

**Genesee County Metropolitan Planning Commission  
Technical Advisory Committee (TAC)**

**Conference Call Meeting  
Due to Coronavirus Concerns**

**Dial-in Number: (312) 626-6799  
Participant Code: 866 436 801#**

**Thursday, May 6, 2021  
1:30 P.M.**

**A-G-E-N-D-A  
Zoom Conference Meeting**

- I. Call to Order
- II. Roll Call
- III. Minutes
  - \*\*\*A. Minutes of the April 1, 2021 Regular Meeting (attached)
  - \*\*\*B. Minutes of the April 8, 2021 Additional Meeting (attached)
- IV. Old Business
  - \*\*\*A. FY 2022 Unified Work Program (UWP) (attached)
  - B. Genesee County Roundabout Implementation Study Update (attached)
- V. New Business
  - \*\*\*A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment # 16 (attached)
  - \*\*\*B. FY 2021 UWP Amendment #2 (attached)
- VI. Other Business
  - \*\*\*A. Election of Officers
- VII. Announcements
- VIII. Adjournment

**\*\*\* Action Item**

**NEXT MEETING – June 3, 2021 at 1:30 P.M.**

**GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE**  
**Thursday, April 1, 2021, 1:30 p.m.**

**MINUTES**

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, April 1, 2021, in a Zoom meeting conference call format due to Coronavirus concerns.

**I. CALL TO ORDER**

Vice-Chairperson Adas called the meeting to order at 1:33 p.m.

**II. ROLL CALL**

**Present:** Alex Patsy (Grand Blanc, Genesee County), Andrea Schroeder (City of Davison, Genesee County), James Slezak (Davison Township, Genesee County), Mark Adas (City of Flint, Genesee County), Jay Reithel (Saginaw Township, Saginaw County), Max Gierman (Caro, Tuscola County), Michael Pifer (Flint, Genesee County), Steve Katenhus (no response), Thomas Spillane (Clayton Township, Genesee County), Tim Elkins (Davison, Genesee County), Pete Wingblad (City of Burton, Genesee County), and Chad Young (Mundy Township, Genesee County).

**Absent/Excused:** Aaron Dawson, Adam Zettel, Amber Abbey, Andy Harris, Brian Saad, Carissa McQuiston, Chris Yeates, Clarence Goodlein, Craig Williams, Curtis Armstrong, Dan Eashoo, Dave Miller, David Dorr, Derek Bradshaw, Don Mayle, Ed Benning, Ellen Glass, Emily Alexander, Eric Johnston, Eric Weiderhold, Frederick Thorsby, Jolena Sanders-Sims, Joseph Madore, Joseph Rizk, Karyn Miller, Lynn Markland, Mark Emmendorfer, Mary Ann Price, Neil Rankin, Paul Fortino, Rachel Stanke, Sam Stiff, Scott Bennett, Shawnice Dorsey, Sheri Wilkerson, Shirley Kautman-Jones, Tonya Ketzler, Trevor Block, Vicki Fishell, Vince Lorraine, and Wendy Jean-Buhrer.

**Others Present:** Jason Nordberg (City of Flint, Genesee County), Jacob Maurer (City of Flint, Genesee County), Sharon Gregory (City of Flint, Genesee County), Alicia Williams (City of Flint, Genesee County), and Debby Compton (City of Flint, Genesee County).

**III. MINUTES**

**\*\*\*A. Minutes of the March 4, 2021 Regular Meeting**

**Motion: Action:** Approve, **Moved by** Michael Pifer, **Supported by** Andrea Schroeder, to approve the minutes of the March 4, 2021 regular meeting as presented.

Motion carried unanimously

**IV. OLD BUSINESS**

**A. Genesee County Roundabout Implementation Study Update**

Sharon Gregory stated that last month this committee approved the final list of fourteen (14) intersections as potential locations for roundabouts in Genesee County and Rowe Engineering is moving forward with the preliminary engineering. Preliminary Engineering involves drawings to see how the actual roundabout would fit into the physical space of the intersection. It includes doing traffic model simulations, time-of-return analysis, and

the cost of construction. Earlier this week, Rowe Engineering sent out another request for any additional information that the agencies associated with these locations might have as they want to make sure they have any information that would help them. If you have any recent traffic counts that the Road Commission or our staff did not do, please let Rowe Engineering know about those. If you have any projects that are coming up in the next two (2) to five (5) years be sure to tell them that and also if there are any issues with the politics or the environment or maybe a driveway with some high volume, or anything else you can think of that might impact the preliminary engineering we would appreciate it if you would let Rowe Engineering know about it as soon as possible. Besides that the project is going on schedule.

## **V. NEW BUSINESS**

### **A. FY 2023 List of Proposed Safety Projects**

Alicia Williams advised that there were twelve (12) local safety program applications received by the Genesee County Road Commission. These applications were reviewed according to the MDOT Time-of-Return Analysis. Staff reviewed the prioritized list with the committee. At this time, staff is requesting that the Technical Advisory Committee provide a recommendation of approval to the Genesee County Metropolitan Alliance for the prioritized list of FY 2023 Safety Projects for MDOT consideration.

**Motion: Action:** Approve, **Moved by** Michael Pifer, **Supported by** Tim Elkins, to recommend approval of the FY 2023 Prioritized List of Proposed Safety Projects to the Genesee County Metropolitan Alliance.

Motion carried unanimously

### **B. 2021 Local Traffic Count Program**

Alicia Williams stated that this is the time of year that staff requests local units of government in Genesee County to update traffic count information on federal-aid eligible roads under their jurisdiction. Staff will be sending out letters to each local road agency with a list of locations requiring traffic counts for 2021. GCMPC has traffic counters and accessory equipment available for rental by local agencies. The counters can collect vehicle counts, as well as other necessary traffic data. The charge for equipment rental is \$5.00 per day or \$25.00 per week, per counter. Staff is also available to assist in setup and training. Contact Alicia with any questions or if interested in traffic count equipment rental.

### **C. 2021 Trail Count Survey Requests**

Jacob Maurer advised that it is that time of year when staff accepts requests from all Genesee County municipalities who are interested in collecting pedestrian and bicyclists count statistics along their non-motorized trail network. Any agency interested in participating in the 2021 non-motorized trail count program can contact Jacob to discuss the best locations to install the counter along their trails. Requests will be considered on a first come, first served basis.

### **\*\*\*D. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #15**

Jacob Maurer stated that earlier this week staff sent out the TIP amendment #15 for your review. This amendment adds one (1) project and will abandon one (1) project.

The project being abandon is the City of Grand Blanc's bikeshare program for this fiscal year. Those were CMAQ dollars and taking the place of that project and using those CMAQ funds is the Mass Transportation Authority, they are proposing to purchase two (2) to three (3) electric cars and charging stations for their demand response services. This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. This amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards. At this time, staff is recommending endorsement from the Technical Advisory Committee to the Genesee County Metropolitan Alliance for the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #15.

**Motion: Action:** Approve, **Moved by** Jay Reithel, **Supported by** James Slezak, to recommend endorsement of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #15 to the Genesee County Metropolitan Alliance.

