state, and local levels. For a more complete description of the planning process in Genesee County, please refer to the [Flint-Genesee County Long Range Transportation Plan](#).

Genesee County is situated in the southeastern portion of Michigan's Lower Peninsula, approximately 50 miles northwest of Detroit and northeast of Lansing. The county covers an area of approximately 415,360 acres (649 square miles).

The 2010 census counts indicate a population of 425,790 persons for Genesee County, distributed among eleven cities, seventeen townships, and five villages. The City of Flint is the largest political jurisdiction in Genesee County, with a 2010 census count of 102,434 persons. It is the population and geographic center of the county.

The major transportation elements in Genesee County include highway systems, local and interregional bus systems, railroad systems, air transportation systems; and pedestrian and bikeway systems.

Part of the planning process in Genesee County involves a Public Participation Plan (PPP). The PPP that addresses transportation planning activities for Metro was developed in cooperation with GCMPC and is identified as the Genesee County Metropolitan Planning Commission Public Participation Plan. Work items and activities that address the issue of Environmental Justice are identified through the PPP and the Metro Unified Work Program (UWP). As this issue is addressed, changes will continue to be made to both documents based on internal and external evaluations of how effective our activities have been.

The purpose of this Unified Work Program (UWP) is to describe, in a single document, all transportation planning activities for the upcoming year. The UWP also identifies funding sources, the agencies involved in these activities and an estimated timeline for completion of activities.

UWP Amendments and Administrative Modifications

Administrative Modification

An administrative modification to the UWP will be defined as:

1. A change that does not modify the FHWA approved final total budget.
2. An Increase or reduction of funds in a category less than 25%

An administrative modification can be made by staff and does not require formal approval by Metro.

Amendment Policy

An amendment to the UWP will be defined as:

1. An addition or deletion of a work item
2. Change in the scope of a work item
3. Increase or reduction of funds in a category greater than or equal to 25%
4. A change that will modify the FHWA approved final total budget.

An amendment to the UWP will be brought to Metro for approval.

II. THE MAJOR TRANSPORTATION ISSUES

The FY 2016 UWP has been formulated to address the major transportation issues and problems facing the Flint-Genesee County area.

A. SYSTEM-WIDE ISSUES

1. *Air Quality*

In November of 1990, the Clean Air Act Amendments were signed into law. These amendments substantially revise the federal-aid highway program in ozone and carbon monoxide non-attainment areas due to its provisions for highway sanctions. The sanctions can be imposed statewide if those areas that are in non-attainment do not make adequate revisions to change their status. On April 15, 2004, the Environmental Protection Agency (EPA) designated Genesee County and Lapeer County as being in basic non-attainment and assigned a maximum attainment date of June 2009. This area is identified as the Flint Michigan Non-attainment Area. An Interagency Work Group (IAWG) was established to review federally funded transportation projects to ensure that new transportation projects will improve or at least not degrade current air quality levels.

In 2007 the Michigan Department of Environmental Quality (MDEQ) re-designated the Flint Non-attainment Area to attainment status. On May 16, 2007 the EPA provided notice in the Federal Register that the Flint Non-attainment Area was re-designated to be in attainment as a maintenance area. April 30, 2012 the EPA announced that Genesee County is in attainment. On April 6, 2015 the EPA completely revoked the 1997 ozone standard, so all requirements related to this standard were removed. Work items related to air quality that were required while the area was designated as a non-attainment will continue to be addressed while in attainment to prepare for potential changes to air quality standards.

2. *Energy*

Energy availability has a significant impact on the amount and mode of travel, as well as the overall economy of the area. Although energy supplies have remained relatively stable fluctuating costs in recent years have made energy much more of

a concern. In the TSM Coordination activity, the status of energy availability will be monitored.

3. *Transportation Revenue*

Always an issue in transportation is whether or not adequate funding will be available to meet the needs of both maintenance and expansion of transportation facilities and services in a community.

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides funding for surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014 and builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) legislation. ISTEA was replaced with Transportation Equity Act of the Twenty-first Century (TEA-21) and more recently the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 restructures core highway formula programs found in the previous TEA legislation. Activities carried out under previous formula programs such as the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

The primary revenue sources for this legislation are the 18.4 cent per gallon tax on gasoline and a 24.4 cent per gallon tax on diesel fuel.

The equity bonus (EB) program was not carried over from the TEA legislation.

Public Act 51 of 1951 is the state law that covers many transportation funding issues in the state. Public Act 51 is largely unchanged since its inception nearly sixty years ago, Act 51 dictates that the majority of revenue from the Michigan Transportation Fund be distributed using complex formulas largely as follows: 39% to MDOT for state highways 61% to counties, cities and villages for local roads. There has been much discussion lately regarding potential changes to the way transportation is funded in Michigan.

Through activities described in the UWP, including: TSM Coordination, Transit Planning, Pavement Management Program, Update Long Range Multi-Modal Plan, Transportation Program Management, and Prepare Transportation Improvement Program, any changes in federal or state transportation legislation will be evaluated. Coordination of both highway improvement projects and transit services will be undertaken.

4. *Environmental Justice*

Federal Highways and Federal Transit have adopted a pro-active goal of addressing social and neighborhood issues throughout the Planning Process. Genesee County continues to implement more outreach into our Planning Process and will implement the Public Participation Plan (PPP) as required by the MAP-21 legislation or any new federal transportation legislation. Staff has also identified several work items in the UWP to address this. These work items can be found primarily under the Program Management, although there are additional elements in the Transportation Improvement Program (TIP) and in TSM and Transit Planning. Staff follows the PPP when working on the UWP, the LRTP, the TIP, and any specific studies such as Corridor and Trail Plans.

5. *Intelligent Transportation Systems (ITS)*

Genesee County has developed a county wide ITS Architecture and is now working toward a coordinated approach to implementing various forms of ITS. Staff has worked with the Mass Transportation Authority to develop and implement a Transit ITS deployment plan built off of the county wide ITS Architecture. The MTA has a consultant under contract and is building their ITS which

includes a central ITS monitoring center including a 900 megahertz transmitter and receiver, automated vehicle locator (AVL) systems installed in fleet vehicles, computers and software to monitor and report the status of vehicles along their routes, and a computerized scheduling system for Your Ride services. The MTA has offered the use of the ITS infrastructure to other road agencies in Genesee County.

