

**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 7, 2020
1:30 P.M.**

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

- I. Call to Order
- II. Roll Call
- III. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #8 (attached)
 - ***B. FY 2021 Unified Work Program (UWP) (attached)
 - C. Issues with Obligating FY 2020 TIP Projects due to Covid-19 (attached)
- IV. Old Business
 - ***A. Approval of Genesee: Our County, Our Future Plan (attached)
- V. Adjournment

***** Action Item**

NEXT MEETING – June 4, 2020 at 1:30 P.M.

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: May 7, 2020

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 8**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment # 8. This amendment adds five (5) projects and changes one (1) project in 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 # 8 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 8

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.

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 8**

Projects 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
2021	210434	Genesee County Road Commission	McCandlish Rd.	0.3	At Vassar Rd.	Sign mounted flashing beacons, warning signs, stop bars	CON	HSIP	\$20,000	\$0	\$5,000	\$25,000	New project
2021	210433	Genesee County Road Commission	Ballenger Hwy.	1.2	At Miller Rd. then south and east to Flint City Limits	High friction surface treatment, centerline rumblestrips, pavement repairs	CON	HSIP	\$270,000	\$0	\$30,000	\$300,000	New project
2021	210431	Genesee County Road Commission	Traffic Safety	n/a	Countywide	Install signal backplates at 11 intersections (Irish & Lapeer, Hill & Center, Baldwin & Holly, Fenton & Baldwin, Linden & Beecher, Pierson & Jennings, Linden & Hill, Linden & Taft, Linden & Calkins, Linden & Flushing, Pierson & Pierson Place)	CON	HSIP	\$82,800	\$0	\$9,200	\$92,000	New project
2020	210086	MDOT	I-475	2.6	Thread Creek to Flint River and 6 structure locations (Kearsley St. over I-475; Westbound Longway Blvd. over I-475; Eastbound Longway Blvd. over I-475; I-475 over Gilkey Creek; I-475 and Ramp B over Chavez Dr.; I-475 over Davison Ave./Broadway Ave.)	Road reconstruction and bridge replacement	ROW	RBMP	\$0	\$400,000	\$0	\$400,000	New project using bond funds from the Rebuilding Michigan Program
2022	210054	MDOT	I-475	5.3	Bristol Road to Thread Creek and Flint River to Carpenter Road	Road reconstruction and bridge replacement	ROW	RBMP	\$0	\$300,000	\$0	\$300,000	New project using bond funds from the Rebuilding Michigan Program

Projects Proposed to be Changed with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	207802	City of Fenton	W. Shiawassee Ave.	0.6	Bent Oak St. to Adelaide St.	Road rehabilitation	CON	STU	\$351,578	\$0	\$159,354 \$493,249	\$510,932 \$844,827	Local match is increasing because final cost estimate is significantly higher than TIP programmed amount.

