

Unified Work Program FY 2015 for the Flint/Genesee Metropolitan Area Genesee County Metropolitan Alliance



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FY 2015 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 2015 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. 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 2015 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 2035 Long Range Transportation Plan was completed, and approved in 2009. 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. In addition, several clarifications in requirements for the Long Range Transportation Plan have been addressed including the eight planning factors outlined in SAFETEA-LU and the six management systems. With the 2040 LRTP update the document will be updated to include any new MAP-21 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.

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.

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 2015 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.

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. Socioeconomic (SE) projections developed for the 2040 LRTP will be reviewed and updated in preparation for the 2045 LRTP model development. 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.

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	\$12,885
MTA	\$0
FTA	\$2,635
FHWA (PL)	\$55,134
MDOT	\$1,489
SPR	\$5,955
TOTAL	\$78,098

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$70,654	1,240
MTA	\$0	0
MDOT	\$7,444	240
Consultant	\$0	0
TOTAL	\$78,098	1,480

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 will put together a request for proposal for a modeling consultant to begin update of 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. An RFP will be in place by the end of the fiscal year. Some funding has been identified in the 2015 fiscal year for a modeling consultant however most of the work is being planned for in the FY 2016 work program.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$36,835
MTA	\$0
FTA	\$5,350
FHWA (PL)	\$160,083
MDOT	\$2,613
SPR	\$10,450
TOTAL	\$215,331

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$109,468	1,920
MTA	\$0	0
MDOT	\$13,063	400
Consultant	\$92,800	1,640
TOTAL	\$215,331	3,960

**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	\$107,432
MTA	\$0
FTA	\$34,362
FHWA (PL)	\$445,738
MDOT	\$6,028
SPR	\$24,112
HPP	\$0
TOTAL	\$617,672

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$267,232	4,720
MTA	\$0	0
MDOT	\$30,140	880
Consultant	\$320,300	5,640
TOTAL	\$617,672	11,240

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	\$283,846
FTA*	\$1,135,382
FHWA (PL)	\$0
MDOT	\$0
SPR	\$0
TOTAL	\$1,419,228

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$0	0
MTA	\$0	0
MDOT		0
Consultant	\$1,419,228	25,040
TOTAL	\$1,419,228	25,040

*\$1,090,128 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 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 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
FTA	\$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
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	\$695
MTA	\$0
FTA	\$0
FHWA (PL)	\$3,135
MDOT	\$0
SPR	\$0
TOTAL	\$3,830

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,830	80
MTA	\$0	0
MDOT		0
Consultant	\$0	0
TOTAL	\$3,830	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.

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	\$14,597
MTA	\$0
FTA	\$1,500
FHWA (PL)	\$64,134
MDOT	\$0
SPR	\$0
TOTAL	\$80,231

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$80,231	1,400
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$80,231	1,400

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

Objective

To maintain and update a MAP-21 compliant 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 public participation on which staff develops the long range transportation plan (LRTP).

Major Work Elements

Staff will monitor and update the 2035 LRTP as needed until approval of the 2040 LRTP. 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 in the development of statewide and local performance measures. The development of the 2040 LRTP will continue in the 2015 FY. The majority of the work for the LRTP update will be conducted under this work item, however, several of the reports and data sources such as Transit and Transportation Modeling will be conducted under other UWP work items. Consultants may be contracted to perform certain tasks for the LRTP update as needed. The Long Range Transportation Plan Steering Committee will continue to meet on a monthly basis during the development of the plan.

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.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$10,355
MTA	\$0
FTA	\$10,131
FHWA (PL)	\$35,275
MDOT	\$759
SPR	\$3,036
TOTAL	\$59,556

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$55,761	1,000
MTA	\$0	0
MDOT	\$3,795	120
Consultant	\$0	0
TOTAL	\$59,556	1,120

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. Work related to the FY 2015 Federal Certification Review will be accounted for through this activity.

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).

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	\$31,938
MTA	\$0
FTA	\$9,883
FHWA (PL)	\$132,888
MDOT	\$2,569
SPR	\$10,275
TOTAL	\$187,553

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$174,709	3,080
MTA	\$0	0
MDOT	\$12,844	400
Consultant	\$0	0
TOTAL	\$187,553	3,480

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 2016 and, if required, amendments to the FY 2015 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	\$2,051
MTA	\$0
FTA	\$1,000
FHWA (PL)	\$8,124
MDOT	\$379
SPR	\$1,518
TOTAL	\$13,072

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$11,175	200
MTA	\$0	0
MDOT	\$1,897	40
Consultant	\$0	0
TOTAL	\$13,072	240

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

Purpose

To utilize the MAP-21 guidelines in evaluation of projects being proposed for the TIP. To prepare a TIP outlining the projects being proposed, justification, type of improvement, priority rating, and respective costs. 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 2015 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.