Road Agencies have started to implement ITS technologies to help reduce congestion such as connecting and optimizing signals to improve traffic flow. The City of Flint using recommendations from the Downtown Flint Parking and One-Way Street study conducted by staff and a consultant, has switched many of the downtown one-way streets to a two-way system and has upgraded traffic signal hardware allowing the system to be connected and optimized. The Michigan Department of Transportation (MDOT) is implementing an ITS system along I-69 to monitor traffic along the I-69, I-75, and I-475 corridors. The system will monitor traffic and provide information to travelers along the corridors such as current conditions and alternative routes.

6. *Safety*

This is a System Wide issue affecting all modes of transportation. Genesee County agencies, while always integrating safety into the planning process, are now placing an emphasis on Safety Planning. Staff is doing this through several different avenues that include analyses of crash data for trends, a "mix of fixes" for problem areas, incorporating safety as a factor in TIP project selection, and more awareness of safety planning for local road agencies.

Staff is working with local road agencies to implement a safety study of select Genesee County corridors completed in cooperation with the Michigan State Police and Wayne State University. For the FY 2016 MDOT Call for Safety Projects it was stated that the focus of the program was to fund road segments with fatal and serious injury crashes. Staff put together a call for projects notice to the local road agencies. This call included information from the safety study and staff encouraged locals to select projects that addressed areas with fatal and/or serious injuries and/or sites that were included in the safety study. Staff met individually with local road agencies to discuss potential projects. Safety projects submitted to MDOT were prioritized locally using

these factors. The study was also included as an element in the 2014-2017 TIP call for projects.

B. MODAL ISSUES

1. *Highways*

The Flint-Genesee County 2040 Long Range Transportation Plan was completed, and approved in January 2015. It serves as the foundation for many of the transportation planning and improvement activities undertaken in the area. Genesee County's economy is still strongly tied to the success or failure of General Motors. Staff will continue to identify land use changes as part of the process to update the Long Range Transportation Plan. The 2040 LRTP document will be updated to include any new transportation legislation requirements including performance measures.

During the highway construction boom, interest focused on long-term projects. As a result, maintenance of the existing road network has generally been neglected. Most of the pavements built during the highway construction boom have either exceeded or are nearing their 20-year life expectancy. Maintenance activities used generally do not improve the longevity of the roadway. This method was sufficient when dealing with a limited number of roads which would receive major rehabilitation on a scheduled basis. However, the method is no longer adequate or efficient to handle the number of roads in need of attention.

Through activities described in the Pavement Management Program, a consistent evaluation process has been developed for the roads that qualify for federal aid in the county. This system assists in targeting necessary improvements and maintenance of the roads through continual monitoring of their surface conditions. PAVER was the pavement evaluation system used to evaluate the condition of the Genesee County Road network until 2007. In 2007 the PASER pavement evaluation system, after several years of evaluation, was selected as the system to be used for pavement evaluation and in the criteria for Transportation Improvement Program (TIP) project selection. Staff will continue to keep historic PAVER information and will continue to update PASER data in the County's GIS system. Transportation legislation may require

changes to the way pavement data is collected. Staff will continue to monitor this issue.

2. *Transit Routes*

The Flint Mass Transportation Authority (MTA) provides over 6 million public transit trips annually through five types of service. The MTA currently operates primary routes, senior shopper service, peak routes, regional routes, and paratransit service.

There are fourteen primary routes. Thirteen (13) of the primary routes depart from the terminal located at the Inter-modal Transportation Center in downtown Flint. These routes radiate out into the City of Flint and selected locations in Genesee County. The primary fixed routes operate from 6:30 a.m. to 6:30 p.m. on thirty (30) minute intervals and on one (1) hour intervals until 9:30 p.m.

Saturday service operates from 6:30 a.m. to 9:30 p.m. on one (1) hour intervals and on Sunday from 9:00 a.m. to 7:30 p.m. on one (1) hour intervals.

The peak routes provide commuter service during peak periods with selected stops, providing service to the general public, workers and student populations. These routes operate weekdays, morning and afternoon.

The MTA also provides a demand response paratransit service known as "Your Ride". This service supplements fixed routes and serves those sectors of the public who cannot effectively use the regular fixed route services, due to disability or lack of access to a nearby fixed route. Within the City of Flint, eligibility is limited to persons who have mobility restrictions. Outside the fixed route area, any Genesee County resident can use the Your Ride service. The MTA has eleven (11) Your Ride Service Centers with locations in Burton, East Flint, West Flint, Grand Blanc, Fenton, Flushing, Mt. Morris, Swartz Creek, Clio, Otisville and Davison.

Through a State of Michigan Department of Transportation (MDOT) Specialized Services grant program, the MTA provides various community agencies with funding assistance for those populations with specialized transportation needs, such as the elderly and persons with disabilities. The availability of these specialized services

makes daily activities possible for many elderly and disabled citizens in various communities throughout Genesee County.

Regional Transportation was implemented in September 1997. Regional service routes originate at the MTA Customer Service Center at Harrison and Second Street in Downtown Flint and provide regular scheduled service to adjoining counties. Service is open to the general public but scheduled to meet the needs of Genesee County residents who need transportation to a work site outside of Genesee County. Regional routes are provided for six (6) counties surrounding Genesee County and some routes connect with suburban Detroit transit routes. This service is provided seven (7) days a week to meet the transportation needs of Genesee County residents.

Through Transit Planning, staff will continue to address transit needs within Genesee County.

3. *Air*

Bishop International Airport, dedicated in 1934, serves more than 800,000 passengers each year through six (6) commercial airlines and handles more than 21 million pounds of cargo annually. The airport, with a staff of approximately 50 full- and part-time employees, is managed by a nine-member authority appointed by the mayor of Flint and the Genesee County Board of Commissioners. The airport is currently working to expand its facilities.

Bishop International Airport finished the first phase of an intermodal expansion project that will capitalize on the Flint area's strategic location along national and international trade corridors. Bishop has direct access to interstates I-69 and I-75 as well as two major railroad systems. The first phase of the expansion cost approximately \$37 million and was a combination of local and High Priority funding. Bishop will continue to work on funding and implementing the remaining phases of the project.

Staff will continue to monitor activities involving Bishop Airport through the TSM Coordination activity.

