



GENESEE COUNTY
**METROPOLITAN PLANNING
COMMISSION**

April 15, 2025

Mr. Maxwell Gierman, Program Manager
MDOT Statewide Planning Section
P.O. Box 30050
Lansing, MI 48909

SUBJECT: FY25 Unified Work Program (UWP) Administrative Modification

Dear Mr. Gierman:

Please see attached an updated FY 2025 Unified Work Program. This update to the UWP was requested by the Flint MTA to reflect additional transit plans, studies, and initiatives. GCMPC staff conducted an administrative modification to include these work tasks in Appendix I of the UWP.

If you have any questions, please feel free to contact me at (810) 257-3010.

Sincerely,

A handwritten signature in blue ink that reads "Sheila Taylor".

Sheila Taylor, Division Manager
Genesee County Metropolitan Planning Commission



GENESEE COUNTY
**METROPOLITAN PLANNING
COMMISSION**

June 25, 2024

Mr. Maxwell Gierman, Program Manager
MDOT Statewide Planning Section
PO Box 30050
Lansing, MI 48909

Subject: FY 2025 Unified Work Program (UWP)

Dear Mr. Gierman:

An updated digital copy of our FY 2025 UWP has been included with this letter as an update to our May 16th submittal. The update includes our certificate of indirect cost and Cost Allocation Plan. I have included a copy of the original submittal letter for reference.

Please feel free to call me at (810) 766-6545 with any questions regarding this submittal.

Sincerely,

Jacob Maurer, Division Manager
Genesee County Metropolitan Planning Commission

cc: Christina Nicholaides, FHWA



GENESEE COUNTY
**METROPOLITAN PLANNING
COMMISSION**

May 16, 2024

Mr. Maxwell Gierman, Program Manager
MDOT Statewide Planning Section
PO Box 30050
Lansing, MI 48909

Subject: FY 2025 Unified Work Program (UWP)

Dear Mr. Gierman:

A digital copy of our FY 2025 UWP has been included with this letter as part of an email submittal. The UWP includes a resolution approving the document and Title VI Certification.

Our office is still working on the provisional indirect rate for FY 2025 and we will forward an updated Certificate of Indirect Cost when the rate has been established. The County is beginning the budget process for FY 2025 and we will have this to you soon.

Please feel free to call me at (810) 766-6545 with any questions regarding this submittal.

Sincerely,

Jacob Maurer, Division Manager
Genesee County Metropolitan Planning Commission

cc: Christina Nicholaides, FHWA

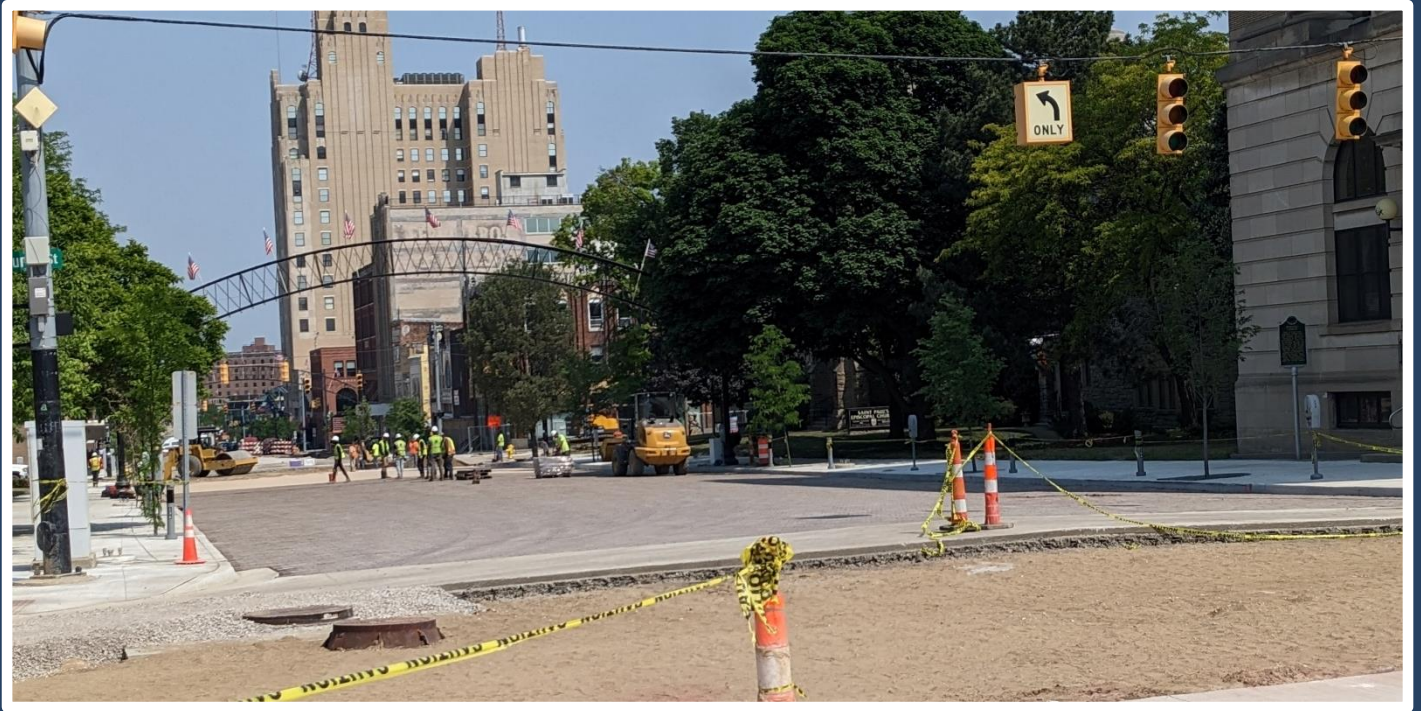
Derek Bradshaw, Director Christine Durgan, Assistant Director

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FY 2025 Unified Work Program

for the

Flint/Genesee County Metropolitan Area



Locally Approved - May 2024

Federally Approved – September 2024

Administrative Modification – April 2025

The preparation of this work program was completed by the Genesee County Metropolitan Planning Commission (GCMPC) and 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.



GENESEE COUNTY
METROPOLITAN PLANNING
COMMISSION



FY 2025 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 2020 census counts indicate a population of 406,211 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 2020 census count of 81,252 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 follows:

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 follows:

1. Increase or reduction of funds in a category greater than or equal to 25%
2. A change that will modify the FHWA approved final total budget

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

II. MAJOR TRANSPORTATION ISSUES/PRIORITIES

The FY 2025 UWP has been formulated to address the major transportation issues and problems facing the Flint-Genesee County area. The identified issues establish the priorities for the UWP. Work activities are identified throughout the plan that address the identified issues/priorities. The amount of staff hours and funding will vary each fiscal year depending on the priority of the activity for the identified fiscal year.

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 non-attainment areas (areas that are above the minimum threshold for a pollutant) due to its provisions for highway sanctions. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM₁₀) and less than 2.5 micrometer in diameter (PM_{2.5}). The sanctions can be imposed in the nonattainment area 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 was 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) requested re-designation of 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 for the 1997 ozone standard. April 30, 2012 the EPA announced that Genesee County was in attainment for the 2008 ozone standard. On April 6, 2015 the EPA completely revoked the 1997 ozone standard, so all transportation requirements related to this standard were removed.