HSIP--Highway Safety Improvement Program

RBMP--Rebuilding Michigan Program

STU--STP - Urban Areas > 200,000 Population

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: May 7, 2020

SUBJECT: **FY 2021 Unified Work Program**

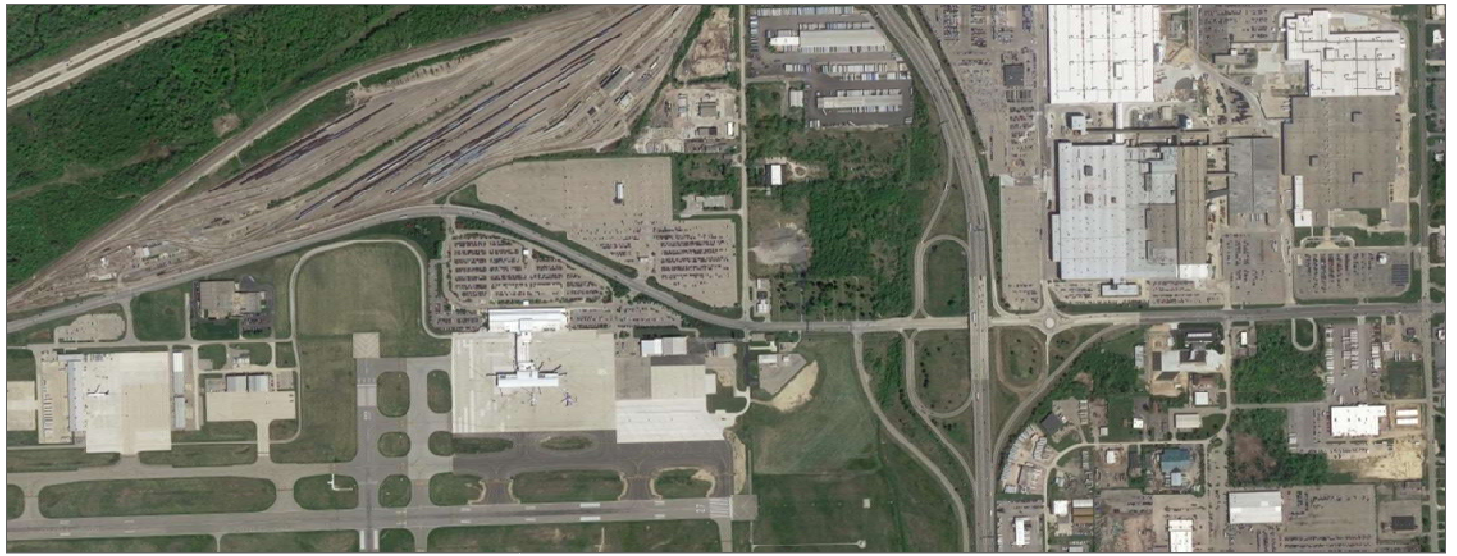
The Unified Work Program (UWP) describes all transportation planning activities for the upcoming fiscal year and identifies funding sources and agencies involved in these activities. The primary activities for the 2021 fiscal year will focus on the roundabout study and implementation of the 2045 Long Range Transportation Plan (LRTP) and 2020-2023 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 2021 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.

FY 2021 Unified Work Program

for the

Flint/Genesee County Metropolitan Area



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.

FY 2021 UNIFIED WORK PROGRAM

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION.....	2
II. MAJOR TRANSPORTATION ISSUES/PRIORITIES	
A. System-wide Issues.....	4
B. Modal Issues.....	8
C. Statewide Model Implementation Process.....	12
III. DATA MANAGEMENT	
A. Data Management Systems	12
B. Model Maintenance and Analysis.....	14
IV. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING	
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
V. LONG RANGE TRANSPORTATION PLANNING	
A. Update Long Range Transportation Plan.....	24
VI. PLANNING SUPPORT	
A. Transportation Program Management.....	26
B. Develop Unified Work Program	27
C. Prepare Transportation Improvement Program	28
APPENDICES	
A. Budget Narrative and Indirect Cost Estimates	
B. FY 2021 Unified Work Program Funding Sources	
C. FY 2021 UWP Responsible Agencies	
D. FY 2021 UWP Labor Estimates	
E. FY 2021 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 FHWA-approved final total budget
2. An Increase or reduction of funds in a category less than 25%

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

Amendment Policy

An amendment to the UWP will be defined as follows:

1. 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 2021 UWP has been formulated to address the major transportation issues and problems facing the Flint-Genesee County area. The identified issues establish the priorities for the UWP. Work activities are identified throughout the plan that address the identified issues/priorities. The amount of staff hours and funding will vary each fiscal year depending on the priority of the activity for the identified fiscal year.

A. SYSTEM-WIDE ISSUES

1. *Air Quality*

In November of 1990, the Clean Air Act Amendments were signed into law. These amendments substantially revise the federal-aid highway program in non-attainment areas (areas that are above the minimum threshold for a pollutant) due to its provisions for highway sanctions. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM₁₀) and less than 2.5 micrometer in diameter (PM_{2.5}). The sanctions can be imposed 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 21st 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 2021 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 2021 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 formation of a plan regarding the collection of MIRE data and potentially some data collection.

