



**Genesee County Metropolitan Planning Commission
Metropolitan Alliance Committee (METRO)**

**Genesee County Administration Building
Human Resources (HR) Training Room (G51)
1101 Beach Street, Basement/Ground Level
Flint, Michigan 48502**

**Wednesday, May 15th, 2024
6:00 P.M.**

AGENDA

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes
 - ***A. Minutes of the April 17th, 2024 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
- IX. Committee Reports
- X. Old Business
 - *** A. FY 2025 Unified Work Program (attached)
- XI. New Business
 - *** A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment #16 (attached)

XII. Other Business

XIII. Announcements

XIV. Adjournment

*****Action Item**

NEXT MEETING – June 26th, 2024 at 6:00 pm

GENESEE COUNTY METROPOLITAN ALLIANCE
Regular Meeting Minutes
Wednesday, April 17, 2024, 6:00 p.m.

MINUTES

The Genesee County Metropolitan Alliance Committee met at 6:00 p.m. on Wednesday, April 17, 2024, in the Human Resources Training Room (G51) of the Genesee County Administration Building.

I. CALL TO ORDER

Chairperson Johnson called the meeting to order 6:00 p.m.

II. PLEDGE OF ALLEGIANCE

Chairperson Johnson led the Pledge of Allegiance.

III. ROLL CALL

Members present and absent were noted as follows:

UNIT REPRESENTED

Genesee County

City of Burton

City of Clio

City of Davison
City of Fenton

City of Flint

City of Flushing
City of Grand Blanc

City of Linden

City of Montrose
City of Mt. Morris

City of Swartz Creek

MEMBERS PRESENT

Dr. Beverly Brown

Duane Mosher

Donald Bancroft

Pamela Howd

Nate Henry

MEMBERS ABSENT

Martin L. Cousineau
Greg Hull
Christina Hickson

Eric Wiederhold
Josh Westfall
Mayor Tim Bishop
Patricia Lockwood

Sean Sage
Mayor Sheldon Neeley
Rodney McGaha
Brooke Good
Chris Douglas

John Creasey

Brenda Simons
Mark Richard
Steven Sorenson
John Vance
John Gilbert

Charles Campbell

Argentine Township		Brian Saad
Atlas Township	Robert St. John	Ann Marie Moore
	Paulette Johnson	
Clayton Township		Katie Vick Shelley Thompson
Davison Township		Tom Spillane Matthew Karr Travis Howell
Fenton Township	Kade Katrak	
Flint Township		Andrew Marko Robert Kesler Karyn Miller
	John Whiteside	
Flushing Township	Bill Bain	Tracey Tucker
Forest Township		Frederick Thorsby Mary Ann Price
Gaines Township		Rocky Fowler Lee Purdy Diane Hyrman Tod Sorensen Robin Ackerman Joel Feick
Genesee Township		
Grand Blanc Township	Joanie Towarnicky	
Montrose Township		Coetta Adams Tom Tithof
Mt. Morris Township	Robert Johnson Brian Baxter	
Mundy Township	Kimberly Jimenez	Dewayn Allen
Richfield Township		Michael Simon Debra Ridley Leonard Marden Connie Chirich Joseph Madore Nicole Moore Gregg Bryan Nancy Belill
Thetford Township		
Vienna Township	Richard Johnson	
Goodrich Village	Angie Adamec Keith Walworth	Shannon McCafferty
Otisville Village		
Otter Lake Village		David Dorr Terry Gill Mechelle Valley
Lennon Village		

Gaines Village

Connie Greene
Melissa Neal
Tounya Marek
Christina Nicholaiodes
Jeff Wright
Alex Patsy

Federal Highway Admin
Gen Cty Drain Comm
Gen Cty Road Comm

Dylan Campbell
Derek Bradshaw

GCMPC

Christine Durgan
Ed Benning

Mass Trans Authority

Shawnice Dorsey

Mich Dept of Trans

Trevor Vincke

Jay Reithel
Brian C. Ulman

OTHERS PRESENT: Jacob Maurer, McKenna Dutkiewicz, and Dru Hajec

*****IV. MINUTES OF THE MARCH 20, 2024 MEETING**

Motion: Action: Approve, **Moved by** Paulette Johnson, **Supported by** John Whiteside, to approve the minutes of the March 20, 2024 meeting as presented.