Motion carried unanimously

#### **E. FY 2022 Unified Work Program**

Jason Nordberg advised that staff is beginning to develop the FY 2022 work program, and this is an opportunity for the committee to provide suggestions. The primary activities for the 2022 fiscal year will focus on the development of the 2023-2026 Transportation Improvement Program (TIP), UWP development, and implementation of the County Long Range Plan. Anyone with suggestions for work activities for the upcoming fiscal year is asked to contact Jason Nordberg by Thursday, April 8, 2021.

#### **F. Recommendation of FY 2021 Highway Infrastructure Program (HIP) and COVID Relief Fund Allocations**

Jacob Maurer advised that staff held a Transportation System Management (TSM) Subcommittee meeting last week. Staff presented some funding scenarios to the local road agencies and transit agency to move up fiscal year 2023 existing TIP projects that would utilize the new COVID Relief Fund Allocation. Staff then looked at the illustrative project list to the TIP to move projects up to fill the funds with the potential vacated FY 2023 projects. Staff went through scenarios and had real good discussion with the TSM subcommittee. Staff will bring some revised recommendations to the TSM subcommittee next week. At that point, if the TSM is ready to move forward with the revised recommendations this committee will see an additional TAC meeting scheduled for next Thursday, April 8<sup>th</sup>.

### **VI. OTHER BUSINESS**

#### **A. Selection of a Nominating Committee for the Election of Officers**

Jason Nordberg advised that this is the time of year we meet to discuss the election of officers. The current slate of officers is: Chairperson, Eric Johnston; Vice-Chairperson, Mark Adas; Secretary, Ed Benning; Bye, Lynn Markland for small Cities and Villages. Staff will get with that group which is the Nomination Committee and discuss if they want to keep the current rotation. The nominating committee will report back to this committee at the May TAC meeting.

### **VII. ANNOUNCEMENTS**

Jason Nordberg advised that staff contacted communities regarding requests for appropriation projects and reauthorization projects. Staff is still working with the local communities to make sure staff has all the information that is available. The final submittal is next Friday. Coming up on Monday for those who put in reauthorization projects, staff will be following up with them as there is additional information that is needed for the various communities that are looking for the five (5) year type projects.

Vice-Chairperson Adas advised the next regular meeting will be held on May 6, 2021.

**VIII. ADJOURNMENT**

Vice-Chairperson Adas adjourned the meeting at 1:49 p.m.

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

DRAFT

**GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE**  
**Thursday, April 8, 2021, 1:30 p.m.**

**MINUTES**

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, April 8, 2021, in a Zoom meeting conference call format due to Coronavirus concerns.

**I. CALL TO ORDER**

Vice-Chairperson Adas called the meeting to order at 1:33 p.m.

**II. INTRODUCTION/ROLL CALL**

Alex Patsy(Flint-Genesee County Road Commission), Amber Abbey(City of Burton), Andrea Schroeder(City of Davison), Andrew Harris(No Response), Carissa McQuiston(Davison TSC), Ellen Glass(City of Linden), Eric Weiderhold(City of Clio), James Slezak(Davison Twp.), Lynn Markland(City of Fenton, Small Cities and Villages), Mark Adas(City of Flint), Michael Pifer(Flint-Flint Twp.), Shirley Kautman-Jones(Atlas Twp.), Tonya Ketzler(Mundy Twp.), and Jason Perez(MDOT).

**OTHERS PRESENT:** Jason Nordberg(Flint-GCMPC), and Jacob Maurer(Flint-GCMPC).

**III. NEW BUSINESS**

**\*\*\*A. Recommendation of FY 2021 Highway Infrastructure Program (HIP) and COVID Relief Fund Allocations**

Jacob Maurer advised that the goal for staff was to spend the \$2.6 million dollars in transportation funding as quickly as possible to provide relief for the local road and transit agencies. To do this staff reached out to the local road agencies and looked at the existing projects in the TIP to see which ones from FY 2023 could be moved up to FY 2022 to use these COVID relief funds and with what incentive to our road and transit agencies to move their project up. After some extensive discussion the TSM subcommittee recommended to expediate these projects and not get them held up with using federal funds for engineering, these funds would be used for the construction phase only with a reduced local match of just 13 percent. Mr. Maurer reviewed with the committee the projects and the process involved in moving the FY 2023 projects into FY 2022 and adding the illustrative projects and transit project to the Genesee County TIP in FY 2023. At this time, the Transportation System Management (TSM) Subcommittee is requesting the Technical Advisory Committee provide a formal recommendation to the Genesee County Metropolitan Alliance to approve (1) the identified FY 2023 projects to move to FY 2022, and (2) the identified illustrative projects and transit project be added to the Genesee County Transportation Improvement Program (TIP) in FY 2023. Discussion ensued.

**Motion: Action: Moved by** Michael Pifer, **Supported by** Shirley Kautman-Jones, to approve a formal recommendation to the Genesee County Metropolitan Alliance to approve (1) the identified FY 2023 projects to move to FY 2022, and (2) the identified illustrative projects and transit project to be added to the Genesee County Transportation Improvement Program (TIP) in FY 2023.

Motion carried unanimously.

**VI. ADJOURMENT**

Vice-Chairperson Adas adjourned the meeting at 1:46 p.m.

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

DRAFT

## MEMORANDUM

**TO:** Members of the Technical Advisory Committee

**FROM:** Jason Nordberg, Division Manager  
Genesee County Metropolitan Planning Commission

**DATE:** May 6, 2021

**SUBJECT: FY 2022 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 2022 fiscal year will focus on the implementation of the 2045 Long Range Transportation Plan (LRTP) and 2020-2023 Transportation Improvement Program (TIP), and the development of the 2023-2026 Transportation Improvement Program (TIP). 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, staff is requesting that the Technical Advisory Committee provide a recommendation of approval for the FY 2022 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance and to authorize Derek Bradshaw to sign all contracts and agreements related to the work program.