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>	
Agency	Cost
GCMPC	\$4,399
MTA	\$0
FHWA (PL)	\$19,838
MDOT (MTF)	\$7,593
TOTAL	\$31,830

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$24,237	440
MTA	\$0	0
MDOT	\$7,593	240
Consultant	\$0	0
TOTAL	\$31,830	680

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) and the 2045 Long Range Transportation Plan (LRTP).

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>	
Agency	Cost
GCMPC	\$652
MTA	\$0
FHWA (PL)	\$2,942
MDOT (MTF)	\$13,324
TOTAL	\$16,919

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,594	80
MTA	\$0	0
MDOT	\$13,324	400
Consultant	\$0	0
TOTAL	\$16,919	480

Much of the work related to Model Maintenance and Analysis will be accounted for through indirect staff costs.

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 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. Staff will continue to work with local units of governments and a consultant to conduct a more detailed study of potential roundabout locations to better assess the feasibility of specific locations. The consultant will provide planning level computer simulations, renderings, and other aids for a select number of locations. This will help to identify and prioritize good locations for future roundabouts and will give local units of government planning tools and analysis to use to help gain support for projects. This study began in the 2020 FY and will continue into the 2021 FY.

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 and I-475 extension feasibility study. Staff will work with a consultant to finalize a roundabout study of select locations in Genesee County. Any unanticipated products including those related to FAST Act implementation or new legislation as described above.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$110,009
MTA	\$0
FHWA (PL)	\$231,893
MDOT (MTF)	\$30,743
TOTAL	\$372,644

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$341,902	6,040
MTA	\$0	0
MDOT	\$30,743	920
Consultant	\$0	0
TOTAL	\$372,644	6,960

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 2021.

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 and ITS Integration Plan as needed.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$665
MTA	\$81,219
FHWA (PL)	\$369,267
MDOT (MTF)	\$0
TOTAL	\$451,151

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,665	80
MTA	\$0	0
MDOT	\$0	0
Consultant	\$447,486	7,880
TOTAL	\$451,151	7,960

IVC. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING: RIDESHARING

Objective

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

Major Work Elements

Staff will maintain a Local Ridesharing Office (LRO) within the offices of the Genesee County Metropolitan Planning Commission (GCMPC), and develop and implement appropriate ridesharing programs to meet the needs of Genesee and Lapeer Counties. Because the Flint-Genesee County area is the employment/service center, the major focus of the ridesharing program will be in the Flint-Genesee County area. Staff will, however, provide a complete program of information and assistance to Lapeer County. Also, staff will maintain and implement a participant match website/database for these areas. Additional services to be provided include the identification of strategic locations for transit friendly car pool lots. Staff will evaluate and implement various

promotional/marketing materials and methods for the Rideshare program such as billboard style advertisements, commercials, press releases, informational tables at events, and promotional giveaways such as pens, cups, etc.

Products

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

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$0
MTA	\$0
FHWA (PL)	\$0
MDOT (MTF)	\$0
CMAQ	\$62,373
TOTAL	\$62,373

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$62,373	1,120
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$62,373	1,120

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

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

IV. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING: SAFETY 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>	
Agency	Cost
GCMPC	\$2,772
MTA	\$0
FHWA (PL)	\$12,500
MDOT (MTF)	\$0
TOTAL	\$15,272

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$15,272	280
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$15,272	280

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 first year of the Air Quality Awareness program so staff will review various programs from across the country to build the program. Staff will 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 development of an Air Quality Awareness program and supporting educational and outreach materials.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$11,065
MTA	\$0
FHWA (PL)	\$0
MDOT (MTF)	\$0
CMAQ	\$49,898
TOTAL	\$60,963

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$60,963	0
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$60,963	0

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

Objective

To efficiently maintain and update a compliant multi-modal long range transportation plan. The long range transportation planning program involves the compilation of all the tools for analysis, evaluation and needs identification. These sections contribute 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>	
Agency	Cost
GCMPC	\$333
MTA	\$0
FHWA (PL)	\$1,500
MDOT (MTF)	\$3,871
TOTAL	\$5,704