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.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$19,131
MTA	\$0
FTA	\$35,140
FHWA (PL)	\$46,656
MDOT	\$759
SPR	\$3,035
TOTAL	\$104,721

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$100,927	1,800
MTA	\$0	0
MDOT	\$3,794	120
Consultant	\$0	0
TOTAL	\$104,721	1,920

APPENDICES

APPENDIX A

BUDGET NARRATIVE AND INDIRECT COST ESTIMATES

BUDGET NARRATIVE

Fiscal Year 2015

Fiscal Year 2015 will begin on October 1, 2014 and end on September 30, 2015.

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 and FTA funding. The match (18.15% for FHWA and 20% for FTA) 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 2015. 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 2015 UNIFIED WORK PROGRAM FUNDING SOURCES

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

<u>Activities</u>	<u>GCMPC</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 (GCMPC)</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	\$36,835	\$67,283	\$5,350	\$92,800				\$202,268	\$2,613	\$10,450	\$13,063	\$215,331
Subtotal	\$49,720	\$122,417	\$7,985	\$92,800				\$272,922	\$4,101	\$16,406	\$20,507	\$293,429
II. TSM PLANNING												
A. TSM Coordination	\$107,432	\$125,438	\$34,362	\$320,300				\$587,532	\$6,028	\$24,112	\$30,140	\$617,672
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	\$406,569	\$192,707	\$81,116	\$320,300	\$1,090,128	\$78,500	\$0	\$2,169,320	\$6,028	\$24,112	\$30,140	\$2,199,460
III. LONG-RANGE PLANNING												
A. Update Long Range Transportation Plan	\$10,355	\$35,275	\$10,131					\$55,761	\$759	\$3,036	\$3,795	\$59,556
Subtotal	\$10,355	\$35,275	\$10,131	\$0	\$0			\$55,761	\$759	\$3,036	\$3,795	\$59,556
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

Transit Planning -- Transit Studies \$125,000
 Intermodal Freight Study - \$320,300
 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 - \$92,800

GCMPC-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	\$35,498	\$160,083	\$195,581
Subtotal	\$47,724	\$215,217	\$262,941
II. TSM Planning			
1. TSM Coordination	\$98,841	\$445,738	\$544,579
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	\$113,758	\$513,007	\$626,765
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$7,822	\$35,275	\$43,097
Subtotal	\$7,822	\$35,275	\$43,097
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

Funding Sources - FTA and GCMPC Match			
Activities	GCMPC	FTA	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$659	\$2,635	\$3,294
2. Data Inventory and Model Maintenance	\$1,338	\$5,350	\$6,688
Subtotal	\$1,996	\$7,985	\$9,981
B. TSM PLANNING			
1. TSM Coordination	\$8,591	\$34,362	\$42,953
2. Transit Planning match is provided by the MTA	\$283,846	\$1,135,382	\$1,419,228
3. Ridesharing			
4. Pavement Management			
5. Safety Planning	\$375	\$1,500	\$1,875
Subtotal	\$292,811	\$1,171,244	\$1,464,055
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$2,533	\$10,131	\$12,664
Subtotal	\$2,533	\$10,131	\$12,664
D. PLANNING SUPPORT			
1. Program Management	\$2,471	\$9,883	\$12,354
2. Develop Unified Work Program	\$250	\$1,000	\$1,250
3. Prepare Transportation Improvement Program	\$8,785	\$35,140	\$43,925
Subtotal	\$11,506	\$46,023	\$57,529
GRAND TOTAL	\$308,846	\$1,235,383	\$1,544,229

APPENDIX C

FISCAL YEAR 2015 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	\$70,654	\$7,444			\$78,098
B. Data Inventory and Model Maintenance	\$109,468	\$13,063		\$92,800	\$215,331
Subtotal	\$180,122	\$20,507		\$92,800	\$293,429
II. TSM PLANNING					
A. TSM Coordination	\$267,232	\$30,140		\$320,300	\$617,672
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	\$429,792	\$30,140	\$0	\$1,739,528	\$2,199,460
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$55,761	\$3,795			\$59,556
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