4. *Rail*

Railroad grade crossings have been the major issues in rail transportation. Beginning with the TEA-21 authorization, HPP funds have been dedicated to making improvements to several rail crossings in southwestern Genesee County. These HPP crossing improvements were completed in 2007 fiscal year. Staff will continue to work with local road agencies to identify and evaluate railroad grade crossings in Genesee County. Other important issues include the impact of federal cuts on local AMTRAK service and track improvements. Despite repeated attempts by various administrations to reduce or eliminate federal financial support, there is still a clear Congressional mandate to continue operating a national system of rail passenger service. The Flint AMTRAK terminal is located at the Dort Highway MTA Administration Building.

5. *Non-motorized*

Staff will continue to integrate non-motorized transportation into transportation planning in Genesee County. Through activities described in the Update Long-Range Transportation Plan, Transportation System Management, and the Transportation Improvement Program sections of the UWP, staff will address non-motorized needs and assist local jurisdictions with non-motorized project requests. In 2006 and 2007 staff inventoried the Genesee County non-motorized transportation system, identified a series of potential connectors to create a regional non-motorized transportation system, and completed work on the Genesee County Regional Transportation Plan. Staff, through a local grant awarded to our office, contracted consultants to complete preliminary engineering on the top five priority trails from the plan and is working with local agencies to fund trail construction. Major sections of these top priority trails have been constructed or have received funding commitments since the plan was developed. The trail plan was updated in the 2014 fiscal year as part of the 2040 LRTP update. Staff will continue to work with local road agencies and trail groups to implement the plan.

C. STATEWIDE MODEL IMPLEMENTATION PROCESS

Genesee County staff was involved in the development of the Statewide Planning process and uses this model to initiate changes throughout our county planning process. The implementation of the statewide planning process has created additional linkages as

well as strengthened existing ties with the state in all forms of transportation.

As a result of the statewide planning process, staff has been implementing changes in the UWP. Staff will continue to make changes and improvements that are consistent with the statewide planning process in the FY 2016 work program. In the following work elements, staff has indicated how the UWP elements are related to elements in the statewide process. This highlights the coordination and shared data gathering inherent in the planning process. One area of key importance to staff is the opportunity for more coordination on a local, regional and state level. Better coordination through these work items will help to provide ladders of opportunity by working to address gaps in essential services related to transportation connectivity.

Please note that GCMPC is identified in the “Funding Sources” and “Funding Use by Agency” tables on the following pages rather than Metro. This correctly identifies GCMPC as the entity that provides the match for federal funds and as the entity that is reimbursed for work performed for the identified work items.

IIIA. DATA MANAGEMENT: DATA MANAGEMENT SYSTEMS

Objective

To collect and process land development, socioeconomic, and transportation data, which will be incorporated into an information management system. This information will be utilized to support all phases of the transportation planning process, including long range transportation planning, congestion Management, and the transportation model, and other activities of Metro.

Major Work Elements

The major work elements can be categorized into the collection; maintenance and processing of land use, socioeconomic, transportation, and geographic information systems (GIS) data.

Land Use Data: The maintenance of a zoning and building permit information file will be continued, with major zoning changes being monitored. The Genesee County Land Use inventory will also be maintained.

Socioeconomic Data: This item includes the maintenance, development, and processing of socioeconomic (employment and population) data including CENSUS, REMI, and Claritas databases. Other databases will be evaluated and incorporated into the management system as necessary. The SE projections will be the main input into the updated transportation model for the 2045 Long range Transportation Plan update.

Transportation Data: Staff will work with other transportation agencies, such as MDOT and the MTA, to develop and maintain transportation related databases and incorporate this information into the management system. Transportation data includes information for automobiles, transit, rail, air, and freight and is related to service type, quality, use (counts and speed study), safety, and inventory. Non-motorized data will be collected on select non-motorized networks such as facility condition and counts.

Geographic Information Systems: staff will continue to transfer and update transportation, socioeconomic and land use data into a GIS format.

As more details are released regarding performance measure requirements, staff will work with MDOT, FHWA, and our local units of government to inventory what data is currently being collected and what data needs to be collected. Any new data collection resulting from this effort will be conducted under this work item.

Products

Products will include a maintained database and GIS management system for Genesee County. Reports and graphics illustrating data analysis will be developed as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$11,149
MTA	\$0
FHWA (PL)	\$50,278
MDOT	\$1,489
SPR	\$5,955
TOTAL	\$68,871

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$61,427	1,080
MTA	\$0	0
MDOT	\$7,444	240
Consultant	\$0	0
TOTAL	\$68,871	1,320

IIIB. DATA MANAGEMENT: MODEL MAINTENANCE AND ANALYSIS

Objective

To implement, maintain and update the Flint-Genesee County transportation system model (TRANSCAD). This model will be used as the basis for developing current and future transportation plan updates. Model data will be exported to the current version of the air quality emissions model being used to evaluate air quality conformity of the LRTP and TIP, and amendments to each document as necessary and according to what our air quality conformity status dictates. The model may also be used to create sub-area models, information for corridor studies, and alternative analysis, for local units of government or other agencies.

Major Work Elements

MDOT will update files, as needed, utilizing census data and other data sources and will conduct traffic counts at external stations in Genesee County.

The calibrated transportation model, which is a component of the CMP, will be used for the development of the TIP and LRTP, and amendments to each. This includes model exports for air quality analysis for the plans and amendments as necessary and according to what our air quality conformity status dictates. Under this work item staff will attend training related to the air quality emissions model and will work to fully integrate it into the planning process in Genesee County. This includes model updates, testing of the model, potential air quality budget revisions, and analysis for updates or amendments to the TIP and LRTP as needed. Staff will work to better integrate congestion management into the transportation model, improving the CMP.

Staff with the assistance of MDOT and a modeling consultant will work to update the Genesee County transportation model in preparation for the 2045 LRTP update.

Staff will also work MDOT to run and update the current transportation model for various transportation studies. Staff will attend trainings in relation to transportation modeling.