<b>FUNDING SOURCES FISCAL YEAR 2022 UNIFIED WORK PROGRAM</b>										
<u>Activities</u>	<u>GCMPC</u>	<u>PL</u>	<u>PL Transit</u>	<u>Carry Over--PL</u>	<u>Carry Over PL Transit</u>	<u>CMAQ*</u>	<u>HPP*</u>	<u>Subtotal (GCMPC)</u>	<u>MTF (MDOT)</u>	<u>Total</u>
<b>III. DATA MANAGEMENT</b>										
A. Data Management Systems	\$4,049	\$17,123	\$1,135					\$22,307	\$7,593	\$29,900
B. Data Inventory and Model Maintenance	\$2,670	\$10,222	\$1,819					\$14,711	\$13,324	\$28,035
Subtotal	\$6,719	\$27,345	\$2,954	\$0				\$37,018	\$20,917	\$57,935
<b>IV. TSM PLANNING</b>										
A. TSM Coordination	\$47,788	\$202,228	\$13,280					\$263,296	\$30,743	\$294,039
B. Transit Planning	** \$57,669	\$0	\$81,945		\$178,121			\$317,735	\$0	\$317,735
C. Ridesharing						\$50,000		\$50,000	\$0	\$50,000
D. Pavement Management	\$443	\$2,000						\$2,443	\$0	\$2,443
E. Safety Planning	\$2,614	\$11,786						\$14,400	\$0	\$14,400
F. Air Quality Awareness	\$12,500					\$50,000		\$62,500	\$0	\$62,500
Subtotal	\$121,014	\$216,014	\$95,225	\$0	\$178,121	\$100,000	\$0	\$710,374	\$30,743	\$741,117
<b>V. LONG-RANGE PLANNING</b>										
A. Update Long Range Transportation Plan	\$310	\$1,400						\$1,710	\$3,871	\$5,581
Subtotal	\$310	\$1,400	\$0	\$0	\$0			\$1,710	\$3,871	\$5,581
<b>VI. PLANNING SUPPORT</b>										
A. Program Management	\$49,141	\$211,020	\$10,588					\$270,749	\$13,101	\$283,850
B. Develop Unified Work Program	\$1,471	\$5,222	\$1,411					\$8,104	\$1,935	\$10,039
C. Prepare Transportation Improvement Program	\$43,587	\$149,051	\$47,512					\$240,150	\$3,870	\$244,020
Subtotal	\$94,199	\$365,293	\$59,511	\$0	\$0			\$519,003	\$18,906	\$537,909
<b>GRAND TOTAL</b>	<b>\$222,242</b>	<b>\$610,052</b>	<b>\$157,690</b>	<b>\$0</b>	<b>\$178,121</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$1,268,105</b>	<b>\$74,437</b>	<b>\$1,342,542</b>

\*\*\$56,981 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 \$25,000

MTA Transit Studies - \$231,966

(Phase 3 of Contactless Fare Plan - \$49,300)

(Tranit Study(s) - \$182,666)

GCMPC-Genesee 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

Ridesharing-Congestion Mitigation and Air Quality funds.

MTF-Michigan Transportation Fund

HPP-High Priority Projects

# FY 2022 Unified Work Program

for the

## Flint/Genesee County Metropolitan Area



Draft May 2021

*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



**GENESEE COUNTY**  
METROPOLITAN ALLIANCE

# FY 2022 UNIFIED WORK PROGRAM

## TABLE OF CONTENTS

	<u>Page</u>
<b>I. INTRODUCTION</b> .....	2
<b>II. MAJOR TRANSPORTATION ISSUES/PRIORITIES</b>	
A. System-wide Issues.....	4
B. Modal Issues .....	8
C. Statewide Model Implementation Process.....	12
<b>III. DATA MANAGEMENT</b>	
A. Data Management Systems .....	12
B. Model Maintenance and Analysis .....	14
<b>IV. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING</b>	
A. TSM Activity Coordination .....	16
B. Transit Planning .....	18
C. Ridesharing.....	19
D. Pavement Management Program .....	20
E. Safety Conscious Planning.....	21
F. Air Quality Awareness .....	23
<b>V. LONG RANGE TRANSPORTATION PLANNING</b>	
A. Update Long Range Transportation Plan.....	24
<b>VI. PLANNING SUPPORT</b>	
A. Transportation Program Management.....	26
B. Develop Unified Work Program .....	27
C. Prepare Transportation Improvement Program .....	28
<b>APPENDICES</b>	
A. Budget Narrative and Indirect Cost Estimates	
B. FY 2022 Unified Work Program Funding Sources	
C. FY 2022 UWP Responsible Agencies	
D. FY 2022 UWP Labor Estimates	
E. FY 2022 UWP Flow Chart	
F. Metropolitan Alliance Resolution	
G. Certifications	
H. Title VI Certification	

## I. INTRODUCTION

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

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

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

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

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

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

## UWP Amendments and Administrative Modifications

### Administrative Modification

An administrative modification to the UWP will be defined as follows:

1. A change that does not modify the FWHA-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. An addition or deletion of a work item
2. Increase or reduction of funds in a category greater than or equal to 25%
3. 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 2022 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 (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM<sub>10</sub>) and less than 2.5 micrometer in diameter (PM<sub>2.5</sub>). The sanctions can be imposed statewide if those areas that are in non-attainment do not make adequate revisions to change their status. On April 15, 2004, the Environmental Protection Agency (EPA) designated Genesee County and Lapeer County as being in basic non-attainment and assigned a maximum attainment date of June 2009. This area 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) re-designated the Flint Non-attainment Area to attainment status. On May 16, 2007 the EPA provided notice in the Federal Register that the Flint Non-attainment Area was re-designated to be in attainment as a maintenance area. April 30, 2012 the EPA announced that Genesee County is in attainment. On April 6, 2015 the EPA completely revoked the 1997 ozone standard, so all 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 or amendments if they contain non-exempt projects. The requirement is part of the appeal process; thus, it is subject to change. 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).

Work items related to air quality that were required while the area was designated as a non-attainment will continue to be addressed while in attainment to prepare for potential changes to air quality standards.

2. *Energy*

Energy availability has a significant impact on the amount and mode of travel, as well as the overall economy of the area. Although energy supplies have remained relatively stable fluctuating costs in recent years have made energy much more of a concern. In the TSM Coordination activity, the status of energy availability will be monitored.

3. *Transportation Revenue*

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

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. The FAST Act 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) and most recently Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

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

Staff is working with local road agencies to implement a regional safety study of select Genesee County corridors completed in cooperation with the Michigan Department of Transportation (MDOT) and a consultant. For the FY 2023 MDOT Call for Safety Projects, it was stated that the focus of the program was to fund road segments with fatal and serious injury crashes. Staff put together a call for projects packet for local road agencies. The packet included information from the safety study and staff encouraged locals to select projects that addressed areas with fatal and/or serious injuries and/or sites that were included in the safety study. Staff met individually with local road agencies to discuss potential projects. Safety projects submitted to MDOT were prioritized locally using these factors. The study was also included as an element in the 2020-2023 TIP call for projects.

## 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. Staff will continue to keep historic PAVER information and will continue to update PASER data in the County's GIS system. Transportation legislation may require changes to the way pavement data is collected. Staff will continue to monitor this issue.

## 2. *Transit Routes*

The Flint Mass Transportation Authority (MTA) provides over 4.7 million public transit trips annually through several types of service. The MTA currently operates primary fixed bus routes, a senior shopper service, Rides to Wellness, peak routes, regional routes, and paratransit service.

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 10:30 p.m.

Saturday service operates from 6:30 a.m. to 10:30 p.m. on one (1) hour intervals and on Sunday from 7:00 a.m. to 7:30 p.m. on one (1) hour intervals.

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

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

Burton, East Flint, West Flint, Grand Blanc, Fenton, Flushing, Mt. Morris, Swartz Creek, Clio, Otisville and Davison.

Through a State of Michigan Department of Transportation (MDOT) Specialized Services grant program, the MTA provides various community agencies with funding assistance for those populations with specialized transportation needs, such as the elderly and persons with disabilities. The availability of these specialized services makes daily activities possible for many elderly and disabled citizens in various communities throughout Genesee County.