APPENDIX D

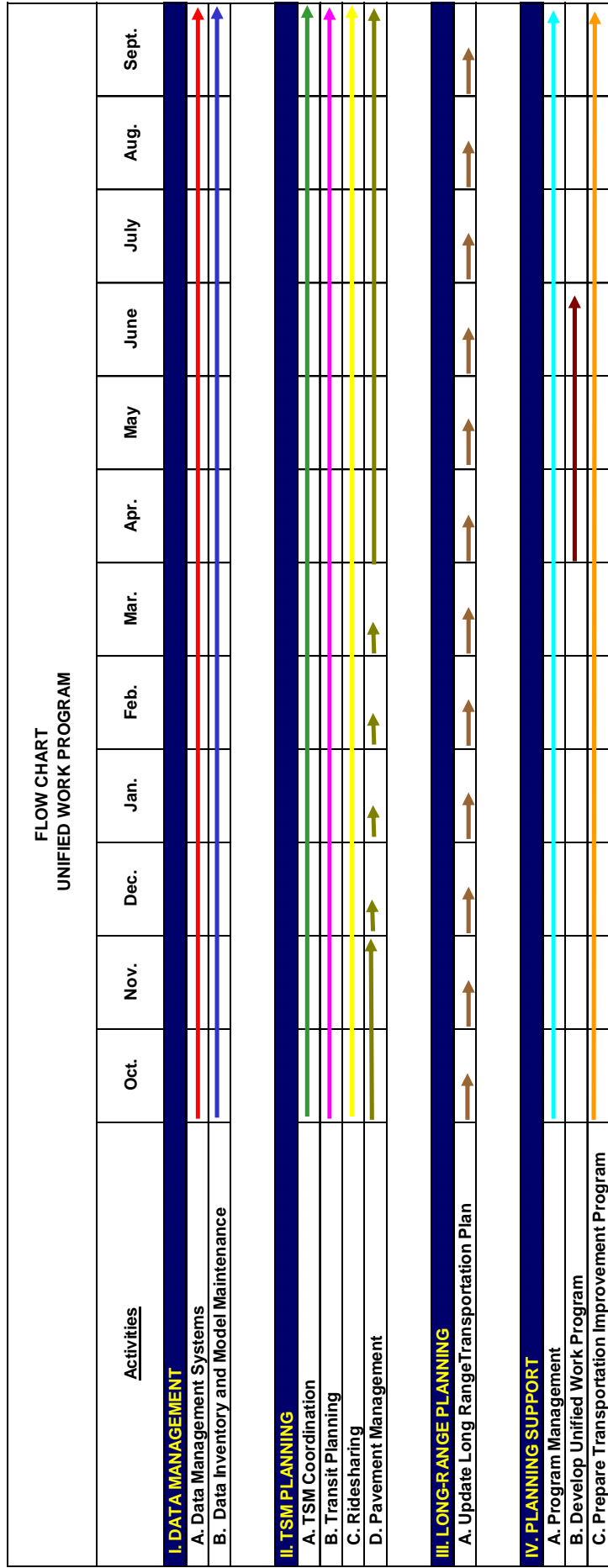
FISCAL YEAR 2015 UNIFIED WORK PROGRAM - LABOR ESTIMATES

**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	1240	240			1480
B. Data Inventory and Model Maintenance	1920	400		1640	3960
Subtotal	3160	640		1640	5440
II. TSM PLANNING					
A. TSM Coordination	4720	880		5,640	11240
B. Transit Planning			0.0	25,040	25040
C. Ridesharing	1400				1400
D. Pavement Management	80				80
E. Safety Planning	1400				1400
Subtotal	7600	880	0.0	30680	39160
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	1000	120		-	1120
Subtotal	1000	120		-	1120
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

APPENDIX E

FISCAL YEAR 2015 UNIFIED WORK PROGRAM - FLOW CHART



APPENDIX F

Resolution

**RESOLUTION APPROVING THE
FY 2015 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 2035 Long Range Transportation Plan and the FY 2015 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 2015 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 2015 Unified Work Program is consistent with the Flint-Genesee County 2035 Long Range Transportation Plan, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance approves the FY 2015 Unified Work Program, and

BE IT FURTHER RESOLVED, that the current FY 2014 Unified Work Program remain in effect until the FY 2015 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

6-18-14
DATE:

APPENDIX G

Certification

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 [identify date] to establish billing or final indirect costs rates for [identify period covered by rate] 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: June 30, 2014