Products

Updates to the model will include changes resulting from amendments to TIP and LRTP projects, and the release of updated transportation and/or socio-economic related data. Staff will run the model for alternative

analysis and scenarios as necessary. A fully incorporated emissions model is in place to run conformity analysis as necessary and according to what our air quality conformity status dictates. Updates to the model will be documented and the calibration report will be kept up to date with any new procedures. Staff used model outputs, existing and projected levels of congestion, to identify congested corridors as part of the CMP. Staff will continue to use the model and its outputs for the CMP, and will improve and monitor this process. A modeling consultant will be under contract and the majority of the work related to the model update will be conducted in the 2016 fiscal year.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$52,024
MTA	\$0
FHWA (PL)	\$234,608
MDOT	\$2,613
SPR	\$10,450
TOTAL	\$299,695

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$135,232	2,400
MTA	\$0	0
MDOT	\$13,063	400
Consultant	\$151,400	2,680
TOTAL	\$299,695	5,480

**IVA. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
TSM ACTIVITY COORDINATION**

Objective

To coordinate a short-range program intended to identify feasible traffic engineering, regulatory, public transportation, and various other measures that would provide for a more efficient utilization of existing transportation facilities. This activity will also enhance and complement the ridesharing activity to decrease the number of vehicles on the roadway and the long range transportation planning activity to improve the air quality and decrease energy use in Genesee County.

Major Work Elements

Staff will prepare for and conduct meetings related to transportation planning such as the Technical Advisory Committee and its' subcommittees. Staff will monitor and perform work related to non-motorized and intermodal transportation, congestion management, access management, Intelligent Transportation Systems (ITS), traffic flow, parking and other transportation system related elements. This includes work items such as workshops, reports and/or plan development. Staff will

continue to evaluate and incorporate transportation related software into the Flint-Genesee County system and evaluate and maintain technologies, such as the GCMPC website, to publish and host work products and information related to transportation planning. Working through the TSM, TAC, and the Genesee County Metropolitan Alliance staff will begin to discuss and evaluate issues related to livability, climate change and performance measures with the goal of inventorying activities that are already in place to address these issues and to develop a plan for improvement.

When developing transportation related studies and reports staff will be conscious of how the data collected may be beneficial to the National Environmental Policy Act (NEPA) to help facilitate Planning and Environmental Linkages (PEL).

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or any new transportation legislation that may be put in place such as a MAP-21 reauthorization. Specifically this could include activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT.

Products

Attendance of transportation related meetings including meeting preparation and work requested as staff of these meetings. Maintenance, update, and implementation of plans prepared under this work item including the Regional Trail Plan and I-475 extension feasibility study. Any unanticipated products including those related to MAP-21 implementation or reauthorization as described above.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$100,150
MTA	\$0
FHWA (PL)	\$451,639
MDOT	\$6,028
SPR	\$24,112
HPP	\$0
TOTAL	\$581,929

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$292,994	5,160
MTA	\$0	0
MDOT	\$30,140	880
Consultant	\$258,795	4,560
TOTAL	\$581,929	10,600

IVB. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING: TRANSIT PLANNING

Objective

To enhance and continue the development of an efficient and effective transit service in the Flint-Genesee County area. This activity will provide the avenue to perform in-depth studies of transit-related problems in operations/management, service planning, and energy contingency planning.

Major Work Elements

Staff will be in attendance at MTA meetings including Local Advisory Council meetings. Staff will assist the MTA in the determination of new fixed routes, transit related surveys, ITS integration plan, and the development and update of transit related plans such as the coordinated Public Transit-Human Services Transportation Plan. MTA staff will continue to collect information regarding the Your Ride Program and a survey of public and user opinion of the public transit system will be completed. Staff will work with the MTA to ensure transit projects in the TIP and LRTP demonstrate fiscal constraint. Metro will also coordinate with the MTA on matters related to land use issues for the region so that access to public transportation will be a consideration as new developments are planned.

Staff will continue to work with the MTA and consultants on a transit needs study (Including BRT) along the I-75 corridor from Bay City to Detroit, an MTA Transit Technology Assessment Study; an I-69 corridor transit needs study, and a MTA Fixed Routes Study.

Products

Staff will work with the MTA, MTA consultants, and other planning agencies to develop, update, and implement transit related studies and surveys such as the coordinated Public Transit-Human Services Transportation Plan, transit use and needs survey and study, ridership surveys and ITS Integration Plan as needed.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$0
MTA	\$123,682
FHWA (PL)	\$557,761
MDOT	\$0
SPR	\$0
TOTAL	\$681,443

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$0	0
MTA	\$0	0
MDOT	\$0	0
Consultant	\$681,443	12,040
TOTAL	\$681,443	12,040

*\$512,507 is carryover from previous years.

IVC. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING: RIDESHARING

Objective

To continue implementation of an area-wide ridesharing program involving carpools, vanpools and public transportation information services. Promote and implement ridesharing programs within public and private sector organizations; assist individuals in making ridesharing arrangements; and coordinate ridesharing programs with public transportation, energy conservation, air quality and park-and-ride programs.

Major Work Elements

Staff will maintain a Local Ridesharing Office (LRO) within the offices of the Genesee County Metropolitan Planning Commission (GCMPC), and develop and implement appropriate ridesharing programs to meet the needs of the Flint Non-Attainment area. Because the Flint-Genesee County area is the employment/service center, the major focus of the ridesharing program will be in the Flint-Genesee County area. Staff will, however, provide a complete program of information and assistance to Lapeer County. Also, staff will maintain and implement a participant match website/database for these areas. Additional services to be provided include the identification of strategic locations for transit friendly car pool lots. Staff will evaluate and implement various promotional/marketing materials and methods for the Rideshare program such as billboard style advertisements, commercials, press releases, informational tables at events, and promotional giveaways such as pens, cups, etc.

Products

Products for this work item include a maintained Rideshare participant match website/database and marketing materials. Other items will be developed for the Rideshare program as needed.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$0
MTA	\$0
FHWA (PL)	\$0
MDOT	\$0
SPR	\$0
CMAQ	\$78,500
TOTAL	\$78,500

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$78,500	1,400
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$78,500	1,400

**IVD. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
PAVEMENT MANAGEMENT PROGRAM**

Objective

To operate a Pavement Management Program for all roads in Genesee County with the exception of roads classified as local.

Major Work Elements

Staff will continue to evaluate and monitor ongoing maintenance and reconstruction projects within the pavement management network as to their relationship to the pavement management program. Assistance will be provided to local road agencies for data collection procedures and project selection, implementing maintenance procedures and showing the results of maintenance efforts, data collection as needed, and other pavement management related requests. Staff will continue to integrate pavement management data into the County GIS system.