Regional Transportation was implemented in September 1997. Regional service routes originate at the MTA Customer Service Center at Harrison and Second Street in Downtown Flint and provide regular scheduled service to adjoining counties. Service is open to the general public but scheduled to meet the needs of Genesee County residents who need transportation to a work site outside of Genesee County. Regional routes are provided for five (5) counties surrounding Genesee County and some routes connect with suburban Detroit transit routes. This service is provided seven (7) days a week to meet the transportation needs of Genesee County residents.

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

### 3. *Air*

Bishop International Airport, dedicated in 1934, serves around 600,000 passengers each year through six (6) commercial airlines and handles more than 30 million pounds of cargo and freight annually. 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 finished the first phase of an intermodal expansion project that will capitalize on the Flint area's strategic location along national and international trade corridors. Bishop has direct access to interstates I-69 and I-75 as well as two major railroad systems and also connects to US-23. The first phase of the expansion cost approximately \$37 million and was a combination of

local and High Priority (HPP) funding. Bishop will continue to work on funding and implementing the remaining phases of the project.

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

4. *Rail*

Railroad grade crossings have been the major issues in rail transportation. 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, identified a series of potential connectors to create a regional non-motorized transportation system, and completed work on the Genesee County Regional Transportation Plan. Staff, through a local grant awarded to our office, contracted consultants to complete preliminary engineering on the top five priority trails from the plan and is working with local agencies to fund trail construction. Major sections of these top priority trails have been constructed or have received funding commitments since the plan was developed. The trail plan was updated 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 2022 work program. In the following work elements, staff has indicated how the UWP elements are related to elements in the statewide process. This highlights the coordination and shared data gathering inherent in the planning process. One area of key importance to staff is the opportunity for more coordination on a local, regional and state level. Better coordination through these work items will help to provide ladders of opportunity by working to address gaps in essential services related to transportation connectivity.

***Please note that GCMPC is identified in the “Funding Sources” and “Funding Use by Agency” tables on the following pages rather than Metro. This correctly identifies GCMPC as the entity that provides the match for federal funds and as the entity that is reimbursed for work performed for the identified work items. 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 are the main input into the updated transportation model for the Long range Transportation Plan.

*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. 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 five (5) data items that MPO staff will be requested to review will be: surface type, number of through lanes, access control, median 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 five (5) data items going forward. The end goal will be to draft a plan to fill 100% of the (5) MIRE data items and submit to MDOT by August of 2025.

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

Data collection 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$4,049
MTA	\$0
FHWA (PL)	\$18,258
MDOT (MTF)	\$7,593
<b>TOTAL</b>	<b>\$29,900</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$22,307	400
MTA	\$0	0
MDOT	\$7,593	240
Consultant	\$0	0
<b>TOTAL</b>	<b>\$29,900</b>	<b>640</b>

### **IIIB. DATA MANAGEMENT: MODEL MAINTENANCE AND ANALYSIS**

#### Objective

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

#### Major Work Elements

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

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

will work to better integrate congestion management into the transportation model improving the CMP. Staff 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 2020-2023 Transportation Improvement Program (TIP), the 2045 Long Range Transportation Plan (LRTP), and for the development of the 2023-2026 Transportation Improvement Program (TIP)

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.

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$2,670
MTA	\$0
FHWA (PL)	\$12,041
MDOT (MTF)	\$13,324
<b>TOTAL</b>	<b>\$28,035</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$14,711	240
MTA	\$0	0
MDOT	\$13,324	400
Consultant	\$0	0
<b>TOTAL</b>	<b>\$28,035</b>	<b>640</b>

#### **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. 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 FAST Act 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 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 intersection in Genesee County for conversion to a roundabout. Staff will begin to work with local road agencies to go after funding for intersections that are good candidates for roundabouts.

Staff will be working with MDOT, the City of Flint, and other stakeholders on a corridor study of I-475 and M-21 in the City of Flint.

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. Any unanticipated products including those related to FAST Act implementation or new legislation as described above.

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$47,788
MTA	\$0
FHWA (PL)	\$215,508
MDOT (MTF)	\$30,743
<b>TOTAL</b>	<b>\$294,039</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$263,296	4,640
MTA	\$0	0
MDOT	\$30,743	920
Consultant	\$0	0
<b>TOTAL</b>	<b>\$294,039</b>	<b>5,560</b>

## **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 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 and the I-69, I-75 transit needs studies. Staff will also continue to work with the MTA and consultants on new studies for FY 2022.

Staff will perform any unanticipated work including activities resulting from the interpretation and/or implementation of certain FAST Act 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, and ITS Integration Plan as needed.

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$688
MTA	\$56,981
FHWA (PL)	\$260,066
MDOT (MTF)	\$0
<b>TOTAL</b>	<b>\$317,735</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$3,788	80
MTA	\$0	0
MDOT	\$0	0
Consultant	\$313,947	5,520
<b>TOTAL</b>	<b>\$317,735</b>	<b>5,600</b>

## **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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$0
MTA	\$0
FHWA (PL)	\$0
MDOT (MTF)	\$0
CMAQ	\$50,000
<b>TOTAL</b>	<b>\$50,000</b>

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

**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 FAST Act 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$443
MTA	\$0
FHWA (PL)	\$2,000
MDOT (MTF)	\$0
<b>TOTAL</b>	<b>\$2,443</b>

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

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

Objective

The FAST Act requires that the metropolitan planning process shall provide for the consideration of projects and strategies that will increase the safety and security of the transportation system for the motorized and non-motorized users. Safety Conscious Planning (SCP) implies a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing an inherently safe transportation network. SCP achieves road safety improvements through small, but measurable,

changes targeted at the whole network. The objective is to integrate safety considerations into the core activities of the transportation planning process.

### Major Work Elements

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

GCMPC will 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 FAST Act 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 2019 Certification Review, or development of specific performance measures by MDOT.

## Products

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

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$2,614
MTA	\$0
FHWA (PL)	\$11,786
MDOT (MTF)	\$0
<b>TOTAL</b>	<b>\$14,400</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$14,400	240
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
<b>TOTAL</b>	<b>\$14,400</b>	<b>240</b>

## **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 second year of the Air Quality Awareness program. Program outreach in FY 2021 was limited due to Covid restrictions. 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$12,500
MTA	\$0
FHWA (PL)	\$0
MDOT (MTF)	\$0
CMAQ	\$50,000
<b>TOTAL</b>	<b>\$62,500</b>

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

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

Objective

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

Major Work Elements

Staff will monitor and update the 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 FAST Act 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 of statewide and local performance measures.