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION
PROPOSED INDIRECT COSTS

	Budget	Direct Costs	Unallowable Costs	Indirect Costs
30005 Salary, Supervisor	92,292	-	92,292	-
30015 Salary, Permanent	883,150	617,826	2,301	263,023
30080 Longevity	56,908	32,556	8,047	16,305
Subtotal Salaries	1,032,350	650,382	102,640	279,328
33010 Social Security	91,288	59,488	7,855	23,945
33045 Medical Insurance	149,125	123,320	15,970	9,835
33060 Optical Insurance	1,839	1,293	138	408
33080 Dental Insurance	17,884	12,361	1,105	4,418
33085 Life/Health Insurance	17,116	11,400	998	4,718
33095 Retirement	174,225	95,344	9,395	69,486
33135 Other Fringes	160,968	110,024	-	50,944
33110 Worker's Compensation	9,440	8,408	236	796
33125 Unemployment	1,194	779	103	312
33126 Post-Retirement Benefit	204,577	128,201	20,535	55,841
Subtotal Fringes	827,656	550,618	56,335	220,703
30075 Salary, Per Diem	4,500	-	4,500	-
35005 Supplies, Office	8,700	700	-	8,000
35020 Postage	5,500	-	-	5,500
35030 Magazines	500	-	-	500
35050 Supplies Computer	5,500	500	-	5,000
35055 Supplies Software	2,800	1,800	-	1,000
41040 Repairs, Office Equip.	1,000	-	-	1,000
46005 Bank Service Charges	400	-	-	400
46045 Consultant	1,867,364	1,867,364	-	-
46075 Health Serv. Employees	500	-	-	500
46135 Auditing	15,000	-	-	15,000
46200 Service Contracts, Gen.	26,900	24,900	-	2,000
46355 Telephone	7,600	600	-	7,000
46395 Printing	8,000	5,050	-	2,950
46435 Advertising	39,300	39,300	-	-
46450 Waste Collections	30,000	30,000	-	-
46500 Training, Employees	3,000	1,500	-	1,500
46575 Memberships	2,975	475	-	2,500
equipment, computer	1,000	-	-	1,000
60005 Travel, Regular	1,000	-	-	1,000
65195 Books	200	-	-	200
0000 Depreciation	11,355	-	-	11,355
Subtotal Other	2,043,094	1,972,189	4,500	66,405
75005 Attorney Fees, Corp Cnsl	15,000	-	-	15,000
75020 Convenience Copier	5,000	-	-	5,000
75025 Motor Pool	18,000	-	-	18,000
80070 CSA	63,578	-	-	63,578
80045 Rental County Office	60,000	-	-	60,000
Subtotal Intragovernmental Serv	161,578	-	-	161,578
TOTAL	4,064,678	3,173,189	163,475	728,014

FRINGE BENEFIT

CALCULATION:

Total Fringes	827,656		
Total Salaries	1,032,350	=	80.17%

INDIRECT COST

CALCULATION:

Total Indirect Costs	728,014		
Direct Sal. & Frgs.	1,201,000	=	60.62%

GENESEE COUNTY PLANNING COMMISSION

COST ALLOCATION PLAN

June 2014

A. Purpose of Document

This document outlines the Genesee County Metropolitan Planning Commission's Cost Allocation Plan. This provisional indirect rate will be adjusted at year end using actual expenditures. The Cost Allocation Plan has been prepared as required to claim recovery against Federal grants and contracts. It has been prepared in conformance with 2 CFR Part 225, and the implementing instructions in the Guide ASMB-C10 published by the Department of Health, Education and Welfare.

The indirect costs claimed are necessary and reasonable to the successful conduct of the Federal programs. This document identifies the indirect costs and allocates them on a base of direct salaries and fringe benefits. Since the grants are technical studies, personnel costs are the logical basis of allocation.

B. History and Structure of the Commission

In 1963, the board of Supervisors of Genesee County, by resolution, authorized its Chairman to appoint nine members to a Genesee County Planning Commission. In 1964, a further resolution was adopted to retitle the agency the Genesee County Metropolitan Planning Commission (GCMPC). In April 1965, the ordinance under which GCMPC operates was adopted, there being language in the County Planning Commission Act of 1945 calling for an ordinance as the basis for a planning commission. In May 1973, Board action was taken to amend the ordinance, raising the number of planning commissioners from nine to eleven. The members of the planning commission are direct appointees of the Board Chairman. They, in turn, appoint the department head and exercise direct administrative control over the planning department's operations. Indirect administrative and budgetary control is exercised over departmental operations by the Board's Community and Economic Development Committee and its chairperson as "parent" committee; the Governmental Operations Committee and its chairperson in regard to filling any new staff position; and by the Finance Committee regarding budget approvals or augmentations.

C. Authority and Functions

The GCMPC is an independent commission of county government with full direct authority conferred by statute over the planning department and its information gathering and planning programs. To aid in the foregoing, the commission has authority to obtain information from state, county, and municipal officials who are directed by law to furnish such information, advice, and assistance as they may have available. As a Metropolitan Planning Commission, GCMPC may apply for Federal or other grants. All county boards, departments and agencies have the obligation to submit for review and comment to the GCMPC any specific program of expenditure of funds for physical improvements prior to initiating work thereon; this requirement is deemed to be waived if the planning commission has not made its required comments within thirty days of

receiving the description of the project. This commission has power to do all things necessary to disseminate information and engage in educational activities respecting county planning. The commission may create advisory committees or councils to assist in consideration of any solutions to problems of the county. As the present designated area wide review agency, under agreement with the GLS Region V Planning and Development Commission, GCMPC must consider the merits and priorities of most Federal grant applications. In addition GCMPC staff provides support services to the Genesee County Metropolitan Alliance.

D. Accounting System

1. Grant Accounting

The Federal programs require segregation and identification of the revenue and expenditures associated with a particular grant.