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$1,833	40
MTA	\$0	0
MDOT	\$3,871	120
Consultant	\$0	0
TOTAL	\$5,704	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>	
Agency	Cost
GCMPC	\$49,303
MTA	\$0
FHWA (PL)	\$222,341
MDOT (MTF)	\$13,101
TOTAL	\$284,745

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$271,644	4,800
MTA	\$0	0
MDOT	\$13,101	400
Consultant	\$0	0
TOTAL	\$284,745	5,200

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 2022 and, if required, administrative modifications and amendments to the FY 2021 UWP. In addition, changes will be made to the UWP as a result of any new planning regulations.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$1,476
MTA	\$0
FHWA (PL)	\$6,654
MDOT (MTF)	\$1,935
TOTAL	\$10,064

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$8,130	160
MTA	\$0	0
MDOT	\$1,935	40
Consultant	\$0	0
TOTAL	\$10,064	200

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

Purpose

To efficiently prepare a multi-modal TIP outlining the projects being proposed, justification, type of improvement, priority rating, and respective costs through a transparent public process meeting the federal guidelines established for a TIP. In addition, this work element includes the maintenance of the TIP through amendments and administrative modifications as required. Changes to the TIP will also be made as a result of the interpretation and/or implementation of certain 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 2021 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.

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, 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>	
Agency	Cost
GCMPC	\$43,188
MTA	\$0
FHWA (PL)	\$194,763
MDOT (MTF)	\$3,870
TOTAL	\$241,821

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$237,951	4,200
MTA	\$0	0
MDOT	\$3,870	120
Consultant	\$0	0
TOTAL	\$241,821	4,320

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 2021

Fiscal Year 2021 will begin on October 1, 2020 and end on September 30, 2021.

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 2021. 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 2021 UNIFIED WORK PROGRAM FUNDING SOURCES

FUNDING SOURCES										
FISCAL YEAR 2020 UNIFIED WORK PROGRAM										
Activities	GCMP	PL	PL Transit	Carry Over--PL	Carry Over PL Transit	CMAQ*	HPP*	Subtotal (GCMP)	MTF (MDOT)	Total
III. DATA MANAGEMENT										
A. Data Management Systems	\$4,399	\$18,613	\$1,225					\$24,237	\$7,593	\$31,830
B. Data Inventory and Model Maintenance	\$652	\$1,123	\$1,819					\$3,594	\$13,324	\$16,919
Subtotal	\$5,051	\$19,736	\$3,044	\$0				\$27,831	\$20,917	\$48,749
IV. TSM PLANNING										
A. TSM Coordination	\$110,009	\$212,613	\$19,280					\$341,902	\$30,743	\$372,644
B. Transit Planning	** \$81,884	\$0	\$86,588		\$282,679			\$451,151	\$0	\$451,151
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	\$1,065					\$49,898		\$60,963	\$0	\$60,963
Subtotal	\$206,173	\$227,113	\$105,868	\$0	\$282,679	\$112,271	\$0	\$934,104	\$30,743	\$964,846
V. LONG-RANGE PLANNING										
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
VI. PLANNING SUPPORT										
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
GRAND TOTAL	\$305,524	\$613,844	\$167,175	\$0	\$282,679	\$112,271	\$0	\$1,481,493	\$74,437	\$1,555,929

**\$81,219 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
 Transit Emergency Management/Crisis Communications Plan - \$150,000
 Contactless Fare Mediums Implementation Plan - \$191,267

GCMP-C-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

Studies and other contracted services Obligated in FY 2020
 TSM Coordination -- Roundabout Location Feasibility Study \$264,207

Total GCMP Funding for FY 2020: \$1,745,700 **Total UWP Funding for FY 2020: \$1,820,136**