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

- MPO staff will work closely with state and federal transportation partners to further integrate freight planning into the transportation planning process including the State Freight Plan. 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 FAST Act 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$310
MTA	\$0
FHWA (PL)	\$1,400
MDOT (MTF)	\$3,871
<b>TOTAL</b>	<b>\$5,581</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$1,710	40
MTA	\$0	0
MDOT	\$3,871	120
Consultant	\$0	0
<b>TOTAL</b>	<b>\$5,581</b>	160

## 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 FAST Act, 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 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$49,141
MTA	\$0
FHWA (PL)	\$221,608
MDOT (MTF)	\$13,101
<b>TOTAL</b>	<b>\$283,850</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$270,749	4,760
MTA	\$0	0
MDOT	\$13,101	400
Consultant	\$0	0
<b>TOTAL</b>	<b>\$283,850</b>	<b>5,160</b>

**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 2023 and, if required, administrative modifications and amendments to the FY 2022 UWP. In addition, changes will be made to the UWP as a result of any new planning regulations.

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$1,471
MTA	\$0
FHWA (PL)	\$6,633
MDOT (MTF)	\$1,935
<b>TOTAL</b>	<b>\$10,039</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$8,104	160
MTA	\$0	0
MDOT	\$1,935	40
Consultant	\$0	0
<b>TOTAL</b>	<b>\$10,039</b>	<b>200</b>

**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 FAST Act 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 2020-2023 TIP document was developed and approved in FY 2019 and is the first TIP to fully integrate performance measures. FY 2022 work items for the FY 2020-2023 TIP will focus on maintenance of the TIP, which include working with TIP project agencies to monitor project status, preparation of status reports, preparation of amendments and administrative modifications to the TIP as requested by the TIP project agencies, air quality analysis related to TIP amendments as needed/required, preparation and publication of an annual report as outlined in FAST Act 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 FAST Act 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 2023-2026 TIP will be developed and approved in the 2022 FY. Work items for the FY 2023-2026 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.

### Products

Products for this work item include amendments and administrative modifications to the FY 2020-2023 TIP as necessary, development and approval of the FY 2023-2026 TIP, an updated JobNet database, TIP project status reports, and documentation of TIP public

participation/outreach efforts. Staff will also publish, in accordance with the TIP notice requirements as identified in the 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>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$43,587
MTA	\$0
FHWA (PL)	\$196,563
MDOT (MTF)	\$3,870
<b>TOTAL</b>	<b>\$244,020</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$240,150	4,240
MTA	\$0	0
MDOT	\$3,870	120
Consultant	\$0	0
<b>TOTAL</b>	<b>\$244,020</b>	<b>4,360</b>

## 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 2022

Fiscal Year 2022 will begin on October 1, 2021 and end on September 30, 2022.

### 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 2022. 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 2022 UNIFIED WORK PROGRAM FUNDING SOURCES**

<b>FUNDING SOURCES FISCAL YEAR 2022 UNIFIED WORK PROGRAM</b>										
<b>Activities</b>	<b>GCMPC</b>	<b>PL</b>	<b>PL Transit</b>	<b>Carry Over--PL</b>	<b>Carry Over PL Transit</b>	<b>CMAQ*</b>	<b>HPP*</b>	<b>Subtotal (GCMPC)</b>	<b>MTF (MDOT)</b>	<b>Total</b>
<b>III. DATA MANAGEMENT</b>										
A. Data Management Systems	\$4,049	\$17,123	\$1,135					\$22,307	\$7,593	\$29,900
B. Data Inventory and Model Maintenance	\$2,670	\$10,222	\$1,819					\$14,711	\$13,324	\$28,035
Subtotal	\$6,719	\$27,345	\$2,954	\$0				\$37,018	\$20,917	\$57,935
<b>IV. TSM PLANNING</b>										
A. TSM Coordination	\$47,788	\$202,228	\$13,280					\$263,296	\$30,743	\$294,039
B. Transit Planning	** \$57,669	\$0	\$81,945		\$178,121			\$317,735	\$0	\$317,735
C. Ridesharing						\$50,000		\$50,000	\$0	\$50,000
D. Pavement Management	\$443	\$2,000						\$2,443	\$0	\$2,443
E. Safety Planning	\$2,614	\$11,786						\$14,400	\$0	\$14,400
F. Air Quality Awareness	\$12,500					\$50,000		\$62,500	\$0	\$62,500
Subtotal	\$121,014	\$216,014	\$95,225	\$0	\$178,121	\$100,000	\$0	\$710,374	\$30,743	\$741,117
<b>V. LONG-RANGE PLANNING</b>										
A. Update Long Range Transportation Plan	\$310	\$1,400						\$1,710	\$3,871	\$5,581
Subtotal	\$310	\$1,400	\$0	\$0	\$0			\$1,710	\$3,871	\$5,581
<b>VI. PLANNING SUPPORT</b>										
A. Program Management	\$49,141	\$211,020	\$10,588					\$270,749	\$13,101	\$283,850
B. Develop Unified Work Program	\$1,471	\$5,222	\$1,411					\$8,104	\$1,935	\$10,039
C. Prepare Transportation Improvement Program	\$43,587	\$149,051	\$47,512					\$240,150	\$3,870	\$244,020
Subtotal	\$94,199	\$365,293	\$59,511	\$0	\$0			\$519,003	\$18,906	\$537,909
<b>GRAND TOTAL</b>	<b>\$222,242</b>	<b>\$610,052</b>	<b>\$157,690</b>	<b>\$0</b>	<b>\$178,121</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$1,268,105</b>	<b>\$74,437</b>	<b>\$1,342,542</b>

\*\*\$56,981 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 \$25,000

MTA Transit Studies - \$231,966

(Phase 3 of Contactless Fare Plan - \$49,300)

(Tranit Study(s) - \$182,666)

GCMPC-Genesee 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

Ridesharing-Congestion Mitigation and Air Quality funds.

MTF-Michigan Transportation Fund

HPP-High Priority Projects

<b>Funding Sources - Transportation Planning Funds and GCMPC Match</b>			
<b>Activities</b>	<b>GCMPC</b>	<b>PL</b>	<b>Total</b>
<b>A. DATA MANAGEMENT</b>			
1. Data Management Systems	\$4,049	\$18,258	\$22,307
2. Data Inventory and Model Maintenance	\$2,670	\$12,041	\$14,711
<b>Subtotal</b>	<b>\$6,719</b>	<b>\$30,299</b>	<b>\$37,018</b>
<b>II. TSM Planning</b>			
1. TSM Coordination	\$47,788	\$215,508	\$263,296
2. Transit Planning	\$57,668.88	\$260,066	\$317,735
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$443	\$2,000	\$2,443
5. Safety Planning	\$2,614	\$11,786	\$14,400
6. Air Quality Awareness	\$12,500	\$0	\$12,500
<b>Subtotal</b>	<b>\$121,014</b>	<b>\$489,360</b>	<b>\$610,374</b>
<b>C. LONG-RANGE PLANNING</b>			
1. Update Long Range Transportation Plan	\$310	\$1,400	\$1,710
<b>Subtotal</b>	<b>\$310</b>	<b>\$1,400</b>	<b>\$1,710</b>
<b>D. PLANNING SUPPORT</b>			
1. Program Management	\$49,141	\$221,608	\$270,749
2. Develop Unified Work Program	\$1,471	\$6,633	\$8,104
3. Prepare Transportation Improvement Program	\$43,587	\$196,563	\$240,150
<b>Subtotal</b>	<b>\$94,199</b>	<b>\$424,804</b>	<b>\$519,003</b>
<b>GRAND TOTAL</b>	<b>\$222,242</b>	<b>\$945,863</b>	<b>\$1,168,105</b>