242	4160	Admin
	4163	Indirect
	4164	Direct
	4141	BEG
	4142	Lapeer Cty Solid Waste Plan
243	4082	Recycling
	4083	Education
	4084	Management
	4085	Outreach
252	4080	Transportation
310	4011	Comm Dev
318	4015	NSP
	4020	HIP
321	4032	Home
321	4025	Home Rehab

2. Direct Costs

Direct costs can be specifically identified with a particular grant or program. All employees who are direct, charge their time to specific activities, whether grant related or local funding related.

3. Indirect Cost

Indirect costs are costs incurred for a joint or common purpose benefiting more than one cost objective and not readily assignable without effort disproportionate to the results obtained.

4. Unallowable Costs

Legislative expenses such as salary, per diem, and travel are considered as general and, therefore, disallowable. Also, salaries and fringes of the Director are unallowable.

E. Programs and Results

Programs listed in the current work program are as follows:

GCMPC CHARGE CATEGORIES

ADMINISTRATION

General Administration

- Policy and Program Development
- Budget Preparation and Control
- Liaison and Exterior Relations
- In-Service Training

Federal Project Review

Graphics

- Technical and Data Services
 - Data File
 - Information Research and Dissemination
- Visual Communication Aids
- Land Use Data

GENERAL PLANNING AND COORDINATION ASSISTANCE

- Miscellaneous Short-Term Economic and Environmental Grant Projects
- Services to Other County Agencies - Public Works
- Local Planning Assistance
- Local Planning Advisement
- Local Planning Contractual Assistance
- Model Code and Ordinance Development

Site Plan and Zoning Review

SOLID WASTE PLANNING

Waste Monitoring
Education & Training
Resource Recovery

TRANSPORTATION

Data Management System
TSM Coordination
Transit Planning
Ridesharing
Pavement Management
Monitor Long-Range Plan
Program Management
Develop Unified Work Program
Prepare Transportation Improvement Program
Modeling
Transportation Planning Activities - Safety

COMMUNITY DEVELOPMENT

Plan Program Development
Housing Assistance Plan and Program Development
Community Development Program Coordination
Environmental Assessment
Labor Standards Enforcement
Property Acquisition and Relocation
Contract Compliance and Equal Opportunity
Housing Program Coordination
Home Improvement Program
Project Evaluation and Monitoring
General Administration
Fiscal Management
Personnel Management
Liaison and Communications
Project Implementation
Home Improvement Program
Consolidated Plan
Property Management
Fair Housing
Home Program

Neighborhood Stabilization Program
Home Rehabilitation Program

Area-wide Coordination and Review --- GCMPC is mandated to carry out a number of review functions in order to ensure that development within the county is carried out in a manner which corresponds to overall community plans and that proposed projects and programs are in the best interests of the citizens of Genesee County. Primary tools in this coordination effort are GCMPC's Federal Project Review System, under authority of Executive Order 12372, and staff review of city, village, and township zoning amendments. As a clearinghouse for Federal Project Reviews, GCMPC reviews all applications for Federal aid for projects or proposals which directly impact upon Genesee County. GCMPC's review of the proposals includes an assessment as to possible duplication with other projects or programs, relation of the proposal to existing plans and policies, and whether the proposal is in the best interest of the county in both the short-term and long-term future.

Staff analysis of zoning amendments includes an assessment of the proposed change as to its compatibility with adjacent land use and zoning, conformance with local and county plans, availability of adequate utilities, capacity and condition of roadways serving the site, and other items considered pertinent to the particular change. Staff submits its recommendation to the local unit of government in which the amendment is proposed.

Other review and coordination functions include:

- Review of all local government comprehensive development and recreation plans.
- Review of physical development projects proposed to be undertaken by the County Board of Commissioners or any department or commission of the county.
- Review of environmental impact statements for certain types of federally funded or privately financed projects.

Technical and Data Services -- The ability of any agency or individual to make sound decisions on any matter, be it planning related or not, is predicated to a large degree on the information available to that individual upon which to base the decision. GCMPC maintains an extensive data file and is capable of providing information and resource materials relating to a variety of subject matters. Information on land use, zoning, building permits, population, employment, income and other matters is readily available through GCMPC.

The GCMPC is periodically awarded one-time grants which can cover many different areas, including economic development and environmental issues. These grants may be

carried out in collaboration with other agencies and possibly benefit the county as a whole.

Transportation Planning/GIS/Solid Waste -- The Genesee County Metropolitan Alliance is designated as the agency responsible for carrying out the Transportation Planning Process for the Flint Genesee Transportation Management Area. GCMPC serves as staff to the Genesee County Metropolitan Alliance. This process is administered by a Technical Advisory Committee and the Genesee County Metropolitan Alliance who provide technical expertise and policy directions to GCMPC staff. The transportation program is required by the 1962 Federal - Aid Highway Act and is a continuing transportation planning process dictated to be carried out in all urbanized areas of over 200,000 persons. This process is financed through a combination of Federal Highway Administration, Federal Transit Administration, and local funds. Solid Waste Planning, Recycling and Educational Outreach are performed along with monitoring using the Solid Waste Ordinance fees.