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA* (US Environmental Protection Agency) started requiring areas in the country that were former maintenance areas for the 1997 ozone standard to conduct conformity for new TIP and LRTPs and amendments. On Aug. 3, 2018, the EPA designated Genesee and Lapeer counties as in attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard). On Dec. 4, 2019, the EPA proposed a rule that the Flint 1997 ozone maintenance area be considered for a limited maintenance plan for the area's second maintenance period. To be considered for a limited maintenance plan, the area must show the design value to be well below the NAAQS and the area's levels of air quality are unlikely to violate the NAAQS in the future. Areas with limited maintenance plans are not required to conduct emission modeling for conformity. On April 6, 2020, the limited (second) maintenance plan for the Flint (Genesee and Lapeer counties) 1997 ozone NAAQS took effect (85 FR 13057).

Work items related to the area being a limited orphan maintenance area for the 1997 ozone standard will continue to be addressed.

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 November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The IIJA is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

The IIJA 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), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), and most recently the Fixing America's Surface Transportation (FAST) Act.

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.

Public Act 51 of 1951 is the state law that covers many transportation funding issues in the state. Act 51 has not changed much since its original approval however a series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year. The current gross receipts to the Michigan Transportation Fund (MTF) are approximately \$1.95 billion annually. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the MTF

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 proactive 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 IIJA 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, that is now maintained as part of the statewide 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 is continuing to build 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) has implemented an ITS system along I-69 to monitor traffic along the I-69, I-75, and I-475 corridors. The system monitors 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 and all users of the system. 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.

During the FY 2026 MDOT Call for Safety Projects, the State of Michigan continued to offer funding for road segments that planned for vulnerable road users (VRU). Staff encouraged locals to select VRU projects such as pedestrian refuge islands, rectangular rapid flashing beacon, and pedestrian crosswalk markings. Safety projects submitted to MDOT were prioritized locally using these factors. Safety and VRU Projects will be also included as an element in the 2026-2029 TIP call for projects.

Under contract in Summer 2024, staff will be working with a consultant as well as local road agencies to create a new regional transportation safety action plan. Once in place, all road and transportation agencies in the county will be able to apply for future project implementation projects to fund regional and local initiatives to prevent roadway deaths and serious injuries as part of the Infrastructure Investment and Jobs Act (IIJA). Work will be completed in cooperation with the Michigan Department of Transportation (MDOT) and a consultant.

B. MODAL ISSUES

1. *Highways*

The Flint-Genesee County 2045 Long Range Transportation Plan was completed and approved in 2020. 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 2045 LRTP document will be updated as necessary 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 TIP project selection. 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 about 3 million public transit trips annually through several types of service. The MTA currently operates fixed route services comprising of primary, peak, regional and shopper service; demand response services providing paratransit and county wide transportation; and On Demand services such as Rides 2 Wellness and Vets 2 Wellness.

There are fourteen (14) 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 11:00 p.m.

Saturday service operates from 6:30 a.m. to 11:00 p.m. on one (1) hour intervals and on Sunday from 9:30 a.m. to 7:00 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 nine (9) Your Ride Service Centers with locations in Burton, Flint, Grand Blanc, Fenton, Flushing, Mt. Morris, Swartz Creek, Clio, 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 two (2) 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.

Rides to Wellness is a comprehensive health and wellness related transportation program that provides mobility management, door-to-door service, and same day service to riders going to medical or other health-related appointments. Using cutting-edge technology and a ride-hailing-like model, Rides to Wellness is provided through service agreements with local agencies and to the general public for a premium fare. Health and wellness transportation is expected to be a key area of growth for MTA in the next 10 years.

Through Transit Planning, staff will continue to address transit needs within Genesee County especially those related to Ladders of Opportunity.

3. *Air*

Bishop International Airport had 282,695 enplanements through three (3) commercial airlines in 2023. These numbers are comparable to

pre COVID years as 2019 had 301,534 enplaned passengers. The airport is managed by a nine-member authority appointed by the mayor of Flint and the Genesee County Board of Commissioners.

Bishop International Airport has direct access to interstates I-69 and I-75 as well as two major railroad systems and also connects to US-23.

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. Staff will continue to work with local road agencies to identify and evaluate railroad grade crossings in Genesee County. Grant and earmark funds have provided funding for many railroad improvements in the county and will continue to be pursued. 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 (all types including existing sidewalks, shared use pathways, & bike lanes), 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 shared use paths from the plan and is working with local agencies to fund shared use pathway construction. Major sections of these top priority pathways have been constructed or have received funding commitments since the

plan was developed. The Regional Non-Motorized plan was updated as part of the 2045 LRTP. 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 2025 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.

D. STATE AND FEDERAL PLANNING EMPHASIS AREAS

State of Michigan Planning Program Emphasis Areas

1. Maintenance of the FY2023-2026 TIP
 - incorporation of performance-based planning in project selection
 - correct utilization of GPAs, in alignment with the guidance document (should the MPO utilize GPAs)
 - ensure that the public notification for TIP amendments aligns with the MPO's Public Participation Plan
2. Development of the FY2026-2029 TIP
3. Continued involvement and feedback in JobNet application enhancements.
4. Continue to ensure transit projects are accurately shown in the TIP and fiscally constrained, through coordination with local transit agencies and MDOT Office of Passenger Transportation.
5. Clear identification in the UPWP of the utilization of a minimum of 2.5% of PL funds and any 5303 funds to be utilized on any specified planning activities

to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

6. As needed, continue to review, evaluate, and update public participation plan (PPP) including consideration of virtual options for public participation.
7. Ensure compliance with Transportation Performance Measures (TPM) requirements, including working with MDOT on data needed to identify how the MPO is working to meet the adopted targets within the MPO planning area.
8. Enhanced Long Range Plan Coordination between MDOT and MPOs
 - Continuing coordination and collaboration between MTPs and the SLRTP.
 - Discussion of the next series of MTPs and travel demand models being adopted in the next few years. Several MPOs have MTPs that will need to be adopted between November 2026 and June 2028.
 - SUTA is coordinating model development for the MPOs with MTPs to be adopted between November 2026 and June 2028 with the MTC4 household travel survey. This will require developing, reviewing, and approving base year socio-economic data in FY24 and FY25 depending on MTP due date.
9. Continue to focus on partnerships utilizing a continuing, cooperative, and comprehensive (3C) approach to transportation planning.
10. Participate in MDOT's TAP TMA Lean Process Improvement (LPI) and facilitate outreach and implementation of the updated process for project selection and programming.

Federal Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
 - Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
2. Equity and Justice⁴⁰ in Transportation Planning

- FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

3. Complete Streets

- FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

4. Public Involvement

- Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

6. Federal Land Management Agency (FLMA) Coordination

- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process

on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

7. Planning and Environment Linkages (PEL)

- FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

8. Data in Transportation Planning

- To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

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. Additional details regarding funding, hours, and a generalized timeline for each work item can be found in Appendix B, C, D and E.

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 Woods & Poole databases. Other databases will be evaluated and incorporated into the management system as necessary. The SE projections, updated in FY 2024, are the main input into the transportation model for the Long Range Transportation Plan and will be used throughout plan development in FY 2025.