Motion carried unanimously.

V. INTRODUCTION OF GUESTS

NONE

VI. PUBLIC COMMENT

NONE

VII. PUBLIC HEARING

NONE

VIII. FINANCES

*****A. Financial Report**

Mr. Jacob Maurer stated that the Genesee County Metropolitan Alliance has collected all dues from the local units of government for FY 2024. The dues will be moved to pay for secretarial time and duties for the Metropolitan Alliance meetings.

Motion: Action: Approve: **Moved by** John Whiteside **Supported by** Bill Bain to move funding to pay for secretarial duties and accept the financial report.

Motion carried unanimously.

IX. COMMITTEE REPORTS

NONE

X. OLD BUSINESS

NONE

XI. NEW BUSINESS

A. FY 2025 Unified Work Program

Mr. Maurer stated that staff has started working on the FY 2025 Unified Work Program (UWP). The UWP is how local agencies use federal planning funds received to carry out all the transportation activities and projects that staff does, as well as working with the transit agencies on regional transit projects and studies. Staff is inviting committee members to provide suggestions for work activities for the upcoming fiscal year. The primary activities for FY 2025 will focus on finalizing the Long-Range Transportation Plan (LRTP) and updating the next cycle of the Transportation Improvement Program (TIP). The call for projects for the TIP will begin in September 2024. The Safety Action Plan will continue as well into FY 2025. Please contact Jacob Maurer with any questions or suggestions for the FY 2025 UWP. Discussion ensued.

*****B. FY 2026 List of Proposed Safety Projects**

Ms. McKenna Dutkiewicz stated that MDOT has released their annual safety call for projects for FY 2026. MDOT is requesting that project applications be submitted to their office by May 1, 2024. Staff received seven safety program applications, six of which were applications presented by the Genesee County Road Commission (GCRC). Proposed safety improvements for the GCRC safety projects included signal installation/signal upgrades, lane widening, and roundabout installations. One Project was submitted by The City of Grand Blanc for pedestrian crossing treatments along Grand Boulevard. Discussion ensued.

Motion: Action: Approve. **Moved by,** Paulette Johnson **Supported by** John Whiteside, to approve the prioritized list of FY 2026 Safety Projects for MDOT consideration by way of the attached resolution.

Motion carried unanimously.

C. US-23 Corridor Study – Progress Update

Ms. Dutkiewicz stated that staff has been meeting with US-23 Corridor Study consultant, Rowe Professional Services. Most recently, Rowe has provided staff with some preliminary detailed crash data along major interchanges on the US-23 Corridor. The intersections include Hill Road, Thompson Road, Torrey Road, Silver Lake Road, and Owen Road. Rowe used historical crash data which included data such as types, the severity of crashes, and “queue lengths” or vehicle stacking. Rowe is currently working on developing a website to facilitate public engagement, as well as a public involvement survey. Both should be available for input in May.

D. Genesee County Coordinated Transit Plan – Progress Update

Ms. Dru Hajec stated that the Genesee County Coordinated Transit Plan is currently under development. In the past, GCMPC staff has prepared the Coordinated Transit Plan in partnership with the Mass Transportation Authority (MTA). For this Coordinated Plan, MDOT has hired a consultant to develop the plan statewide. Over the past several months, staff has participated in focus groups and provided local data to the consultant.

The focus groups work to identify transportation needs and possible improvements. Once the data has been received, staff will review and provide comments to the consultant. Mr. Maurer added that this is more of a communication and that staff hopes to incorporate the Coordinated Transit Plan into our 2050 Long Range Transportation Plan. Discussion ensued.

E. Genesee County Transportation Safety Action Plan – Progress Update

Ms. Hajec stated that in early March, staff finalized and released the Request for Proposals (RFP) to procure a consultant for the Genesee County Transportation Safety Action Plan. Questions were accepted until March 26, 2024 and proposals will be due April 18, 2024. The proposals will be reviewed and scored, followed by an interview to recommend the best candidate. The RFP can be found on the Genesee County Purchasing website. The action plan will be a comprehensive safety plan that will aid and promote the county goal of “healthy, livable and safe communities” through a reduction of traffic fatalities and serious injuries. Mr. Maurer added that staff is very optimistic and expects good engagement with the RFP and multiple consultants have reached out to staff inquiring about the RFP. Any questions can be directed to Mr. Kris Garris at the contact information provided in the memo.