Community Development (CD) -- GCMPC staff, working under the direction of the Genesee County Community and Economic Development (CED) Committee, is responsible for administering the CD Program for Genesee County. As part of this program, Genesee County receives approximately three million dollars annually. This money is then allocated to all units of government (excluding the City of Flint) for projects benefiting low-and moderate-income person's and/or minorities or projects defined as having an urgent need. Staff efforts are required to ensure the projects meet all Federal eligibility requirements and to monitor project construction. A home improvement loan program is also administered by GCMPC staff as part of the CD program, as well as, a housing construction, and down payment assistance program. Additionally, a Neighborhood Stabilization Program is administered by the CD program. Program compliance, contract compliance, and accounting are primary responsibilities.

F. Departmental Organization and Staffing

The GCMPC staff consists of nineteen full-time authorized positions. These are a Director-Coordinator, ten professional planning positions, four technical positions, and five office staff positions (See attached organizational chart).

The department functions are subject to reassignment among the professional staff based upon actual workloads.

1. Determination of Indirect Cost Personnel

Following is a description of those positions in which over 25% of the positions responsibilities have been defined as indirect under GCMPC's program:

INDIRECT EMPLOYEES

Position	# of Positions	Indirect	Direct
Assistant Director	1	1.00	0.00
Secretary	2	1.00	0.00
Accountant	2	1.00	0.00
Geographic Information System Specialist	1	0.25	0.75

These positions provide general support to all programs of the planning commission. Many of their work activities can be defined as supporting one or more federally funded work activities, as well as non-federally funded activities. Direct charges to federal programs by these employees will account for a minor proportion of the employees' time.

2. Direct Cost Personnel

Following is a description of those positions in which 50% or more of the positions responsibilities have been defined as direct under GCMPC's work program: (See organizational chart for a breakout by program).

DIRECT EMPLOYEES

Position	# of Positions	Indirect	Direct
Principal Planner	2	0.00	1.00
Planner III	3	0.00	1.00
Planner I	4	0.00	1.00
Rehabilitation Intake Coordinator	1	0.00	1.00
Rehabilitation Inspector	2	0.00	1.00

The personnel employed in these positions are generally assigned specific responsibilities as part of a federally funded program. It is anticipated that the bulk of time charged by these employees will be charged directly to a federally funded activity or a direct charge activity funded totally by local funds. The

primary exception to this is the Federal Project Review, which is defined as indirect.

3. Unallowable Personnel

Following is a description of the position that has been defined as unallowable under GCMPC's work program:

Supervisory – Director-Coordinator

While the work performed by this position supports one or more federally funded work activities, this position is considered an unallowable cost. This is in accordance with 2 CFR Part 225.

4. Administrative Activities

The department, operating under an independent commission, handles administrative activities (in some cases without referring to other county departments) as follows:

Purchasing --The planning department may or may not utilize the services of the Purchasing Department in obtaining services, supplies, or equipment, with the exception of paper and other more mundane supplies. This is at the option of the planning department. Purchases may or may not be made under the bid processes. Planning follows the county guidelines or the Federal guidelines, whichever has the higher standards.

Accounting -- The planning commission utilizes the modified accrual basis of accounting. Under this method, revenues are recorded when received in cash except for those susceptible to accrual, which are recorded as receivables when measurable. The financial activities of the planning commission are recorded in separate funds and departments.

The planning commission payrolls and all fringe benefits are predetermined by the Genesee County Human Resources and processed through the Genesee County payroll system.

Automotive Vehicles -- These are leased from the vehicle pool operated under the Purchasing Department.

Personnel -- The present personnel system is covered by (a) Board of Commissioner's policies, or (b) negotiated labor contracts for bargaining units recognized within the county's various departments.

G. Cost Allocation Plan

Costs are distributed and allocated as follows:

1. Personnel

- a. Direct personnel are all individuals who have direct responsibility in a specific program area. These personnel include the planners and the technical staff.
- b. Indirect personnel include the accountants and clerical staff. Also included is a portion of staff members' time that cannot be assigned to a specific work element.

2. Budgeted Cost Items

- a. Salary Per Diem - This cost is classified as unallowable in accordance with 2 CFR Part 225.
- b. Supplies, Office - Generally, all office supplies are considered indirect unless supplies are bought specifically for a project and can be attributed to one program.
- c. Postage - is considered an indirect cost, unless supplies are bought specifically for a project and can be attributed to one program, as the separation of individual pieces into cost areas is cumbersome. Part of the difficulty is that postage is affixed by other county employees and accurate records by program area are difficult to obtain.
- d. Magazines and Periodicals - Expenses in this area are generally treated as indirect unless reference and reading material is used by only a specific program area.
- e. Consultants - Expenses in this line item are generally direct since agreements are entered into to fulfill program or grant requirements.
- f. Health Service Employee - Indirect since new hires are employees of the Planning Commission and can be assigned to any area.
- g. Audit - Costs incurred for all audits will be treated as indirect, as audit materials will be used to substantiate all programs, and audits will be encouraged to be directed toward more than one program.