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/congestion (RITIS (NPMRDS from INRIX)) and is related to service type, quality, use (counts and speed study), safety, and inventory. Staff will work to better coordinate annual data collection and submittals with MDOT staff as we work to improve our traffic count program. Non-motorized data will be collected on select non-motorized networks such as facility condition and counts. Work items related to Highway Performance Monitoring System (HPMS) data collection for Genesee County are outlined in the Genesee-Lapeer-Shiawassee Region V Planning and Development Commission work program. Staff will also work with MDOT in the collection, review, and processing of Model Inventory Roadway Elements (MIRE) data. The six (6) data items that MPO staff will be requested to review will be: surface type, number of through lanes, access control, median type, facility type and junction traffic control. MPO and MDOT staff will begin the process of meeting to discuss and plan for annual maintenance and validating the six (6) data items going forward. The review and delivery of these data items will be done using Roadsoft.

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

National Functional Classification (NFC) revisions: After the U.S. Census Bureau approves the 2020 ACUB boundaries, MDOT staff will prepare informational materials and meet with each MPO in the state. These meetings will consist of jurisdictional agencies proposing and reviewing NFC revisions to the Act 51 certified public roads within their MPO planning boundary. MDOT staff may request materials such as traffic counts, worksheets, maps, local letters of concurrence, signed resolutions, and Act 51 certifications to process the proposed NFC revisions. The proposed revisions will be reviewed by MDOT staff. If MDOT is in concurrence, the proposals would then be submitted to FHWA for final review.

Data collection and work resulting from new state or federal transportation legislation 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	\$3,603
MTA	\$0
FHWA (PL)	\$16,250
MDOT (MTF)	\$7,593
TOTAL	\$27,446

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$19,853	360
MTA	\$0	0
MDOT	\$7,593	240
Consultant	\$0	0
TOTAL	\$27,446	600

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 may 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, 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 will also work to better integrate non-recurring congestion in the CMP.

Staff with the assistance of MDOT will use the model for data analysis related to the current 2023-2026 Transportation Improvement Program (TIP), proposed 2026-2029 TIP, and the new 2050 Long Range Transportation Plan (LRTP). This will include incorporation of new socio-economic data, road/transit network updates, and other attributes. Staff will also work with 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. Most of the model analysis in FY 2025 will be for

development of the 2050 LRTP including calibration and utilization of new socioeconomic projections and updated road/transit networks.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$4,823
MTA	\$0
FHWA (PL)	\$21,750
MDOT (MTF)	\$13,324
TOTAL	\$39,897

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$26,573	480
MTA	\$0	0
MDOT	\$13,324	400
Consultant	\$0	0
TOTAL	\$39,897	880

**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 (TAC) 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, traffic studies, assisting with grant/application development, and general technical assistance. 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, tourism, natural disaster threats, 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 anticipated and/or unanticipated work including activities resulting from the interpretation and/or implementation of certain IIJA requirements by FHWA and/or MDOT, or any new state or federal transportation legislation that may be put in place. Specifically, this could include activities related to working cooperatively and collaboratively with MDOT and statewide committees, such as the Statewide Congestion Management Group (SCMG), in the review and development of performance targets and/or activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. Staff will continue to evaluate better ways to display and track progress of performance measure related data such as web-based dashboards and system performance reports.

The 2045 LRTP includes a preliminary analysis of the Genesee County road network identifying potential locations that may be good candidates for future roundabouts. In FY 2021 staff worked with a consultant to performing a more detailed analysis of select intersections in Genesee County for conversion to a roundabout. Staff will continue to work with local road agencies to go after funding for intersections that are good candidates for roundabouts.

Staff will continue to coordinate with MDOT, the City of Flint, and other stakeholders on a corridor study of I-475 and M-21 in the City of Flint. The current construction schedule is for the first 2 phases of the I-475 reconstruction project to be completed by end of FY 2026. The M-21 reconstruction that includes lane reductions and non-motorized enhancements is scheduled to begin in FY 2027.

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, Roundabout Study, and I-475 extension feasibility study. Initiate an evaluation of the I-75/M-57 (Vienna Rd.) interchange for traffic signal modernization and lane reconfigurations.

Following the completion of the US-23 Corridor Traffic Study, staff will begin the implementation phase with our local road and transit agencies, utilizing project recommendations from the Study. Any unanticipated products including those related to IJA implementation or new legislation as described above.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$72,202
MTA	\$0
FHWA (PL)	\$325,605
MDOT (MTF)	\$30,743
TOTAL	\$428,550

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$397,807	7,000
MTA	\$0	0
MDOT	\$30,743	920
Consultant	\$0	0
TOTAL	\$428,550	7,920

**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 (LAC) 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 and MDOT 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. Better coordination through this work element will help to provide ladders of opportunity by working to address gaps in essential (core) services related to transportation connectivity.

Staff will continue to work with the MTA on implementing recommendations from the recent Transit Asset Management Plan, the I-69, I-75 transit needs study, and the Regional Transit Authority Study.

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain IIJA requirements by FHWA/FTA and/or MDOT, or any new state or federal transportation legislation that may be put in place. Specifically, this could include activities related to working with MDOT and the MTA in the review and development of performance targets and/or activities resulting from new guidance released from FHWA/FTA or development of specific performance measures by MDOT.

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, fixed route study, MTA Regional Transit Authority Study, and ITS Integration Plan as needed. Additional transit plans, studies, and initiatives facilitated by the Flint MTA are summarized in **Appendix I**.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$776
MTA	\$21,658
FHWA (PL)	\$101,171
MDOT (MTF)	\$0
TOTAL	\$123,605

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$4,276	80
MTA	\$0	0
MDOT	\$0	0
Consultant	\$119,329	2,120
TOTAL	\$123,605	2,200

**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 Genesee and Lapeer Counties. 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 (MTF)	\$0
CMAQ	\$50,000
TOTAL	\$50,000

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$50,000	880
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$50,000	880

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

Objective

To operate a Pavement Management Program for all roads in Genesee County.

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. The main Michigan Transportation Asset Management Council (TAMC) data collection efforts and reports related to pavement management for Genesee County are conducted as part of the Genesee-Lapeer-Shiawassee Region V work program.

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 IJA requirements by FHWA and/or MDOT, or any new state or federal transportation legislation that may be put in place. Specifically, this could include activities related to working with MDOT in the review and development of performance targets and/or activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$443
MTA	\$0
FHWA (PL)	\$2,000
MDOT (MTF)	\$0
TOTAL	\$2,443

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$2,443	40
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$2,443	40

**IV. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
SAFETY AND COMPLETE STREETS CONSCIOUS PLANNING**

Objective

The IJA 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 multimodal 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. The IJA also established a 2.5% of planning fund set-aside for increasing safe and accessible transportation options, or complete streets.

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 such as installation of separated shared-use pathways where deemed appropriate. 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 continue to work with the County Information Technology (IT) 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. In FY 2016 staff began working with MDOT and a consultant on a regional safety study for Genesee, Lapeer, and Shiawassee Counties. Now that the study is complete staff will continue to work with

local road agencies on implementation of the study and integration into the LRTP.