Products

Staff will prepare a PASER condition summary for Metro and detailed reports as requested by the local units of government or agencies responsible for roads in Genesee County. Staff will continue to maintain

the pavement management system, including software updates, and evaluate and implement new technologies and software as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$687
MTA	\$0
FHWA (PL)	\$3,100
MDOT	\$0
SPR	\$0
TOTAL	\$3,787

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,787	80
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$3,787	80

**IVE. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
SAFETY CONSCIOUS PLANNING**

Objective

MAP-21 requires that the Metropolitan planning process shall provide for the consideration of projects and strategies that will increase the safety and security of the transportation system for the motorized and non-motorized users. Safety Conscious Planning (SCP) implies a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing an inherently safe transportation network. SCP achieves road safety improvements through small, but measurable changes, targeted at the whole network. The objective is to integrate safety considerations into the core activities of the transportation planning process.

Major Work Elements

Staff will work to keep the safety website and website links up to date and will work to educate locals on how to use these internet resources to create county and local level safety profiles in real time. Staff will work with local road agencies to conduct corridor studies on select road segments in Genesee County identifying multimodal safety issues and potential mitigating strategies. Staff will also provide assistance with analysis and studies of high crash corridors and intersections as requested outside of the specified study previously mentioned. The evaluation and implementation of safety analysis software will be continued. All safety planning activities will be documented in relevant plans and the GCMPC website.

GCMPC will work with the county Management of Information Systems (MIS) Department and potential consultants to improve the security of the data and operation systems.

Staff will continue to explore partnerships with other organizations, such as our partnership with the Michigan State Police and Wayne State University for the intersection safety study, to help improve safety and leverage additional safety money for the region. Future partnerships may include organizations such as the AAA Foundation for Traffic Safety, insurance agencies, and continued partnerships with the Michigan State Police and Wayne State University.

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or any new transportation legislation that may be put in place.

Products

Products for this work item include analysis and studies of high crash corridors and intersections as requested, updated website with links and instructions to safety analysis tools to create real time safety profiles, and other transportation safety related work items as needed. Staff will document all safety planning activities on the GCMPC website. Staff will continue to provide local road agencies with safety information and analysis on their road network as part of TIP project selection and also the annual MDOT call for safety projects.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$5,035
MTA	\$0
FHWA (PL)	\$22,705
MDOT	\$0
SPR	\$0
TOTAL	\$27,740

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$27,740	480
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$27,740	480

VA. LONG RANGE TRANSPORTATION PLANNING PROGRAM: UPDATE LONG RANGE TRANSPORTATION PLAN

Objective

To efficiently maintain and update a compliant multi-modal long range transportation plan. The long range transportation planning program involves the compilation of all the tools for analysis, evaluation and needs identification. These sections contribute the framework, along with a transparent public participation process on which staff develops the long range transportation plan (LRTP).

Major Work Elements

Staff will monitor and update the 2040 LRTP as needed. Updates will include administrative modifications or amendments due to changes in projects or requirements that may result from the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT. Specifically for the LRTP this could include activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. Staff will work with MDOT and local road agencies in the development of statewide and local performance measures. Goals and objectives will also be looked at as a starting point for the identification of possible performance measures. The Transportation Model will be updated in the 2016 fiscal year to begin the 2045 LRTP update. Work for the model update will be conducted under the Model Maintenance and Analysis work item.

When developing the LRTP staff will be conscious of how the data collected may be beneficial to the National Environmental Policy Act (NEPA) to help facilitate Planning and Environmental Linkages (PEL).

As freight issues and freight planning take on more significance at a national level MPO's have been asked to identify specific tasks in their UWP's to better identify freight planning activities. The following is a listing of activities that outline freight planning in regards to the development and maintenance of the LRTP.

- MPO staff will work closely with state and federal transportation partners to further integrate freight planning into the transportation planning process including the State Freight Plan.

- MPO staff will work closely with local officials and interests to inventory and monitor freight routes and intermodal facilities within the metropolitan area.
- MPO staff will work closely with local officials and stakeholders to monitor freight related issues within the metropolitan area.
- Input from freight stakeholders will be sought by MPO staff and considered to successfully integrate freight planning into existing transportation planning processes.

Products

Products for this work item include updates to the plan due to changes in projects or requirements that may result from the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or MAP-21 reauthorization. Items specific to the LRTP update include LRTP Steering Committee meetings, various reports on data collected, and draft plan chapters resulting from changes at the local, state and/or federal level.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$887
MTA	\$0
FHWA (PL)	\$4,000
MDOT	\$759
SPR	\$3,036
TOTAL	\$8,682

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$4,887	80
MTA	\$0	0
MDOT	\$3,795	120
Consultant	\$0	0
TOTAL	\$8,682	200

VIA. PLANNING SUPPORT: TRANSPORTATION PROGRAM MANAGEMENT

Objective

To provide for administration of the 3-C transportation planning process and provide for the cooperative, continuing, comprehensive and intermodal nature of the entire planning program.

Major Work Elements

Staff will prepare and process monthly progress reports on the UWP, prepare programs/agendas for policy meetings, prepare the Final Acceptance Report, and attend MTPA Transportation Directors meetings.

There will be a review of MAP-21, ACT 51 funding, and Economic Development Fund Programs for updates and to address any required changes as necessary including new legislation. Staff will implement the statewide planning process and work with the MTPA Directors to set priorities and policies such as a uniform financial plan for the various Michigan MPO LRTP's and TIP's.

Through this activity, staff will document the evaluation of public outreach efforts of Metro plans, programs, and other work activities as outlined in the Public Participation Plan (PPP). This information will be used to update the PPP and other improvement outreach efforts of the Metro. To help incorporate public comment received regarding Metro documents and programs there will be at least a two week period between the end of a comment period and committee action following PPP requirements.

MDOT activities are related to the administration and review of the PL program. MDOT efforts will focus on the preparation of the Final Acceptance Report, State Review Committee Coordination, MTPA committee meeting attendance, contract administration related to the UWP and overall program administration. MDOT staff will provide for general departmental liaison and coordination with local and regional agencies and the general public. Other MDOT costs involving the more technical activities are indicated under the appropriate work activities.