- h. Telephone - Considered indirect with the exception of lines which are dedicated to specific programs.
- i. Printing, Advertising - The costs in these areas are split, with some cost being considered direct and others indirect. It should be noted that those costs which will be considered indirect are those costs which cannot be directly related to a specific program.
- j. Repairs, Office Equipment and Furniture, Equipment Maintenance Contract - All costs incurred under this category will be charged indirect. Costs incurred include general maintenance, service contracts and any major repairs necessary.
- k. Training - Costs are either direct or indirect. General training and improvement could cover a broad range of work areas. If specific training for a task is required, it is charged directly.
- l. Memberships - Expenses can be direct or indirect depending on the type of organization and membership.
- m. Travel, Regular - Costs in this category can be either direct or indirect. The exceptions are programs which permit the billing of travel expenses on a direct basis.
- n. Books - Expenses in this area are all treated as indirect costs. Costs are of the nature of publications and costs for library materials relative to planning and administrative practices.
- o. Intergovernmental Indirect Expenses Allocated by County - These costs that are allocated to GCMPC are distributed based on an approved cost allocation plan. This plan is used to distribute to all county departments indirect operating costs of building use, equipment use, unallocated insurance, maintenance, telephone, mailroom, Corporation Counsel, Data Processing, Purchasing, and Controller. These costs are distributed utilizing various cost distribution methods, all of which are based on level of use. The estimated figures used in the budgets are the actual cost determined for the proceeding year for which actual data is available.

All expenses are charged directly and covered by an allocation given by the county to match budgeted costs. To charge these costs indirect and recoup revenue from additional granting agencies would be double charging.

Revised: June 2014
K:\gcmpc\cost alloc plan for FY 2015 .doc

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION

2014

Board Members
Alan Himelhoch, Chairperson
Alexander Isaac, Vice Chairperson
Gloria Nealy, Secretary

Cheryl Sclater
Michael Lynch
Mark Young
Ted Henry

John Mandelaris
Jamie Curtis
Janice Karcher
Carl Arthur III

Staff Services
Genesee County
Board of Commissioners
GLS Region V
Genesee County
Metropolitan Alliance

Director-Coordinator
Derek Bradshaw

Assistant Director*
Christine Durgan

Principal Planner *
Shella Taylor

Accountants
GCMPC*
Julie Zinger, Supervisor
CDBG*
Nicole Lewis

Principal Planner *
Jason Nordberg

Community Development Program
Planner III*
Anna King
Planner I*
Claire Wilke
Housing Intake Coordinator*
Kimeley Stowell
Housing Rehab Inspector*
Greg Mitchell
Housing Rehab Inspector*
Andy Trudeau

Clerical Support
Secretary*
Alberta Gunsell
Secretary*
Nichole Odette

Transportation Planning & Environmental Planning
GIS Specialist*
Christine Pobock
Planner III*
Sharon Gregory
Planner III*
Carl Thompson
Planner I*
Shane Kelley
Planner I*
Damon Fortney
Planner I*
Jacob Maurer

*Grant Funded

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal [identify date] to establish cost allocations or billings for [identify period covered by plan] are allowable in accordance with the requirements of 2 CFR part 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A 87) and the Federal award(s) to which they apply. 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 awards 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.