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain IIJA requirements by FHWA and/or MDOT, or any new state or federal transportation legislation that may be put in place. Specifically, this could include activities related to working with MDOT in the review and development of performance targets and/or activities resulting from new guidance released from FHWA, results from the 2023 Certification Review, or development of specific performance measures by MDOT.

Staff will continue to work with MDOT, FHWA, and FTA to further implement and exceed the 2.5% complete streets set-aside requirements

Staff will continue to work with local transportation agencies, local units of government, and committees to implement and update existing complete streets policies and help to develop new policies. In FY 2025, staff will survey local road agencies on their level of interest to improve multimodal safety, mobility, and accessibility for all users of the transportation system specifically in their communities. This may offer an opportunity to fund new or expand on existing local planning studies using 5303 funds.

Complete streets are fully integrated into TIP and LRTP project development, prioritization, and selection process. Staff will work to develop a complete streets prioritization plan that identifies specific complete streets projects to improve multimodal safety, mobility, and accessibility.

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

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$5,765
MTA	\$0
FHWA (PL)	\$26,000
MDOT (MTF)	\$0
TOTAL	\$31,765

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$31,765	560
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$31,765	560

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.

IVF. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:

Air Quality Awareness

Objective

To develop and implement an air quality awareness public education and outreach program to educate the public and community leaders about connections among trip making and transportation mode choices, traffic congestion, and air quality. These activities can help communities reduce emissions and congestion by inducing drivers to change their transportation choices. This program will complement the existing Rideshare program and will improve the overall GCMPC program by expanding education and outreach opportunities beyond Rideshare to other air quality improving activities.

Major Work Elements

This is the 5th year of the Air Quality Awareness program. Staff will continue to review various programs from across the country to build the program. Staff will continue to develop educational and promotional materials such as webpages, social media content, commercials, press releases, billboard style advertisements, and presentations to assist in outreach for the program. Staff will work with local municipalities, businesses, schools, and various events to provide educational and outreach opportunities regarding air quality awareness.

Products

Products for this work item include the continued development of an Air Quality Awareness program and supporting educational and outreach materials.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$12,500
MTA	\$0
FHWA (PL)	\$0
MDOT (MTF)	\$0
CMAQ	\$50,000
TOTAL	\$62,500

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$62,500	0
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$62,500	0

**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 to 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 current 2045 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 IJA requirements by FHWA and/or MDOT, or any new state or federal transportation legislation that may be put in place. 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 and tracking of statewide and local performance measures. LRTP work for the model update will continue in FY 2025 under the Model Maintenance and Analysis work item.

Staff will finalize the 2050 LRTP update in May 2025.

The steering committee for the long range transportation plan (LRTP) will continue to meet through the majority of FY 2025 to guide development of the plan. The plan update will need to be approved by May 2025. A major update for the LRTP will be improved integration of housing and transportation, expanding on the baseline data provided in the 2045 LRTP. Another update will be incorporating discussion and strategies around Equity and Justice40. This will greatly improve the environmental justice (including access to core services), environmental consultation, and environmental mitigation methodology and documentation.

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.

- In FY 2025, staff is exploring options to purchase a 3rd party dataset in partnership with DOT funded Safety Action Plan for Genesee County. Staff have taken part in recent demos of datasets that captures the movement of travelers (including freight vehicles) using connected vehicle technology.
- 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. This includes monitoring funding opportunities for regional freight related projects and identification of Freight stakeholders.
- 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 IJA requirements by FHWA, and/or MDOT or any new state or federal transportation legislation that may be put in place. Specifically, this could include activities related to working with MDOT in the review and development of performance targets and/or activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. Items specific to the LRTP update include LRTP Steering Committee meetings, various reports on data collected, update of the System Performance Report, and draft plan chapters resulting from changes at the local, state and/or federal level.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$2,661
MTA	\$0
FHWA (PL)	\$12,000
MDOT (MTF)	\$3,871
TOTAL	\$18,532

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$14,661	240
MTA	\$0	0
MDOT	\$3,871	120
Consultant	\$0	0
TOTAL	\$18,532	360

Work on the LRTP will be accounted for through indirect staff costs.

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 IJJA, 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 LRTPs and TIPs.

Through this activity, staff will document the evaluation of public outreach efforts of Metro plans, programs, and other work activities as outlined in the PPP. This information will be used to update the PPP and to improve outreach efforts, such as virtual options for public involvement, of the various programs administered by the Genesee County Metropolitan Planning Commission. 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). Agreements with regional partners will be reviewed to see if updates need to be made. 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, an updated PPP, newsletters and presentations at public meetings as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$41,910
MTA	\$0
FHWA (PL)	\$189,000
MDOT (MTF)	\$13,101
TOTAL	\$244,011

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$230,910	4,080
MTA	\$0	0
MDOT	\$13,101	400
Consultant	\$0	0
TOTAL	\$244,011	4,480

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 2026 and, if required, administrative modifications and amendments to the FY 2025 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	\$1,841
MTA	\$0
FHWA (PL)	\$8,300
MDOT (MTF)	\$1,935
TOTAL	\$12,075

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$10,141	160
MTA	\$0	0
MDOT	\$1,935	40
Consultant	\$0	0
TOTAL	\$12,075	200

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

Purpose

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 meeting the federal guidelines established for a TIP. In addition, this work element includes the maintenance of the TIP through 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 IJA requirements by FHWA and/or MDOT or any new state or federal transportation legislation that may be put in place.

Major Work Elements

The FY 2023-2026 TIP document was developed and approved in FY 2022. FY 2024 work items for the FY 2023-2026 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 conformity related to TIP amendments as

needed/required, preparation and publication of an annual report as outlined in IJJA to include how projects work towards meeting performance measure targets, 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 IJJA requirements by FHWA and/or MDOT, or any new state or federal transportation legislation that may be put in place. Specifically, for the TIP this could include working with MDOT and MTA in the development and implementation of performance targets and/or activities resulting from new guidance released from FHWA or development of specific performance measures by MDOT. JobNet became the official TIP repository in FY 2019. Staff will work to maintain project information and fiscal constraint in Jobnet, and will work with MDOT, FHWA, FTA, and other MPOs in Michigan to improve the functionality of JobNet. The FY 2026-2029 TIP will be developed and approved in the 2025 fiscal year. Work items for the FY 2026-2029 TIP will include the development of policies and procedures, project applications integrating performance-based principals, a call for projects, project evaluation and programming, and public involvement.

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. This includes monitoring funding opportunities for regional freight related projects and identification of Freight stakeholders.
- 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.

Improving the coordination between transit, non-motorized interests and road agencies during project development and selection through this work element will help to provide ladders of opportunity by working to address gaps in essential (core) services related to transportation connectivity. Staff will continue to improve environmental justice, environmental consultation,

and environmental mitigation methodology and documentation for the TIP. As more information is released regarding implementation of the IJA requirements staff will look for ways to better integrate infrastructure and connectivity needs in the transportation planning process for STRAHNET routes and other public roads that connect to the Department of Defense facilities and lands related to the Federal Land Management Agency (FMLA).

Products

Products for this work item include amendments and administrative modifications to the FY 2023-2026 TIP as necessary, development and approval of the FY 2026-2029 TIP, an updated JobNet database, TIP project status reports, and documentation of TIP public participation/outreach efforts.