Staff will also continue to maintain formal agreements and work cooperatively with surrounding counties on parts of the Flint/Genesee urbanized area that fall outside the metro planning area (SEMCOG Region). GCMPC will continue efforts for cooperation and coordination across MPO boundaries where appropriate to ensure a regional approach to transportation planning.

Products

Products for this work item include programs/agendas for policy and committee meetings, Final Acceptance Report for the most recently completed fiscal year, a transportation planning process summary for use by the public, newsletters and presentations at public meeting as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$32,138
MTA	\$0
FHWA (PL)	\$144,932
MDOT	\$2,569
SPR	\$10,275
TOTAL	\$189,914

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$177,070	3,120
MTA	\$0	0
MDOT	\$12,844	400
Consultant	\$0	0
TOTAL	\$189,914	3,520

VIB. PLANNING SUPPORT: DEVELOP UNIFIED WORK PROGRAM (UWP)

Purpose

To prepare the Unified Work Program (UWP).

Major Work Elements

Specifically included under this work element is the preparation of the UWP. All work conducted regarding the UWP will be on a cooperative basis involving all local agencies, transportation providers, the general public, *and targeting groups* that have historically been underserved, who have an interest in transportation planning. Staff will be responsible for outreach, coordination and final preparation of the work program. Any amendments required will be prepared by staff.

Products

Staff will complete a UWP for FY 2017 and, if required, amendments to the FY 2016 UWP. In addition, changes will be made to the UWP as a result of any new planning regulations.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$1,948
MTA	\$0
FHWA (PL)	\$8,786
MDOT	\$379
SPR	\$1,518
TOTAL	\$12,631

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$10,734	200
MTA	\$0	0
MDOT	\$1,897	40
Consultant	\$0	0
TOTAL	\$12,631	240

VIC. PLANNING SUPPORT:
PREPARE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Purpose

To utilize the MAP-21 (or MAP-21 reauthorization) guidelines in evaluation of projects being proposed for the TIP. To efficiently prepare a multi-modal TIP outlining the projects being proposed, justification, type of improvement, priority rating, and respective costs through a transparent public process. Maintenance of the TIP including amendments and administrative modifications as required. Changes to the TIP will also be made as a result of the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or MAP-21 reauthorization.

Major Work Elements

The FY 2014-2017 TIP document was developed and approved in FY 2013. FY 2016 work items for the FY 2014-2017 TIP will focus on maintenance of the TIP, which include working with TIP project agencies to monitor project status, preparation of status reports, preparation of amendments and administrative modifications to the TIP as requested by the TIP project agencies, air quality analysis related to TIP amendments, preparation and publication of an annual report as outlined in MAP-21, and public participation and documentation of public participation for the previously identified work items following the Public Participation Plan requirements. Changes will also be made to the TIP as a result of the interpretation and/or implementation of certain MAP-21 requirements by FHWA and/or MDOT or MAP-21 reauthorization. Specifically for the TIP this could include activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. The integration of standardized General Program Accounts (GPA's) will help to streamline the TIP process including reducing the amount and frequency of amendments.

FY 2016 work items for the FY 2017-2020 TIP will focus on a call for projects and the development and approval of the FY 2017-2020 TIP document.

Staff will use the newly developed common data format for the development of the TIP and work towards the implementation of a web based TIP. Staff will continue to develop the TIP database and evaluate software that will make the TIP process more uniform statewide.

As freight issues and freight planning take on more significance at a national level MPO's have been asked to identify specific tasks in their

UWP's to better identify freight planning activities. The following is a listing of activities that outline freight planning in regards to the development and maintenance of the TIP.

- MPO staff will work closely with state and federal transportation partners to further integrate freight planning into the transportation planning process including the State Freight Plan. .
- MPO staff will work closely with local officials and interests to inventory and monitor freight routes and intermodal facilities within the metropolitan area.
- MPO staff will work closely with local officials and stakeholders to monitor freight related issues within the metropolitan area.

Products

Products for this work item include amendments and administrative modifications to the FY 2014-2017 TIP as necessary, an updated TIP database, TIP project status reports, and documentation of TIP public participation/outreach efforts. Staff will also publish, in accordance with the TIP notice requirements as identified in the Public Participation Plan, an annual listing of projects that were obligated, let for bid, under construction and/or completed during the previous fiscal year no more than 90 calendar days following the end of the represented fiscal year. A 2017-2020 TIP will be developed and approved in FY 2016.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$29,075
MTA	\$0
FHWA (PL)	\$131,120
MDOT	\$759
SPR	\$3,035
TOTAL	\$163,989

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$160,195	2,840
MTA	\$0	0
MDOT	\$3,794	120
Consultant	\$0	0
TOTAL	\$163,989	2,960

APPENDICES

APPENDIX A

BUDGET NARRATIVE AND INDIRECT COST ESTIMATES

BUDGET NARRATIVE

Fiscal Year 2016

Fiscal Year 2016 will begin on October 1, 2015 and end on September 30, 2016.

Genesee County Metropolitan Planning Commission and Mass Transportation Contractual Relationship

The FTA funds shown in this UWP will be applied for by staff. The MTA will contract with the staff to carry out a portion of the work. Each agency will provide its own local match for the federal funds it receives.

GCMPC

GCMPC will provide its own cash match for FHWA funding. The match (18.15% for FHWA) will be shown in the funding source table next to the agency participating.

MDOT Match

Local match for SPR funds will be shown in the UWP for fiscal year 2016. MDOT (MTF, 20%) will be shown separately from SPR (federal share, 80%).