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$4,399	\$19,838	\$24,237
2. Data Inventory and Model Maintenance	\$652	\$2,942	\$3,594
Subtotal	\$5,051	\$22,780	\$27,831
II. TSM Planning			
1. TSM Coordination	\$110,009	\$231,893	\$341,902
2. Transit Planning	\$81,883.89	\$369,267	\$451,151
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	\$11,065	\$0	\$11,065
Subtotal	\$206,173	\$615,660	\$821,833
C. LONG-RANGE PLANNING			
1. Update Long Range Transportation Plan	\$333	\$1,500	\$1,833
Subtotal	\$333	\$1,500	\$1,833
D. PLANNING SUPPORT			
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
GRAND TOTAL	\$305,524	\$1,063,698	\$1,369,222

APPENDIX C

FISCAL YEAR 2021 UNIFIED WORK PROGRAM

RESPONSIBLE AGENCIES

RESPONSIBLE AGENCIES					
UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC</u>	<u>MDOT</u>	<u>MTA</u>	<u>CONSULTANT</u>	<u>TOTAL</u>
I. DATA MANAGEMENT					
A. Data Management Systems	\$24,237	\$7,593	\$0	\$0	\$31,830
B. Data Inventory and Model Maintenance	\$3,594	\$13,324	\$0	\$0	\$16,919
Subtotal	\$27,831	\$20,917		\$0	\$48,749
II. TSM PLANNING					
A. TSM Coordination	\$341,902	\$30,743	\$0	\$0	\$372,644
B. Transit Planning	\$3,665	\$0	\$0	\$447,486	\$451,151
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	\$60,963	\$0	\$0	\$0	\$60,963
Subtotal	\$486,618	\$30,743	\$0	\$447,486	\$964,846
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	\$1,833	\$3,871	\$0	\$0	\$5,704
IV. PLANNING SUPPORT					
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
GRAND TOTAL	\$1,034,007	\$74,437	\$0	\$447,486	\$1,555,929

APPENDIX D

FISCAL YEAR 2021 UNIFIED WORK PROGRAM - LABOR ESTIMATES

LABOR ESTIMATES UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMP HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
I. DATA MANAGEMENT					
A. Data Management Systems	440	240	0	0	680
B. Data Inventory and Model Maintenance	80	400	0	0	480
Subtotal	520	640	0	0	1160
II. TSM PLANNING					
A. TSM Coordination	6040	920	0	-	6960
B. Transit Planning	80	0	0	7,880	7960
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	1080	0	0	0	1080
Subtotal	7560	920	0.0	7880	16360
III. LONG-RANGE PLANNING					
A. Update Long Range Transportation Plan	40	120	0	0	160
Subtotal	40	120	0	0	160
IV. PLANNING SUPPORT					
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
GRAND TOTAL	17280	2240	0	7880	27400

APPENDIX E

FISCAL YEAR 2021 UNIFIED WORK PROGRAM - FLOW CHART

FLOW CHART UNIFIED WORK PROGRAM												
Activities	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
I. DATA MANAGEMENT												
A. Data Management Systems	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Data Inventory and Model Maintenance	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
II. TSM PLANNING												
A. TSM Coordination	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Transit Planning	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
C. Ridesharing	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
D. Pavement Management	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
E. Safety Planning	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
F. Air Quality Awareness	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
III. LONG-RANGE PLANNING												
A. Update Long Range Transportation Plan	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
IV. PLANNING SUPPORT												
A. Program Management	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
B. Develop Unified Work Program	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
C. Prepare Transportation Improvement Program	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑

APPENDIX F

Resolution

**RESOLUTION APPROVING THE
FY 2021 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 2021 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 2021 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 2021 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 2021 Unified Work Program, and

BE IT FURTHER RESOLVED, that the current FY 2020 Unified Work Program remain in effect until the FY 2021 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 27, 2020 to establish billing or final indirect costs rates for October 1, 2020 to September 30, 2021 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 27, 2020

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 7, 2020

SUBJECT: **Issues with Obligating FY 2020 TIP Projects due to Covid-19**

Local agencies with FY 2020 Transportation Improvement Program (TIP) projects are experiencing project delays due to the effects of Covid-19. Some committees skipped a meeting until they were set up for remote participation, and this delayed action items, including some contracts. Also, there have been delays getting responses from the State Historic Preservation Office (SHPO) due to decreased staffing levels there. The extra NEPA requirements that began in October 2019 continue to slow the approval process.