Starting in FY 2025, staff will launch a new Transportation Improvement Program (TIP) Amendment format for our Technical and Policy committee meetings. The new formatting will be easier to view in a digital format, as well as provide more information about the project changes, additions, or deletions including maps that would support our committee members.

Staff will also publish, in accordance with the TIP notice requirements as identified in the PPP, 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, and will include how the projects helped to work towards meeting performance targets.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$33,262
MTA	\$0
FHWA (PL)	\$150,000
MDOT (MTF)	\$3,870
TOTAL	\$187,132

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$183,262	3,240
MTA	\$0	0
MDOT	\$3,870	120
Consultant	\$0	0
TOTAL	\$187,132	3,360

APPENDICES

Please note that the represented numbers in the following charts may vary slightly from the real numbers as they have been rounded through Excel and/or by a conversion formula.

APPENDIX A

BUDGET NARRATIVE AND INDIRECT COST ESTIMATES

BUDGET NARRATIVE

Fiscal Year 2025

Fiscal Year 2025 will begin on October 1, 2024 and end on September 30, 2025.

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 MTF funds will be shown in the UWP for fiscal year 2024. 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 2025 UNIFIED WORK PROGRAM FUNDING SOURCES

**FUNDING SOURCES
FISCAL YEAR 2025 UNIFIED WORK PROGRAM**

Activities	GCMP	PL	PL Transit	Carry Over--PL	Carry Over PL Transit	CMAQ*	HPP	Subtotal (GCMP)	MTF (MDOT)	Total
III. DATA MANAGEMENT										
A. Data Management Systems	\$3,603	\$15,000	\$1,250					\$19,853	\$7,593	\$27,446
B. Data Inventory and Model Maintenance	\$4,823	\$20,000	\$1,750					\$26,573	\$13,324	\$39,897
Subtotal	\$8,426	\$35,000	\$3,000	\$0				\$46,426	\$20,917	\$67,344
IV. TSM PLANNING										
A. TSM Coordination	\$72,202	\$281,734	\$43,871					\$397,807	\$30,743	\$428,550
B. Transit Planning	** \$22,434	\$0	\$101,171					\$123,605	\$0	\$123,605
C. Ridesharing						\$50,000		\$50,000	\$0	\$50,000
D. Pavement Management	\$443	\$2,000						\$2,443	\$0	\$2,443
E. Safety and Complete Streets Planning	\$5,765	\$26,000						\$31,765	\$0	\$31,765
F. Air Quality Awareness	\$12,500					\$50,000		\$62,500	\$0	\$62,500
Subtotal	\$113,345	\$309,734	\$145,042	\$0	\$0	\$100,000	\$0	\$668,121	\$30,743	\$698,864
V. LONG-RANGE PLANNING										
A. Update Long Range Transportation Plan	\$2,661	\$10,000	\$2,000					\$14,661	\$3,871	\$18,532
Subtotal	\$2,661	\$10,000	\$2,000	\$0	\$0			\$14,661	\$3,871	\$18,532
VI. PLANNING SUPPORT										
A. Program Management	\$41,910	\$180,000	\$9,000					\$230,910	\$13,101	\$244,011
B. Develop Unified Work Program	\$1,841	\$7,000	\$1,300					\$10,141	\$1,935	\$12,075
C. Prepare Transportation Improvement Program	\$33,262	\$115,000	\$35,000					\$183,262	\$3,870	\$187,132
Subtotal	\$77,013	\$302,000	\$45,300	\$0	\$0		\$0	\$424,313	\$18,906	\$443,218
GRAND TOTAL	\$201,445	\$656,734	\$195,342	\$0	\$0	\$100,000	\$0	\$1,153,521	\$74,437	\$1,227,958

**21,658 of match to be provided by the MTA

*CMAQ Funds are being requested under a separate application.

Amounts shown below represent Federal Funds equaling 81.85% of total.

Studies and other contracted services

MTA Transit Planning - Transit Surveys \$20,000

MTA Transit Studies / Strategic Plan - \$77,671

M-57 / I-75 Interchange Traffic Study - \$40,925 (\$50,000 total)

GCMP-CGenesee County Metropolitan Planning Commission Local Match

PL-Federal Funds for Planning Activities from the Federal Highway Administration

PL Transit-Federal funds for Transit Planning from Federal Transit Administration

CMAQ - Congestion Mitigation and Air Quality funds (Ridesharing/Air Quality Awareness)

MTF-Michigan Transportation Fund

HPP-High Priority Projects

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$3,603	\$16,250	\$19,853
2. Data Inventory and Model Maintenance	\$4,823	\$21,750	\$26,573
Subtotal	\$8,426	\$38,000	\$46,426
II. TSM Planning			
1. TSM Coordination	\$72,202	\$325,605	\$397,807
2. Transit Planning	\$22,434.38	\$101,171	\$123,605
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$443	\$2,000	\$2,443
5. Safety and Complete Streets Planning	\$5,765	\$26,000	\$31,765
6. Air Quality Awareness	\$12,500	\$0	\$12,500
Subtotal	\$113,345	\$454,776	\$568,121
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$2,661	\$12,000	\$14,661
Subtotal	\$2,661	\$12,000	\$14,661
D. PLANNING SUPPORT			
1. Program Management	\$41,910	\$189,000	\$230,910
2. Develop Unified Work Program	\$1,841	\$8,300	\$10,141
3. Prepare Transportation Improvement Program	\$33,262	\$150,000	\$183,262
Subtotal	\$77,013	\$347,300	\$424,313
GRAND TOTAL	\$201,445	\$852,076	\$1,053,521

APPENDIX C

FISCAL YEAR 2025 UNIFIED WORK PROGRAM

RESPONSIBLE AGENCIES

RESPONSIBLE AGENCIES					
UNIFIED WORK PROGRAM					
Activities	GCMPC	MDOT	MTA	CONSULTANT	TOTAL
I. DATA MANAGEMENT					
A. Data Management Systems	\$19,853	\$7,593	\$0	\$0	\$27,446
B. Data Inventory and Model Maintenance	\$26,573	\$13,324	\$0	\$0	\$39,897
Subtotal	\$46,426	\$20,917		\$0	\$67,344
II. TSM PLANNING					
A. TSM Coordination	\$397,807	\$30,743	\$0	\$0	\$428,550
B. Transit Planning	\$4,276	\$0	\$0	\$119,329	\$123,605
C. Ridesharing	\$50,000	\$0	\$0	\$0	\$50,000
D. Pavement Management	\$2,443	\$0	\$0	\$0	\$2,443
E. Safety and Complete Streets Planning	\$31,765	\$0	\$0	\$0	\$31,765
F. Air Quality Awareness	\$62,500	\$0	\$0	\$0	\$62,500
Subtotal	\$548,792	\$30,743	\$0	\$119,329	\$698,864
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$14,661	\$3,871	\$0	\$0	\$18,532
IV. PLANNING SUPPORT					
A. Program Management	\$230,910	\$13,101	\$0	\$0	\$244,011
B. Develop Unified Work Program	\$10,141	\$1,935	\$0	\$0	\$12,075
C. Prepare Transportation Improvement Program	\$183,262	\$3,870	\$0	\$0	\$187,132
Subtotal	\$424,313	\$18,906			\$443,218
GRAND TOTAL	\$1,034,192	\$74,437	\$0	\$119,329	\$1,227,958