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: June 30, 2014

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION
PROPOSED INDIRECT COSTS

	Budget	Direct Costs	Unallowable Costs	Indirect Costs
30005 Salary, Supervisor	92,292	-	92,292	-
30015 Salary, Permanent	883,150	617,826	2,301	263,023
30080 Longevity	56,908	32,556	8,047	16,305
Subtotal Salaries	1,032,350	650,382	102,640	279,328
33010 Social Security	91,288	59,488	7,855	23,945
33045 Medical Insurance	149,125	123,320	15,970	9,835
33060 Optical Insurance	1,839	1,293	138	408
33080 Dental Insurance	17,884	12,361	1,105	4,418
33085 Life/Health Insurance	17,116	11,400	998	4,718
33095 Retirement	174,225	95,344	9,395	69,486
33135 Other Fringes	160,968	110,024	-	50,944
33110 Worker's Compensation	9,440	8,408	236	796
33125 Unemployment	1,194	779	103	312
33126 Post-Retirement Benefit	204,577	128,201	20,535	55,841
Subtotal Fringes	827,656	550,618	56,335	220,703
30075 Salary, Per Diem	4,500	-	4,500	-
35005 Supplies, Office	8,700	700	-	8,000
35020 Postage	5,500	-	-	5,500
35030 Magazines	500	-	-	500
35050 Supplies Computer	5,500	500	-	5,000
35055 Supplies Software	2,800	1,800	-	1,000
41040 Repairs, Office Equip.	1,000	-	-	1,000
46005 Bank Service Charges	400	-	-	400
46045 Consultant	1,867,364	1,867,364	-	-
46075 Health Serv. Employees	500	-	-	500
46135 Auditing	15,000	-	-	15,000
46200 Service Contracts, Gen.	26,900	24,900	-	2,000
46355 Telephone	7,600	600	-	7,000
46395 Printing	8,000	5,050	-	2,950
46435 Advertising	39,300	39,300	-	-
46450 Waste Collections	30,000	30,000	-	-
46500 Training, Employees	3,000	1,500	-	1,500
46575 Memberships	2,975	475	-	2,500
equipment, computer	1,000	-	-	1,000
60005 Travel, Regular	1,000	-	-	1,000
65195 Books	200	-	-	200
0000 Depreciation	11,355	-	-	11,355
Subtotal Other	2,043,094	1,972,189	4,500	66,405
75005 Attorney Fees, Corp Cnsl	15,000	-	-	15,000
75020 Convenience Copier	5,000	-	-	5,000
75025 Motor Pool	18,000	-	-	18,000
80070 CSA	63,578	-	-	63,578
80045 Rental County Office	60,000	-	-	60,000
Subtotal Intragovernmental Serv	161,578	-	-	161,578
TOTAL	4,064,678	3,173,189	163,475	728,014

FRINGE BENEFIT

CALCULATION:

Total Fringes	827,656		
Total Salaries	1,032,350	=	80.17%

INDIRECT COST

CALCULATION:

Total Indirect Costs	728,014		
Direct Sal. & Frgs.	1,201,000	=	60.62%

CERTIFICATE OF INDIRECT COSTS

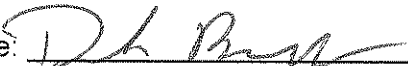
This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal [identify date] to establish billing or final indirect costs rates for [identify period covered by rate] 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: June 30, 2014



U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

August 27, 2014

315 W. Allegan Street, Room 201
Lansing, MI 48933
517-377-1844 (office)
517-377-1804 (fax)
Michigan.FHWA@dot.gov

In Reply Refer To:
HDA-MI

Mr. Dave Wresinski, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Mr. Wresinski:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the proposed planning activities and associated administrative requirements for the following FY 2015 Unified Planning Work Programs (UPWPs). The MPO work programs were submitted by your office on August 5, 2014.

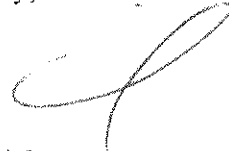
As a result of our review, the following FY2015 UPWPs are approved effective October 1, 2014. The 2014 fiscal year for these MPOs is from October 1, 2014 through September 30, 2015. Subject to the availability of funds, MDOT may request funding for the planning programs in accordance with established procedures.

Region	FHWA Planning (PL) funds	FTA Planning (5303) funds
Bay City	\$207,487	\$50,800
Battle Creek	\$165,950	\$42,978
Benton Harbor	\$137,752	\$38,297
Flint	\$951,167	\$1,235,383
Grand Rapids	\$826,053	\$204,370
Holland	\$190,530	\$46,777
Jackson	\$183,961	\$46,428
Kalamazoo	\$363,378	\$154,795
Lansing	\$480,181	\$219,711
Midland	\$162,029	\$37,859
Muskegon	\$273,712	\$56,228
Niles	\$76,720	\$30,700
Saginaw	\$226,228	\$64,354

Although the above FY 2015 UPWPs are being approved, we did find minor edits which need to be addressed. These comments will be submitted to MDOT staff by the FHWA staff assigned to the given MPO. The UPWPs are being approved with the expectation that these edits will be corrected.

If you have any questions, please feel free to contact me at (517) 702-1827 or Mr. Stewart McKenzie, FTA, at (312) 353-2866.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andy Pickard', with a large, stylized flourish at the end.

Andy Pickard PE, AICP
Transportation Planning Team Leader

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



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

September 26, 2014

Mr. Derek Bradshaw
Executive Director
Genesee County Metropolitan Planning Commission
1101 Beach Street
Room 223
Flint, Michigan 48502-1470

Dear Mr. Bradshaw:

The Michigan Department of Transportation (MDOT) received the Fiscal Year (FY) 2015 Unified Work Program for the Genesee County Metropolitan Planning Commission along with the FY 2015 proposed provisional indirect cost rate.

The FY 2015 proposed indirect cost rate 60.62% is approved. The FY 2015 proposed indirect cost rate were developed in accordance with the standards identified in CFR 225.

Sincerely,

Dalrois M. McBurrows, Manager
Statewide Planning Section

RECEIVED
GENESEE COUNTY

OCT 02 2014

METROPOLITAN
PLANNING COMMISSION