According to MDOT's calculations, approximately 60% of FY 2020 obligational authority had already been used by last month. Attached is a list of FY 2020 TIP projects that are still unobligated at the time of this memo. If these projects do not get obligated, Genesee County will lose approximately \$5.2 million in federal funds for FY 2020.

FY 2020 Unobligated TIP Projects as of 4/28/2020

Fiscal Year	Job #	Responsible Agency	Project Name	Limits	Length	Project Description	Phase	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source
2020	207658	Burton	S Grand Traverse St	South Bound Grand Traverse from Bristol Rd to Hemphill Rd	0.5	Road Rehabilitation	PE	\$42,144	\$0	\$10,556	\$52,700	STU
2020	207802	Fenton	W Shiawassee Ave	Shiawassee Ave. from Bent Oak St. to Adelaide St.	0.6	Road Rehabilitation	CON	\$351,578	\$0	\$159,354	\$510,932	STU
2020	207637	Flint	Robert T. Longway Blvd.	Chavez Dr. to E. Boulevard Dr.	0.5	Road Capital Preventive Maintenance	CON	\$1,000,645	\$0	\$250,161	\$1,250,806	STU/NH
2020	207665	Flint	Miller Rd	Miller Rd from Ballenger Hwy to Hammerberg Rd	1.4	Road Capital Preventive Maintenance with Restriping 4 to 3 Lane Reduction	PE	\$167,132	\$0	\$43,744	\$210,876	STU
2020	130618	GCRC	Linden Rd	At Grand Blanc Rd	0.2	Reconstruct Intersection as a Roundabout	CON	\$631,556	\$0	\$170,389	\$801,945	CM
2020	202159	GCRC	N Seymour Rd	Seymour Rd from Beecher Rd to Potter Rd	1.0	Road Rehabilitation-- Advance Construct 2021	CON	\$333,720	\$0	\$199,045	\$532,765	STL
2020	207632	GCRC	E Mount Morris Rd	E Mt. Morris Rd from Dort Hwy to Irish Rd	5.9	Road Rehabilitation	CON	\$1,290,845	\$0	\$322,712	\$1,613,557	STU/EDCF
2020	207662	GCRC	W Hill Rd	Hill Rd from Torrey Rd to Van Slyke Rd	1.0	Road Rehabilitation	CON	\$411,271	\$0	\$103,009	\$514,280	STU
2020	209451	GCMPC	Rideshare	Genesee & Lapeer Counties	n/a	Free Computerized Carpool and Vanpool Program	NI	\$112,271	\$0	\$0	\$112,271	CMG
2020	130821	MTA	Transit	MTA service area	n/a	Purchase of 15 new propane powered cutaway buses	NI	\$813,656	\$203,414	\$0	\$1,017,070	CM

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: May 7, 2020

SUBJECT: **Approval of the Genesee: Our County, Our Future Plan**

The draft *Genesee: Our County, Our Future* plan and supporting materials (technical reports and maps) are available on the <http://ourfuturegenesee.org/> website. The draft plan went through a 30-day public comment period which began March 9, 2020 and ended on April 7, 2020. No comments were received during the public comment period, or during the public hearing held on April 7th.

The three (3) public input sessions originally scheduled for the plan were cancelled due to Coronavirus concerns. However, the public had the opportunity to view the plan and submit questions and make comments 24/7 through e-mails, the plan website, and social media. Staff was also available during normal office hours to receive comments and answer questions.

The draft *Genesee: Our County, Our Future* plan meets all federal transportation requirements such as Air Quality, Environmental Justice, Environmental Mitigation and Consultation, Public Participation, Performance Measures, and Fiscal Constraint. The *Genesee: Our County, Our Future* Steering Committee approved the plan at its April 20, 2020 meeting.

At this time, staff is requesting a recommendation of approval to the Genesee County Metropolitan Alliance for the *Genesee: Our County, Our Future* Plan.