**APPENDIX C**

**FISCAL YEAR 2022 UNIFIED WORK PROGRAM**

**RESPONSIBLE AGENCIES**

<b>RESPONSIBLE AGENCIES</b>					
<b>UNIFIED WORK PROGRAM</b>					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
<b>I. DATA MANAGEMENT</b>					
A. Data Management Systems	\$22,307	\$7,593	\$0	\$0	\$29,900
B. Data Inventory and Model Maintenance	\$14,711	\$13,324	\$0	\$0	\$28,035
Subtotal	\$37,018	\$20,917		\$0	\$57,935
<b>II. TSM PLANNING</b>					
A. TSM Coordination	\$263,296	\$30,743	\$0	\$0	\$294,039
B. Transit Planning	\$3,788	\$0	\$0	\$313,947	\$317,735
C. Ridesharing	\$50,000	\$0	\$0	\$0	\$50,000
D. Pavement Management	\$2,443	\$0	\$0	\$0	\$2,443
E. Safety Planning	\$14,400	\$0	\$0	\$0	\$14,400
F. Air Quality Awareness	\$62,500	\$0	\$0	\$0	\$62,500
Subtotal	\$396,427	\$30,743	\$0	\$313,947	\$741,117
<b>III. LONG-RANGE PLANNING</b>					
A. Update Long Range Transportation Plan	\$1,710	\$3,871	\$0	\$0	\$5,581
<b>IV. PLANNING SUPPORT</b>					
A. Program Management	\$270,749	\$13,101	\$0	\$0	\$283,850
B. Develop Unified Work Program	\$8,104	\$1,935	\$0	\$0	\$10,039
C. Prepare Transportation Improvement Program	\$240,150	\$3,870	\$0	\$0	\$244,020
Subtotal	\$519,003	\$18,906			\$537,909
<b>GRAND TOTAL</b>	<b>\$954,158</b>	<b>\$74,437</b>	<b>\$0</b>	<b>\$313,947</b>	<b>\$1,342,542</b>

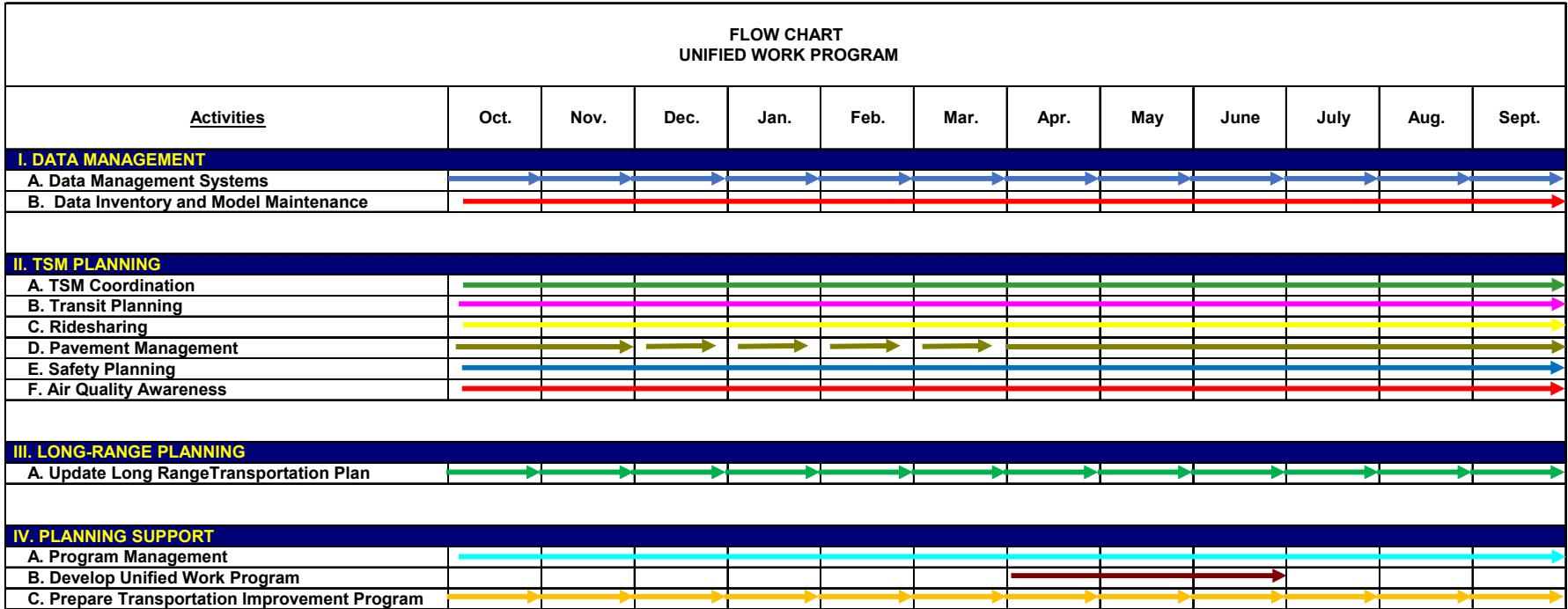
## APPENDIX D

### FISCAL YEAR 2022 UNIFIED WORK PROGRAM - LABOR ESTIMATES

<b>LABOR ESTIMATES UNIFIED WORK PROGRAM</b>					
<u>Activities</u>	<u>GCMPC HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
<b>I. DATA MANAGEMENT</b>					
A. Data Management Systems	400	240	0	0	640
B. Data Inventory and Model Maintenance	240	400	0	0	640
Subtotal	640	640	0	0	1280
<b>II. TSM PLANNING</b>					
A. TSM Coordination	4640	920	0	-	5560
B. Transit Planning	80	0	0	5,520	5600
C. Ridesharing	880	0	0	0	880
D. Pavement Management	40	0	0	0	40
E. Safety Planning	240	0	0	0	240
F. Air Quality Awareness	1120	0	0	0	1120
Subtotal	5880	920	0.0	5520	12320
<b>III. LONG-RANGE PLANNING</b>					
A. Update Long Range Transportation Plan	40	120	0	0	160
Subtotal	40	120	0	0	160
<b>IV. PLANNING SUPPORT</b>					
A. Program Management	4760	400	0	0	5160
B. Develop Unified Work Program	160	40	0	0	200
C. Prepare Transportation Improvement Program	4240	120	0	0	4360
Subtotal	9160	560	0	0	9720
<b>GRAND TOTAL</b>	<b>15720</b>	<b>2240</b>	<b>0</b>	<b>5520</b>	<b>23480</b>

## APPENDIX E

### FISCAL YEAR 2022 UNIFIED WORK PROGRAM - FLOW CHART



## **APPENDIX F**

### **Resolution**

**RESOLUTION APPROVING THE  
FY 2022 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 2022 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 2022 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 2022 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 2022 Unified Work Program, and

**BE IT FURTHER RESOLVED**, that the current FY 2021 Unified Work Program remain in effect until the FY 2022 Unified Work Program has been approved by the Michigan Department of Transportation and the Governor, and has been found acceptable by the Federal Highway Administration, and the Federal Transit Administration.