F. 2024 Local Traffic Count Program

Ms. Dutkiewicz stated that GCMPC staff request that local units of government update traffic count information on roads under their jurisdiction on an annual basis. Traffic counts are used for a variety of transportation planning activities such as a scoring indicator for the TIP Call for Projects, which will begin later this year. Traffic Count data is additionally used for the Travel Demand Model, which provides vital information to our Long-Range Transportation Plan. Ms. Dutkiewicz reminded Committee members that traffic counters are available for rent at \$5.00 per day and staff can assist in setup and training. Staff has already met with a few of the local road agencies across Genesee County to discuss the local traffic count program earlier this spring. Please reach out to Mr. Kris Garris with any questions or if you would like to rent a traffic counter.

G. Upcoming MDOT Transportation Projects in Genesee County

Trevor Vincke, from MDOT's Davison TSC, gave a presentation on upcoming MDOT projects in Genesee County. Mr. Vincke reviewed 2024 projects including the I-475 reconstruction project, as well as projects on M-57, I-75 at M-21, and M-54. He also summarized scheduled projects in years 2025-2027. Committee members asked that the information provided in the presentation be sent to them. Discussion ensued.

XII. OTHER BUSINESS

NONE

XIII. ANNOUNCEMENTS

Mr. Bill Bain updated the council on his role as Captain of the “Citizens for Local Choice” group. Mr. Bain stated that he has petitions available for committee members who are

interested in joining or participating in the “Citizens for Local Choice” group. There is also a Facebook page now for the group if anyone is interested.

XIV. ADJOURNMENT

Chairperson Johnson adjourned the meeting at 6:42 pm.

Respectfully submitted,
McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jacob Maurer, Division Manager
Genesee County Metropolitan Planning Commission

DATE: May 15, 2024

SUBJECT: FY 2025 Unified Work Program

The Unified Work Program (UWP) describes all transportation planning activities for the upcoming fiscal year and identifies funding sources and agencies involved in these activities. The primary activities for the 2025 fiscal year will focus on the continued development of the 2050 Long Range Transportation Plan (LRTP), development of the 2026-2029 Transportation Improvement Program (TIP), and continued development of the Transportation Safety Action Plan.

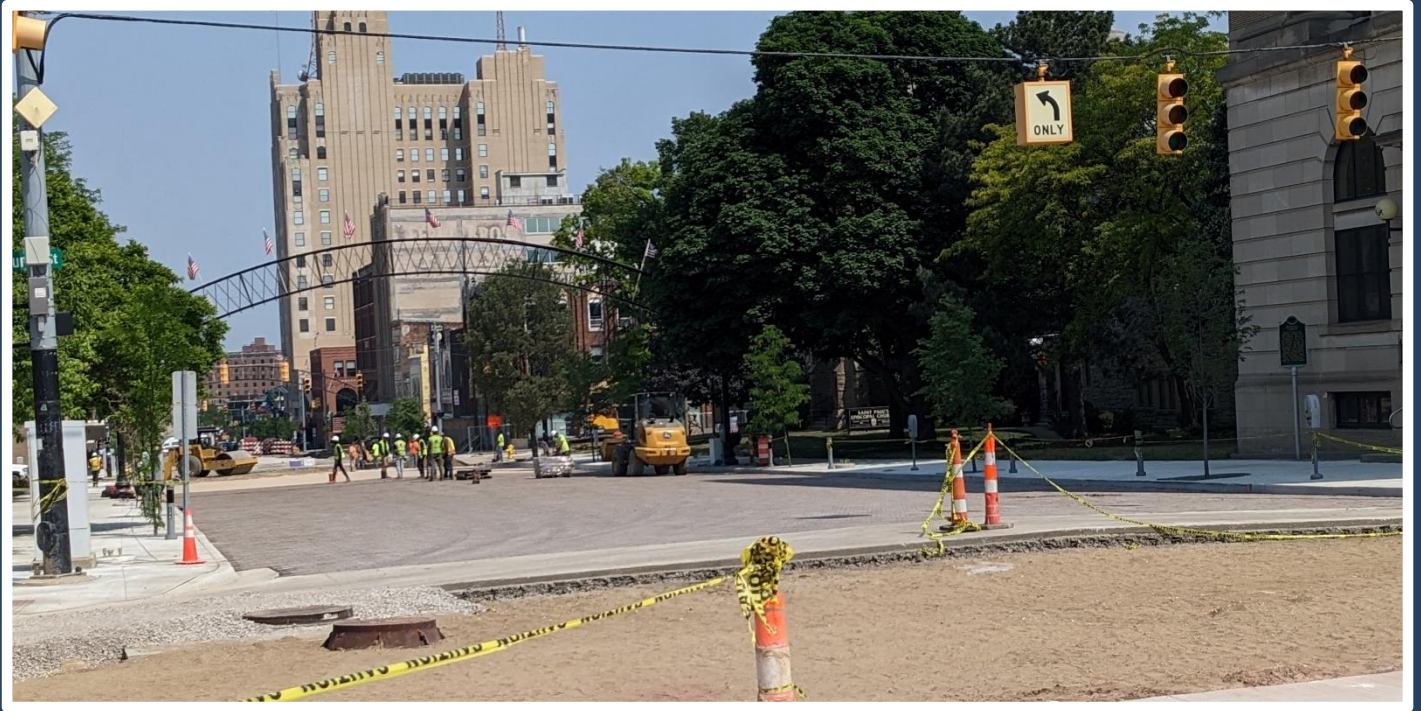
Other activities include performance measure monitoring and updates, transportation related data collection, building permit collection, transit planning, non-motorized planning, safety data analysis, and pavement data analysis to name a few.