APPENDIX D

FISCAL YEAR 2025 UNIFIED WORK PROGRAM - LABOR ESTIMATES

LABOR ESTIMATES UNIFIED WORK PROGRAM					
Activities	GCMPC HOURS	MDOT HOURS	MTA HOURS	CONSULTANTS HOURS	TOTAL HOURS
I. DATA MANAGEMENT					
A. Data Management Systems	360	240	0	0	600
B. Data Inventory and Model Maintenance	480	400	0	0	880
Subtotal	840	640	0	0	1480
II. TSM PLANNING					
A. TSM Coordination	7000	920	0	-	7920
B. Transit Planning	80	0	0	2,120	2200
C. Ridesharing	880	0	0	0	880
D. Pavement Management	40	0	0	0	40
E. Safety and Complete Streets Planning	560	0	0	0	560
F. Air Quality Awareness	1120	0	0	0	1120
Subtotal	8560	920	0.0	2120	11600
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	240	120	0	0	360
Subtotal	240	120	0	0	360
IV. PLANNING SUPPORT					
A. Program Management	4080	400	0	0	4480
B. Develop Unified Work Program	160	40	0	0	200
C. Prepare Transportation Improvement Program	3240	120	0	0	3360
Subtotal	7480	560	0	0	8040
GRAND TOTAL	17120	2240	0	2120	21480

APPENDIX E

FISCAL YEAR 2025 UNIFIED WORK PROGRAM - FLOW CHART

**FLOW CHART
UNIFIED WORK PROGRAM**

Activities	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
I. DATA MANAGEMENT												
A. Data Management Systems	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Data Inventory and Model Maintenance	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
II. TSM PLANNING												
A. TSM Coordination	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Transit Planning	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
C. Ridesharing	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
D. Pavement Management	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
E. Safety and Complete Streets Planning	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
F. Air Quality Awareness	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
III. LONG-RANGE PLANNING												
A. Update Long Range Transportation Plan	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
	Draft technical reports, goals, objectives, performance measures, release call for projects											
										Project level analysis, public participation, and begin final plan draft		
										Complete final draft & Public Review		
										Final Committee Approval		
										Promote completed document & begin to implement Plan strategies		
IV. PLANNING SUPPORT												
A. Program Management	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Develop Unified Work Program	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
C. Prepare Transportation Improvement Program	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑

APPENDIX F

Resolution

**RESOLUTION APPROVING THE
FY 2025 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 2045 Long Range Transportation Plan and the FY 2025 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 2025 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 2025 Unified Work Program is consistent with the Flint-Genesee County 2045 Long Range Transportation Plan, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance approves the FY 2025 Unified Work Program, and

BE IT FURTHER RESOLVED, that the current FY 2024 Unified Work Program remain in effect until the FY 2025 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

May 15th, 2024

DATE:

May 16, 2024

Mr. Maxwell Gierman, Program Manager
Michigan Department of Transportation
Statewide Planning Section
P.O. Box 30050
Lansing, MI 48909

SUBJECT: FY 2024 Unified Work Program

Dear Mr. Gierman:

At a duly constituted meeting held on May 15, 2024, the Genesee County Metropolitan Alliance, in its capacity as the Policy Committee for the Flint-Genesee County Urbanized Area, took the following action regarding the FY 2025 Unified Work Program.

Action taken: **Motion by** Paulette Johnson, **supported by** Mark Richard, to approve the FY 2025 Unified Work Program and to authorize the Chairperson to sign the resolution and to authorize Derek Bradshaw to sign all contracts and agreements related to the Unified Work Program.

MOTION CARRIED UNANIMOUSLY

If you have any questions, please feel free to contact me at (810) 257-3010.

Sincerely,



Jacob Maurer, Division Manager
Genesee County Metropolitan Planning Commission

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 June 25, 2024 to establish billing or final indirect costs rates for October 1, 2024 to September 30, 2025 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

Date of Execution: June 25, 2024

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION
PROPOSED INDIRECT COST PLAN-FY 2025

	Budget	Direct Costs	Unallowable Costs	Indirect Costs
Salary, Permanent	1,171,120	798,224	131,875	241,020
Longevity	38,706	12,987	12,227	13,492
Total Employee Salary	1,209,825	811,211	144,102	254,512
Social Security	107,260	62,058	11,024	34,178
Medical Insurance	251,478	133,087	21,008	97,383
Optical Insurance	1,663	821	130	713
Dental Insurance	16,730	9,720	879	6,131
Life/Health Insurance	12,654	7,436	1,242	3,976
Retirement	226,781	158,459	11,106	57,216
Other Fringes	188,096	204,417	32,000	(48,321)
Workers Compensation	1,459	952	116	392
Unemployment	2,795	1,622	276	897
Post-Retirement Benefit	127,200	49,113	33,721	44,366
Total Fringe	936,117	627,685	111,501	196,932
Supplies	42,200	20,550	10,650	11,000
Postage	8,000	4,000	-	4,000
Equipment	20,000	-	-	20,000
Repairs, Equipment	500	-	-	500
Consultants	1,069,579	1,064,579	-	5,000
Health Serv. Employees	1,200	-	-	1,200
Telephone	4,500	-	-	4,500
Advertising	19,100	17,100	-	2,000
Waste Collections	155,120	155,120	-	-
Training	10,600	6,400	-	4,200
Memberships	3,700	400	-	3,300
Travel	7,500	5,000	-	2,500
Service Contracts.	13,390	8,000	-	5,390
Auditing	11,400	-	-	11,400
Depreciation	-	-	-	-
Total Non Salary Costs	1,366,789	1,281,149	10,650	74,990
Convenience Copier	3,000	-	-	3,000
Motor Pool	17,500	-	-	17,500
Validated Parking	1,500	-	-	1,500
Insurance	85,723	-	-	85,723
CSA	362,401	-	-	362,401
Total Intragovernmental Costs	470,124	-	-	470,124
TOTAL	3,982,855	2,720,045	266,253	996,558

FRINGE BENEFIT CALCULATION:	Total Fringes	<u>936,117</u>	
	Total Salaries	1,209,825	77.38%

INDIRECT COST CALCULATION:	Total Indirect Costs	<u>996,558</u>	
	Direct Sal. & Frgs@ rate	1,438,896	69.26%

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION
COST ALLOCATION PLAN

May 2024

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 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

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 basis 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. The below section numbers are used to segregate the various programs and grants.

703.00	Unallowable Costs
701.00	Indirect Costs
734.12	Rideshare
734.13	Air Quality
735.00	Solid Waste
734.02-734.14	Transportation
705.01-731.01	HUD grants

2. Direct Costs

Direct costs can be specifically identified with a particular grant or program. When working on a specific grant or program, whether grant related or locally funded, employees charge their hours directly to those areas.

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

Costs which are general department costs are unallowable as a grant charge. They include the Director's salary and fringes, per diem salaries and any other general costs.