\_\_\_\_\_  
Robert Johnson, Chairperson  
Genesee County Metropolitan Alliance

\_\_\_\_\_  
DATE:

## APPENDIX G

### Certification

## CERTIFICATE OF INDIRECT COSTS

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

(1) All costs included in this proposal June 29, 2021 to establish billing or final indirect costs rates for October 1, 2021 to September 30, 2022 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR part 225, Cost Principles for State, Local, and Indian Tribal Governments. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

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

I declare that the foregoing is true and correct.

Governmental Unit: Genesee County Metropolitan Planning Commission

Signature:

Name of Official: Derek Bradshaw

Title: Director Coordinator

Date of Execution: June 29, 2021

## APPENDIX H

### Title VI Certification

**MEMORANDUM**

**TO:** Members of the Technical Advisory Committee

**FROM:** Sharon Gregory, Lead Planner  
Genesee County Metropolitan Planning Commission

**DATE:** May 6, 2021

**SUBJECT: Roundabout Study Update**

Rowe Professional Services Company has started the preliminary engineering on the 14 intersections that were identified as the ones to move forward in the study. Preliminary engineering includes simulations of both the existing conditions and proposed roundabout conditions, drone video of the intersections, and relevant design features. Rowe will be working on recommendations for roundabout suitability which will be included in a written report. A stakeholders meeting is being planned for June.

## MEMORANDUM

**TO:** Members of the Technical Advisory Committee

**FROM:** Jacob Maurer, Lead Planner  
Genesee County Metropolitan Planning Commission

**DATE:** May 6, 2021

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)  
Amendment # 16**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 16. This amendment adds six (6) projects to the FY 2020-2023 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed, and they 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 2020-2023 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). See attached.

At this time, staff is recommending endorsement of attached Amendment # 16 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**FY 2020-2023 Transportation Improvement Program  
Proposed Amendment # 16**

**Project Proposed to be Added with a TIP Amendment**

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2022	n/a	MTA	Transit Vehicle Canopies	n/a	Genesee County	Install transit vehicle canopies for a total of 47 vehicles to the current parking lot. The types of vehicles will include SUVs, full-size vans, mini-vans and small buses.	CON	HICU	\$322,938	\$119,368	\$0	\$442,306	New project added using funds from HIP/COVID Relief Funds and funds from existing projects moving up to FY 2022. MTA will advance construct \$30,907 of FY 2023 STU funds.
2023	204782	MDOT	I-475	0.0	2 Structures over I-475	Bridge Removal	CON	BOI	\$1,224,908	\$136,100	\$0	\$1,361,008	MDOT split up the I-475 reconstruction project and moved up this phase
2023	204864	MDOT	I-475	0.0	5 Structures on I-475	Deck Replacement	CON	IM	\$5,341,421	\$593,492	\$0	\$5,934,913	MDOT split up the I-475 reconstruction project and moved up this phase
2023	210054	MDOT	I-475	5.3	Bristol Road to Thread Creek and Flint River to Carpenter Road	Road Reconstruction and Bridge Replacement	CON	RBMP,IM	\$65,131,201	\$123,236,800	\$0	\$188,368,001	MDOT split up the I-475 reconstruction project and moved up this phase
2023	n/a	GCRC	Irish Rd.	0.5	Lapeer Rd. to Court St.	Road Preservation	CON	STU	\$1,498,000	\$0	\$374,500	\$1,872,500	Genesee County Illustrative Project added using funds from existing projects moving up to FY 2022 with HIP/COVID Relief Funds
2023	n/a	City of Burton	Belsay Rd	0.5	Lapeer Rd. to I-69	Road Preservation	CON	STU	\$760,000	\$0	\$190,000	\$950,000	Genesee County Illustrative Project added using funds from existing projects moving up to FY 2022 with HIP/COVID Relief Funds

BOI -- Bridge off system Interstate  
HICU -- Highway Infrastructure COVID Relief - TMA  
IM -- Interstate Maintenance  
STU -- STP - Urban Areas > 200,000 Population  
RBMP --Rebuild Michigan Program (State Bonding Projects)

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 16

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

Transportation conformity provisions of the Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations (MPOs) in nonattainment and maintenance areas to make a determination that the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the FY 2020-2023 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 NAAQS.

## MEMORANDUM

**TO:** Members of the Technical Advisory Committee

**FROM:** Jason Nordberg, Division Manager  
Genesee County Metropolitan Planning Commission

**DATE:** May 6, 2021

**SUBJECT: FY 2021 Unified Work Program (UWP) Amendment 2**

Amendment 2 for the FY 2021 Unified Work Program (UWP) is proposing to decrease Transit Planning funds by \$178,121.23 in federal funding and \$39,497.87 in local MTA matching funding for a total decrease of \$217,619. This funding will be reprogrammed in the FY 2022 UWP.

Staff has attached pages of the UWP that will be affected by this amendment. Red highlighted cells indicate the locations where the funding has been adjusted. At this time, staff is requesting that the Technical Advisory Committee provide a recommendation of approval for Amendment 2 to the FY 2021 Unified Work Program (UWP) to the Genesee County Metropolitan Alliance.

# FY 2021 Unified Work Program

for the

## Flint/Genesee County Metropolitan Area



Amended May 2021

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## Products

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

<i>Funding Sources</i>	
<b>Agency</b>	<b>Cost</b>
GCMPC	\$665
MTA	\$41,721
FHWA (PL)	\$191,146
MDOT (MTF)	\$0
<b>TOTAL</b>	<b>\$233,532</b>

<i>Funding Use by Agency</i>		
<b>Agency</b>	<b>Cost</b>	<b>Hours</b>
GCMPC	\$3,665	80
MTA	\$0	0
MDOT	\$0	0
Consultant	\$229,867	4,040
<b>TOTAL</b>	<b>\$233,532</b>	<b>4,120</b>