At this time, the Technical Advisory Committee is recommending the approval of the FY 2025 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance through the attached resolution and to authorize Derek Bradshaw to sign all contracts and agreements related to the work program.

FY 2025 Unified Work Program

for the

Flint/Genesee County Metropolitan Area



May 2024

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 part 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.

<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

IVE. 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

<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

instructions to safety analysis tools to create real-time safety profiles, and other transportation safety related work items as needed. Staff will document all safety planning activities on the GCMPC website. Staff will continue to provide local road agencies with safety information and analysis on their road network as part of TIP project selection and also the annual MDOT call for safety projects.

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 advertisement, 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 IJA, 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 IIJA 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 IIJA 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	**	\$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:

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 **INSERT DATE** 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: **INSERT DATE**

APPENDIX H

Title VI Certification

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: May 15, 2024

**SUBJECT: FY 2023-2026 Transportation Improvement Program (TIP)
Amendment # 16**

Attached is the description of proposed projects in the FY 2023-2026 TIP Amendment # 16. This amendment abandons one (1) project and makes changes to one (1) GPA in the FY 2023 – 2026 Transportation Improvement Program.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts on any of the identified Environmental Justice (EJ) populations in Genesee County. The projects being amended are eligible for the funding programmed and meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

The assumptions asserted in the conformity document for the FY 2023-2026 TIP, for which this amendment is being made, are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS).

At this time, the Technical Advisory Committee is recommending the approval of the attached Amendment #16 to the FY 2023-2026 Transportation Improvement Program by the Genesee County Metropolitan Alliance.

**FY 2023-2026 Transportation Improvement Program
Proposed Amendment # 16**

Project Proposed to be Abandoned with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	207382	MDOT	Regionwide	4.05	All trunkline routes of GCMPC MPO	Permanent pavement marking application on trunklines in Bay Region	PE	HSIP	\$9,234	\$1,026		\$10,260	Phase Abandoned

GPA's Being Changed With a TIP Amendment

Year	GPA Type	Agency	Project	Length	Limits	Description	Phase	Federal	State	Local	Total Cost	Comments
2024	Local Traffic Operations and Safety	Genesee County		0	Genesee County	Local Traffic Operations and Safety GPA	n/a	\$1,023,949 \$1,119,651	\$57,303 \$67,937	\$242,932	\$1,331,184 \$1,437,520	FY 2024 Traffic Safety Projects

**FY 2023-2026 Transportation Improvement Program (TIP)
General Program Account (GPA) Breakdown**

2025 Local Traffic Operations and Safety GPA--Project Proposed to be Added

Year	MDOT Job Number	Agency	Project	Limits	Length	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2024	221108	City of Clio	S. Mill	At Lake State Railway in City of Clio	0.00	Railroad	CON	STRH	\$95,702	\$10,634	\$0	\$106,335	This is additional railroad funding for a portion of JN 216136