Cost Estimation Methodology

The dollar amounts shown in the responsible agency table are based on weekly cost estimates to finance a professional planner with support services. The dollar amount estimates include all fringes and support services. Estimates for labor are as follows:

<u>Agency</u>	<u>Labor Cost/Week</u>
GCMPC	\$2,267
MDOT	\$1,349

APPENDIX B

FISCAL YEAR 2016 UNIFIED WORK PROGRAM FUNDING SOURCES

**FUNDING SOURCES
DRAFT FISCAL YEAR 2016 UNIFIED WORK PROGRAM**

<u>Activities</u>	<u>GCMP</u>	<u>PL</u>	<u>PL Transit</u>	<u>Carry Over--PL</u>	<u>Carry Over PL Transit</u>	<u>Ridesharing*</u>	<u>HPP*</u>	<u>Subtotal (GCMP)</u>	<u>SPR Match (MDOT)</u>	<u>SPR (MDOT)</u>	<u>Subtotal (MDOT)</u>	<u>Total</u>
I. DATA MANAGEMENT												
A. Data Management Systems	\$11,149	\$47,643	\$2,635					\$61,427	\$1,489	\$5,955	\$7,444	\$68,871
B. Data Inventory and Model Maintenance	\$52,024	\$74,665	\$8,523	\$151,400				\$286,632	\$2,613	\$10,450	\$13,063	\$299,695
Subtotal	\$63,173	\$122,328	\$11,158	\$151,400				\$348,059	\$4,101	\$16,406	\$20,507	\$368,566
II. TSM PLANNING												
A. TSM Coordination	\$100,150	\$150,269	\$42,575	\$258,795				\$551,789	\$6,028	\$24,112	\$30,140	\$581,929
B. Transit Planning	** \$123,682	\$0	\$45,254		\$512,507			\$681,443	\$0	\$0	\$0	\$681,443
C. Ridesharing						\$78,500		\$78,500	\$0	\$0	\$0	\$78,500
D. Pavement Management	\$687	\$3,100						\$3,787	\$0	\$0	\$0	\$3,787
E. Safety Planning	\$5,035	\$21,826	\$879					\$27,740	\$0	\$0	\$0	\$27,740
Subtotal	\$229,554	\$175,195	\$88,708	\$258,795	\$512,507	\$78,500	\$0	\$1,343,259	\$6,028	\$24,112	\$30,140	\$1,373,399
III. LONG-RANGE PLANNING												
A. Update Long Range Transportation Plan	\$887	\$3,000	\$1,000					\$4,887	\$759	\$3,036	\$3,795	\$8,682
Subtotal	\$887	\$3,000	\$1,000	\$0	\$0			\$4,887	\$759	\$3,036	\$3,795	\$8,682
IV. PLANNING SUPPORT												
A. Program Management	\$32,138	\$133,678	\$11,254					\$177,070	\$2,569	\$10,275	\$12,844	\$189,914
B. Develop Unified Work Program	\$1,948	\$7,786	\$1,000					\$10,734	\$379	\$1,518	\$1,897	\$12,631
C. Prepare Transportation Improvement Program	\$29,075	\$96,060	\$35,040					\$160,195	\$759	\$3,035	\$3,794	\$163,989
Subtotal	\$63,162	\$237,544	\$47,294	\$0	\$0			\$348,000	\$3,707	\$14,828	\$18,535	\$366,535
GRAND TOTAL	\$356,775	\$538,067	\$148,160	\$410,195	\$512,507	\$78,500	\$0	\$2,044,204	\$14,595	\$58,382	\$72,977	\$2,117,181

**\$123,682 of match to be provided by the MTA

*Ridesharing Funds are being requested under a separate application.

**Studies and other contracted services
Amounts shown below represent Federal Funds equaling 81.85% of total.**

- TSM Coordination – Transportation Studies \$258,795
- Modeling Consultant \$151,400
- MTA Transit Planning – Transit Studies \$25,000
- MTA I-69 Corridor Transit Needs Study \$337,507
- MTA I-75 Corridor Transit Needs Study \$150,000 (Remaining Project Funding)

- GCMP-Genesee County Metropolitan Planning Commission Local Match
- PL-Federal Funds for Planning Activities from the Federal Highway Administration
- FTA-Federal funds for Transit Planning from Federal Transit Administration
- Ridesharing-Congestion Mitigation and Air Quality funds.
- SPR-State Planning and Research funds
- HPP-High Priority Projects

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$11,149	\$50,278	\$61,427
2. Data Inventory and Model Maintenance	\$52,024	\$234,608	\$286,632
Subtotal	\$63,173	\$284,886	\$348,059
II. TSM Planning			
1. TSM Coordination	\$100,150	\$451,639	\$551,789
2. Transit Planning	\$123,681.88	\$557,761	\$681,443
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$687	\$3,100	\$3,787
5. Safety Planning	\$5,035	\$22,705	\$27,740
Subtotal	\$229,554	\$1,035,205	\$1,264,759
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$887	\$4,000	\$4,887
Subtotal	\$887	\$4,000	\$4,887
D. PLANNING SUPPORT			
1. Program Management	\$32,138	\$144,932	\$177,070
2. Develop Unified Work Program	\$1,948	\$8,786	\$10,734
3. Prepare Transportation Improvement Program	\$29,075	\$131,120	\$160,195
Subtotal	\$63,162	\$284,838	\$348,000
GRAND TOTAL	\$356,775	\$1,608,929	\$1,965,704

APPENDIX C

FISCAL YEAR 2016 UNIFIED WORK PROGRAM

RESPONSIBLE AGENCIES

RESPONSIBLE AGENCIES					
UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
I. DATA MANAGEMENT					
A. Data Management Systems	\$61,427	\$7,444	\$0	\$0	\$68,871
B. Data Inventory and Model Maintenance	\$135,232	\$13,063	\$0	\$151,400	\$299,695
Subtotal	\$196,659	\$20,507		\$151,400	\$368,566
II. TSM PLANNING					
A. TSM Coordination	\$292,994	\$30,140	\$0	\$258,795	\$581,929
B. Transit Planning	\$0	\$0	\$0	\$681,443	\$681,443
C. Ridesharing	\$78,500	\$0	\$0	\$0	\$78,500
D. Pavement Management	\$3,787	\$0	\$0	\$0	\$3,787
E. Safety Planning	\$27,740	\$0	\$0	\$0	\$27,740
Subtotal	\$403,021	\$30,140	\$0	\$940,238	\$1,373,399
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$4,887	\$3,795	\$0	\$0	\$8,682
IV. PLANNING SUPPORT					
A. Program Management	\$177,070	\$12,844	\$0	\$0	\$189,914
B. Develop Unified Work Program	\$10,734	\$1,897	\$0	\$0	\$12,631
C. Prepare Transportation Improvement Program	\$160,195	\$3,794	\$0	\$0	\$163,989
Subtotal	\$348,000	\$18,535			\$366,535
GRAND TOTAL	\$952,566	\$72,977	\$0	\$1,091,638	\$2,117,181