## **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

FUNDING SOURCES FISCAL YEAR 2021 UNIFIED WORK PROGRAM										
Activities	GCMPC	PL	PL Transit	Carry Over--PL	Carry Over PL Transit	CMAQ*	HPP*	Subtotal (GCMPC)	MTF (MDOT)	Total
<b>III. DATA MANAGEMENT</b>										
A. Data Management Systems	\$4,399	\$18,613	\$1,225					\$24,237	\$7,593	\$31,830
B. Data Inventory and Model Maintenance	\$2,467	\$9,308	\$1,819					\$13,594	\$13,324	\$26,919
Subtotal	\$6,866	\$27,921	\$3,044	\$0				\$37,831	\$20,917	\$58,749
<b>IV. TSM PLANNING</b>										
A. TSM Coordination	\$108,194	\$204,428	\$19,280					\$331,902	\$30,743	\$362,644
B. Transit Planning	** \$42,386	\$0	\$86,588		\$104,558			\$233,532	\$0	\$233,532
C. Ridesharing						\$62,373		\$62,373	\$0	\$62,373
D. Pavement Management	\$443	\$2,000						\$2,443	\$0	\$2,443
E. Safety Planning	\$2,772	\$12,500						\$15,272	\$0	\$15,272
F. Air Quality Awareness	\$12,475					\$49,898		\$62,373	\$0	\$62,373
Subtotal	\$166,270	\$218,928	\$105,868	\$0	\$104,558	\$112,271	\$0	\$707,895	\$30,743	\$738,637
<b>V. LONG-RANGE PLANNING</b>										
A. Update Long Range Transportation Plan	\$333	\$1,500						\$1,833	\$3,871	\$5,704
Subtotal	\$333	\$1,500	\$0	\$0	\$0			\$1,833	\$3,871	\$5,704
<b>VI. PLANNING SUPPORT</b>										
A. Program Management	\$49,303	\$211,001	\$11,340					\$271,644	\$13,101	\$284,745
B. Develop Unified Work Program	\$1,476	\$5,243	\$1,411					\$8,130	\$1,935	\$10,064
C. Prepare Transportation Improvement Program	\$43,188	\$149,251	\$45,512					\$237,951	\$3,870	\$241,821
Subtotal	\$93,967	\$365,495	\$58,263	\$0	\$0			\$517,725	\$18,906	\$536,631
<b>GRAND TOTAL</b>	<b>\$267,436</b>	<b>\$613,844</b>	<b>\$167,175</b>	<b>\$0</b>	<b>\$104,558</b>	<b>\$112,271</b>	<b>\$0</b>	<b>\$1,265,284</b>	<b>\$74,437</b>	<b>\$1,339,720</b>

\*\*\$41,721 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 Studies \$25,000

Contactless Fare Mediums Implementation Plan - \$163,146 for Phase 1 and 2 in FY 2021

(\$46,528 for Phase 3 in FY 2022 for a total federal of \$212,445.76 (Phase 1 through 3))

Studies and other contracted services Obligated in FY 2018

TSM Coordination -- Roundabout Location Feasibility Study \$264,207

Total GCMPC Funding for FY 2020: \$1,529,490

Total UWP Funding for FY 2020: \$1,603,927

GCMPC-Genesee 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

Ridesharing-Congestion Mitigation and Air Quality funds.

MTF-Michigan Transportation Fund

HPP-High Priority Projects

<b>Funding Sources - Transportation Planning Funds and GCMPC Match</b>			
<b>Activities</b>	<b>GCMPC</b>	<b>PL</b>	<b>Total</b>
<b>A. DATA MANAGEMENT</b>			
1. Data Management Systems	\$4,399	\$19,838	\$24,237
2. Data Inventory and Model Maintenance	\$2,467	\$11,127	\$13,594
Subtotal	\$6,866	\$30,965	\$37,831
<b>II. TSM Planning</b>			
1. TSM Coordination	\$108,194	\$223,708	\$331,902
2. Transit Planning	\$42,386.07	\$191,146	\$233,532
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$443	\$2,000	\$2,443
5. Safety Planning	\$2,772	\$12,500	\$15,272
6. Air Quality Awareness	\$12,475	\$0	\$12,475
Subtotal	\$166,270	\$429,354	\$595,624
<b>C. LONG-RANGE PLANNING</b>			
1. Update Long Range Transportation Plan	\$333	\$1,500	\$1,833
Subtotal	\$333	\$1,500	\$1,833
<b>D. PLANNING SUPPORT</b>			
1. Program Management	\$49,303	\$222,341	\$271,644
2. Develop Unified Work Program	\$1,476	\$6,654	\$8,130
3. Prepare Transportation Improvement Program	\$43,188	\$194,763	\$237,951
Subtotal	\$93,967	\$423,758	\$517,725
<b>GRAND TOTAL</b>	<b>\$267,436</b>	<b>\$885,577</b>	<b>\$1,153,013</b>

<b>RESPONSIBLE AGENCIES</b>					
<b>UNIFIED WORK PROGRAM</b>					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
<b>I. DATA MANAGEMENT</b>					
A. Data Management Systems	\$24,237	\$7,593	\$0	\$0	\$31,830
B. Data Inventory and Model Maintenance	\$13,594	\$13,324	\$0	\$0	\$26,919
Subtotal	\$37,831	\$20,917		\$0	\$58,749
<b>II. TSM PLANNING</b>					
A. TSM Coordination	\$331,902	\$30,743	\$0	\$0	\$362,644
B. Transit Planning	\$3,665	\$0	\$0	\$229,867	\$233,532
C. Ridesharing	\$62,373	\$0	\$0	\$0	\$62,373
D. Pavement Management	\$2,443	\$0	\$0	\$0	\$2,443
E. Safety Planning	\$15,272	\$0	\$0	\$0	\$15,272
F. Air Quality Awareness	\$62,373	\$0	\$0	\$0	\$62,373
Subtotal	\$478,028	\$30,743	\$0	\$229,867	\$738,637
<b>III. LONG-RANGE PLANNING</b>					
A. Update Long Range Transportation Plan	\$1,833	\$3,871	\$0	\$0	\$5,704
<b>IV. PLANNING SUPPORT</b>					
A. Program Management	\$271,644	\$13,101	\$0	\$0	\$284,745
B. Develop Unified Work Program	\$8,130	\$1,935	\$0	\$0	\$10,064
C. Prepare Transportation Improvement Program	\$237,951	\$3,870	\$0	\$0	\$241,821
Subtotal	\$517,725	\$18,906			\$536,631
<b>GRAND TOTAL</b>	<b>\$1,035,417</b>	<b>\$74,437</b>	<b>\$0</b>	<b>\$229,867</b>	<b>\$1,339,720</b>

<b>LABOR ESTIMATES UNIFIED WORK PROGRAM</b>					
<u>Activities</u>	<u>GCMPC HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
<b>I. DATA MANAGEMENT</b>					
A. Data Management Systems	440	240	0	0	680
B. Data Inventory and Model Maintenance	240	400	0	0	640
Subtotal	680	640	0	0	1320
<b>II. TSM PLANNING</b>					
A. TSM Coordination	5840	920	0	-	6760
B. Transit Planning	80	0	0	4,040	4120
C. Ridesharing	1120	0	0	0	1120
D. Pavement Management	40	0	0	0	40
E. Safety Planning	280	0	0	0	280
F. Air Quality Awareness	1120	0	0	0	1120
Subtotal	7360	920	0.0	4040	12320
<b>III. LONG-RANGE PLANNING</b>					
A. Update Long Range Transportation Plan	40	120	0	0	160
Subtotal	40	120	0	0	160
<b>IV. PLANNING SUPPORT</b>					
A. Program Management	4800	400	0	0	5200
B. Develop Unified Work Program	160	40	0	0	200
C. Prepare Transportation Improvement Program	4200	120	0	0	4320
Subtotal	9160	560	0	0	9720
<b>GRAND TOTAL</b>	<b>17240</b>	<b>2240</b>	<b>0</b>	<b>4040</b>	<b>23520</b>