E. Programs and Results

Programs listed in the current work program are as follows:

ADMINISTRATION

General Administration

 Policy and Program Development

 Budget Preparation and Control

 Liaison and Exterior Relations

 In-Service Training

Federal Project Review

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

Local Planning Assistance

Local Planning Contractual Assistance

Model Code and Ordinance Development

Master Plan and Recreation Plan Review

Zoning Review

Farmland and Open Space 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
Air Quality

COMMUNITY DEVELOPMENT

Plan Program Development
Community Development Program Coordination
Environmental Assessment
Contract Compliance and Equal Opportunity
Home Improvement Program
General Administration
Fiscal Management
Personnel Management
Consolidated Plan
Fair Housing
HOME Program
Neighborhood Stabilization Program

Area-wide Coordination and Review --- GCMPC is mandated to carry out several 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 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.

Review of Farmland and Open Space Preservation applications submitted by local units of government on behalf of landowners.

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 can provide 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/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, Educational Outreach and monitoring are performed 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 Community Development Program for Genesee County. As part of this program, Genesee County receives approximately three million dollars annually. This money is then allocated to twenty-eight local units of government (excluding the City of Clio, Davison, and Flint and the Village of Lennon) for projects benefiting low-and moderate-income persons or households. Staff ensures the projects meet all Federal eligibility requirements and monitor project construction. A home improvement loan program is also administered by GCMPC staff as part of the CD program, as well as housing construction and down payment assistance programs. 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 seventeen full-time positions and one part-time position. These are a Director, twelve professional planning positions, three technical positions, one office administrative staff position and one part-time intern (See attached organizational chart). The department functions are subject to reassignment among the professional staff based upon actual workloads. There are also two County employees, working for the Fiscal Services office respectively, who provide accounting services for our programs. Their time is billed 100% as indirect costs under our programs.

1. Determination of Indirect Cost Personnel

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

INDIRECT EMPLOYEES			
Position	# of Positions	Indirect	Direct
Assistant Director	1	100%	0%
Secretary	1	100%	0%
Planning Intern	1	100%	0%
INDIRECT SERVICES			
Fiscal Services	2	100%	0%

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 employee’s time.

2. Direct Cost Personnel

Following is a description of those positions in which over 25% of the position’s 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
Division Manager	3	2%	98%
Lead Planner	2	2%	98%
Planner	5	0%	100%
Planning Specialist	1	0%	100%
Program Services Specialist	1	25%	75%
Rehabilitation Specialist	1	0%	100%

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 or general planning activities that aren't specific to a certain funding program.

3. Unallowable Personnel

The below position has been identified as unallowable under GCMPC's work program:

Director

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 as follows:

Purchasing – For most purchases, the Planning Commission utilizes the Purchasing Department to obtain services, supplies, or equipment. Purchases are made under the County bid processes, as well as all Federal processes, when federal dollars are paying for the service.

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's payroll and fringe benefits are predetermined by the Genesee County Human Resources and processed through the Genesee County payroll system.

Personnel -- The present personnel system is covered by (a) Board of Commissioner's policies, and (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 Salaries and Benefits
 - 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, including all nonproductive time.
2. Budgeted Cost Items
 - a. Salary Per Diem - This cost is classified as unallowable in accordance with 2 CFR Part 225.
 - b. Supplies – These items are considered indirect unless the item is bought specifically for a project and can be attributed to one program.
 - c. Postage - is considered an indirect cost, unless a single large mailing can be attributed to a single grant. Those mailings would be a direct cost.
 - d. Office Equipment - All costs incurred under this category will be charged indirectly. Costs incurred include general maintenance, service contracts and any major repairs.
 - 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 – These charges are indirect, as new employees can be assigned to any area.
- g. Audit - Costs incurred for all audits are indirect costs. Audits cover multiple and programs.
- h. Telephone – Telephone charges are indirect with the exception of lines which are dedicated to specific programs.
- i. Printing and Advertising - Some of these costs are 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. Waste collections - These costs are direct costs and are charged to the Solid Waste Program.
- k. Training – These costs are either direct or indirect. If specific training for a task is required, it is charged directly. Training covering several grants or general training is charged indirectly.
- l. Memberships - Expenses can be direct or indirect depending on the type of organization and membership.
- m. Travel - Costs in this category can be either direct or indirect. Specific travel related to a grant would be direct, while travel related to several grants or programs would be indirect.
- n. Equipment, Computer – These costs would be indirect, except when a specific item is purchased for a specific grant.
- o. Depreciation – Depreciation expense for indirect fixed assets is an indirect expense.
- p. Intergovernmental expenses allocated by the County - These costs, which are allocated to GCMPC, are distributed based on an approved County cost allocation plan. This plan is used to distribute, to all County departments, the indirect operating costs of the County.

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION

Board Members

Alan Himelhoch, Chairperson Mike LaPointe, Vice Chairperson Gloria Nealy, Secretary

Jeffrey Peake
Cheryl Sclater
Reggie Smith
Tyler Rossmaessler

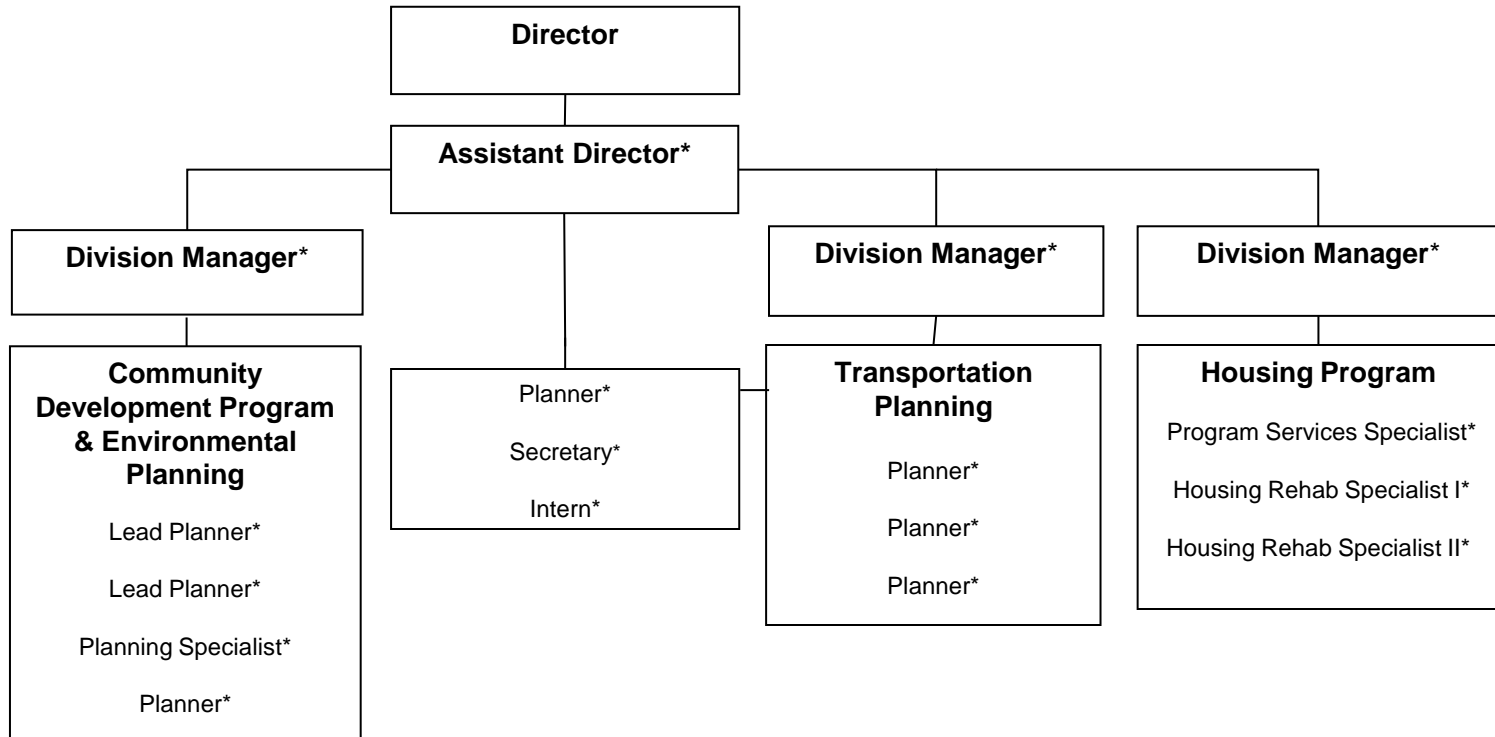
Lauren Coney
William Brandon
Dr. Beverly Brown
Martin L. Cousineau

Staff Services

**Genesee County
Board of Commissioners**

GLS Region V

**Genesee County
Metropolitan Alliance**



*Grant Funded

APPENDIX H

Title VI Certification

TITLE VI SUB-RECIPIENT ANNUAL CERTIFICATION FORM

This form is to certify compliance with Title VI of the Civil Rights Act of 1964. If your Title VI Plan has been approved by the Michigan Department of Transportation (MDOT), all changes to the organization's Title VI Plan which occurred during the current fiscal year (October 1st through September 30th) must be reported on this form. Please attach additional pages, as necessary, to provide a complete response to each question.

NAME OF ORGANIZATION

Genesee County Metropolitan Planning Commission

NAME OF TITLE VI COORDINATOR

Christine A. Durgan

TITLE

Assistant Director

ADDRESS

1101 Beach Street

CITY

Flint

COUNTY

Genesee

STATE

MI

ZIP CODE

48502

TELEPHONE NO.

810-766-6549

FAX NO.

810-257-3185

E-MAIL ADDRESS

cdurgan@geneseecountymi.gov

1. Has your Title VI Coordinator changed during the reporting period or since your last Title VI Plan was approved? If yes, please list the name and contact information for the new coordinator. No Yes

2. Has your organization had any projects that have Title VI, LEP, or EJ impacts? How many? If yes, what did you do to ensure that those populations affected by the project had meaningful access to and involvement in the development process? No Yes

3. What is the number or percentage of LEP or EJ populations who were affected by the project? -

4. How many public involvement meetings did you hold during the reporting period? 17

5. Did you provide language assistance at any of your public meetings during the reporting period? How many persons received this assistance? No Yes

6. Did you receive any formal or informal Title VI complaints, or law suits during this reporting period? If yes, how many, and please provide details regarding each complaint or law suit and the resolution. No Yes

7. During this reporting period, how many of your employees have been educated about Title VI and their responsibility to ensure non-discrimination in any of your programs, services, or activities. 16

8. Please provide any comments or additional information related to the organization's Title VI Plan.

The information reported on this form is accurate and reflects all changes to the organization's Title VI Plan for the current fiscal year.

NAME

Christine A. Durgan

TITLE

Assistant Director

DATE

8/22/2023

If you have any questions regarding Title VI, contact: MDOT Title VI Coordinator (517) 241-7462, or MDOT-TitleVI@Michigan.gov. **PLEASE RETURN COMPLETED FORM VIA EMAIL, OR FAX TO: (517) 335-0945.**

PLEASE SUBMIT THIS FORM BY OCTOBER 5TH OF THE REPORTING YEAR.

Appendix I

Flint Mass Transportation Authority (MTA) Plans, Studies, and Initiatives

The Flint Mass Transportation Authority (MTA) is projected to begin work on the following items during FY 2025. Please contact Melinda Johnson, Grants Administrator at mjohnson@mtaflint.org or (810) 780-8821 for additional information.

1. To add to the Regional Study that is already included in the UWP. The regional study originally included Lapeer and Shiawassee Counties. Saginaw County is going to also be considered for a regional study.

It is important to maintain transit continuity in the region, particularly for disadvantaged communities. Unfortunately, STARS is currently facing a situation of fiscal insolvency in the near future. A strategic plan and study to find strategic synergies between STARS and MTA to build efficiencies that create socio-economic success. Collaboration, assistance, coordination, and the integration of services should be considered to better meet the needs of the community in Genesee and Saginaw Counties. This study will include stakeholder interviews, public meetings, and analysis through surveys, as well as the utilization of performance data provided by both MTA and STARS.

The study will investigate the following areas:

- MTA's assistance in administering planning, purchasing, I/T, grants administration, and HR functions on behalf of STARS.
 - Consolidation of services between MTA and STARS.
 - Identification of STARS funding gaps.
 - Assessment of organizational skills needs.
 - Analysis of strategic similarities between the agencies to share approaches to key aspects of their operations, such as ridership innovation strategies, supply chain logistics agreements, incidental use profitability, and workforce development.
2. MTA is requesting Section 5304 funds to conduct and develop a Strategic Plan as the current 10-year plan will expire in 2026 and much has changed in the last 10 years. It is estimated that it will cost \$300,000 to develop a Strategic Plan.

MTA Strategic Plan Outcomes:

- Create a clear vision and mission for the future
 - Review core organizational values
 - Identify key priorities, goals and key performance indicators
 - Analyze MTA's current state
 - Create a guide for decision making over the next 5-10 years
 - Engage the public & employees to understand company & community needs
3. MTA is going to conduct a feasibility/planning study related to the Transit Center to determine if renovations at the current center or an alternative location can best serve

MTA customers well into the future. MTA will be seeking Section 5307 funding, as well as potential other funding, for this project, estimated at \$500,000.

MTA Transit Center Feasibility Study:

- Analyze MTA's current center, then compare it to present & future needs
 - Provide site options including potential renovations at the current center
 - Look at long term ability to expand operations
 - Look into potential environmental impacts including environmental justice
 - Perform equity analysis on proposed locations to gauge any disparate impact
 - Create renderings for each proposed site
 - Create a rough budget for proposed sites
 - Create a timeline for project
 - Perform public engagement for feedback on site locations
 - Analyze data collected to make a final recommendation to MTA Board
4. The FTA mandates every transit agency to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. In 2018, the Mass Transportation Authority (MTA) developed its first TAM Plan with the assistance of a consultant. The TAM Plan is important to support planning, budgeting, and communications to internal and external stakeholders as well as outline how people, processes, and tools come together to address asset management policy and goals. MTA has experienced a significant change in personnel, highlighting the need to document processes and deliver a refreshed asset management process to rebuild competency and ensure consistency in MTA's asset management activities. There are four (4) proposed tasks to address this need:
- Task 1 – Gap Assessment
 - Task 2 – Revise Reporting Process
 - Task 3 – Revise TAM Plan Process
 - Task 4 – TAM Workforce Development Training

The duration of the assessment is approximately 13 weeks. The anticipated cost to perform the assessment is \$65,500 on a lump-sum fixed fee basis.