APPENDIX D

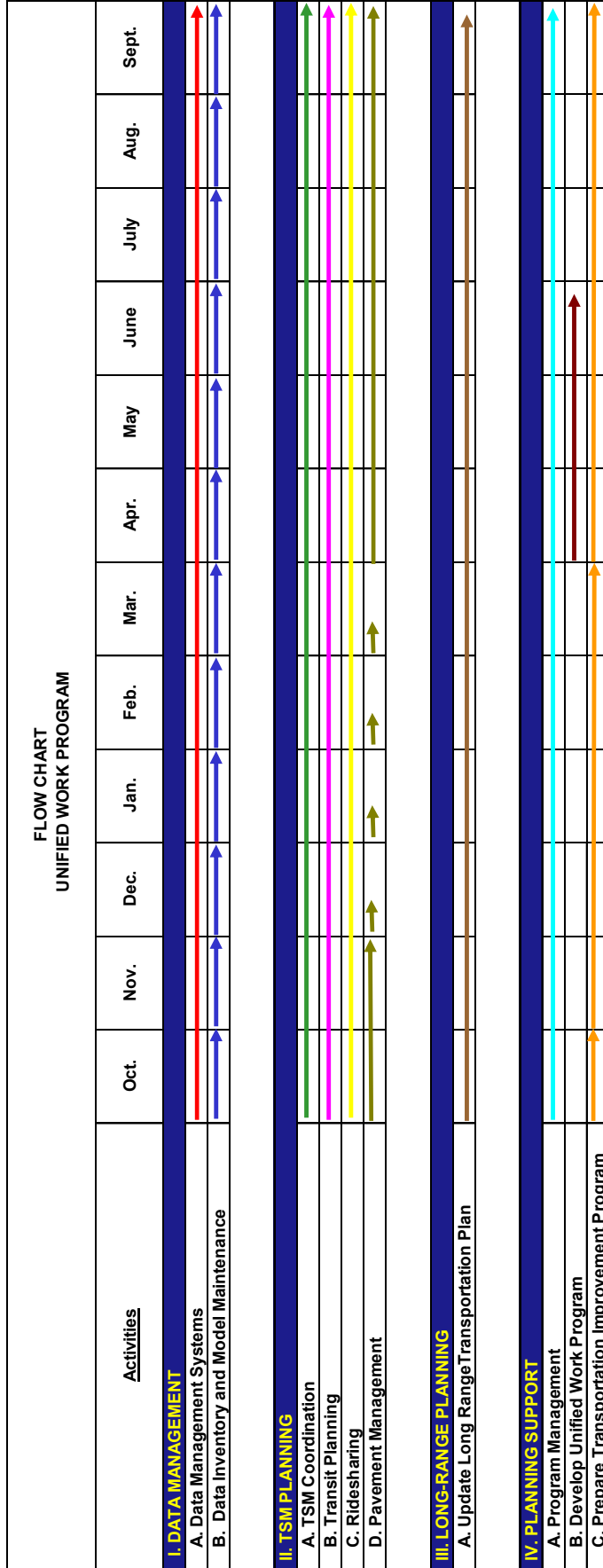
FISCAL YEAR 2016 UNIFIED WORK PROGRAM - LABOR ESTIMATES

**LABOR ESTIMATES
UNIFIED WORK PROGRAM**

<u>Activities</u>	<u>GCMPC HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
I. DATA MANAGEMENT					
A. Data Management Systems	1080	240	0	0	1320
B. Data Inventory and Model Maintenance	2400	400	0	2680	5480
Subtotal	3480	640	0	2680	6800
II. TSM PLANNING					
A. TSM Coordination	5160	880	0	4,560	10600
B. Transit Planning	0	0	0	12,040	12040
C. Ridesharing	1400	0	0	0	1400
D. Pavement Management	80	0	0	0	80
E. Safety Planning	480	0	0	0	480
Subtotal	7120	880	0.0	16600	24600
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	80	120	0	0	200
Subtotal	80	120	0	0	200
IV. PLANNING SUPPORT					
A. Program Management	3120	400	0	0	3520
B. Develop Unified Work Program	200	40	0	0	240
C. Prepare Transportation Improvement Program	2840	120	0	0	2960
Subtotal	6160	560	0	0	6720
GRAND TOTAL					
	16840	2200	0	19280	38320

APPENDIX E

FISCAL YEAR 2016 UNIFIED WORK PROGRAM - FLOW CHART



APPENDIX F

Resolution

**RESOLUTION APPROVING THE
FY 2016 UNIFIED WORK PROGRAM**

WHEREAS, the Genesee County Metropolitan Alliance (Metro) is the designated policy committee and Metropolitan Planning Organization (MPO) for the Flint-Genesee County Transportation Planning Study Area, and

WHEREAS, the Metropolitan Planning Organization is responsible for the development of a Unified Work Program (UWP) which is required by both the Federal Transit Administration and Federal Highway Administration, and

WHEREAS, the Flint-Genesee County 2040 Long Range Transportation Plan and the FY 2016 Unified Work Program have been developed pursuant to Section 134 of Title 23 as amended, United States Code and Section 8(f) of the Federal Transit Act, and

WHEREAS, the FY 2016 Unified Work Program includes an analysis that identifies sources of anticipated revenue, responsible agencies and demonstrates how identified projects will be funded, and

NOW, THEREFORE, BE IT RESOLVED, it is the finding by the Genesee County Metropolitan Alliance that the FY 2016 Unified Work Program is consistent with the Flint-Genesee County 2040 Long Range Transportation Plan, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance approves the FY 2016 Unified Work Program, and

BE IT FURTHER RESOLVED, that the current FY 2015 Unified Work Program remain in effect until the FY 2016 Unified Work Program has been approved by the Michigan Department of Transportation and the Governor, and has been found acceptable by the Federal Highway Administration, and the Federal Transit Administration.

Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

DATE:

APPENDIX G

Certification

DRAFT CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal May 21, 2015 to establish billing or final indirect costs rates for October 1, 2015 to September 30, 2016 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR part 225, Cost Principles for State, Local, and Indian Tribal Governments. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Genesee County Metropolitan Planning Commission

Signature: _____

Name of Official: Derek Bradshaw

Title: Director Coordinator

Date of Execution: