

Unified Work Program FY 2010 for the Flint/Genesee Metropolitan Area

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FY 2010 UNIFIED WORK PROGRAM

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I. INTRODUCTION

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

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

The 2000 census counts indicate a population of 436,141 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 2000 census count of 124,943 persons. It is the population and geographic center of the county.

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

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

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

UWP Amendments and Administrative Modifications

Administrative Modification

An administrative modification to the UWP will be defined as:

1. A change that does not modify the 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:

1. An addition or deletion of a work item
2. Change in the scope of a work item
3. Increase or reduction of funds in a category greater than or equal to 25%
4. A change that will modify the FHWA approved final total budget.

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

II. THE MAJOR TRANSPORTATION ISSUES

The FY 2010 UWP has been formulated to address the major transportation issues and problems facing the Flint-Genesee County area.

A. SYSTEM-WIDE ISSUES

1. Air Quality

In November of 1990, the Clean Air Act Amendments were signed into law. These amendments substantially revise the federal-aid highway program in ozone and carbon monoxide non-attainment areas due to its provisions for highway sanctions. The sanctions can be imposed statewide if those areas that are in non-attainment do not make adequate revisions to change their status. On April 15, 2004, the Environmental Protection Agency (EPA) designated Genesee County and Lapeer County as being in basic non-attainment and assigned a maximum attainment date of June 2009. This area is identified as the Flint Michigan Non-attainment Area. An Interagency Work Group (IAWG) was established to review federally funded transportation projects to ensure that new transportation projects will improve or at least not degrade current air quality levels.

The Michigan Department of Environmental Quality (MDEQ) first submitted a request to the Environmental Protection Agency (EPA) in January of 2007 to re-designate 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. Work items related to air quality that were required while the area was designated as a non-attainment will continue to be addressed while under the maintenance designation.

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 Activity IVA, TSM Coordination, the status of energy availability will be monitored.

3. *Transportation Revenue*

Always at 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 August 10, 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU builds on the foundation of the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act of the Twenty-first Century (TEA-21) legislation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure through FY 2009. The primary

revenue sources for this legislation are the 18.4 cent per gallon tax on gasoline and a 24.4 cent per gallon tax on diesel fuel. The core highway programs were increased from 5 to 6 from the previous TEA-21 legislation. The core highway programs for SAFETEA-LU are: interstate maintenance (IM); national highway system (NHS); surface transportation program (STP); bridge and bridge maintenance; congestion, mitigation, and air quality (CMAQ); and the new highway safety improvement program (HSIP). The equity bonus (EB) program replaced the TEA-21 minimum guarantee program.

Public Act 51 of 1951 is the state law that covers many transportation funding issues in the state. Largely unchanged since its inception nearly fifty years ago, Act 51 dictates that the majority of revenue from the Michigan Transportation Fund be distributed using complex formulas largely as follows: 39% to MDOT for state highways 61% to counties, cities and villages for local roads

Through activities described in the UWP, including: TSM Coordination, Transit Planning, Pavement Management Program, Update Long Range Multi-Modal Plan, Transportation Program Management, and Prepare Transportation Improvement Program, any changes in federal or state transportation legislation will be evaluated. Coordination of both highway improvement projects and transit services will be undertaken.

4. Environmental Justice

Federal Highways and Federal Transit have adopted a pro-active goal of addressing social and neighborhood issues throughout the Planning Process. Genesee County continues to implement more outreach into our Planning Process and will implement the Public Participation Plan (PPP) as required by the SAFETEA-LU legislation. Staff has also identified several work items in the UWP to address this. These work items can be found primarily under the Program Management, although there are additional elements in the Transportation Improvement Program (TIP) and in TSM and Transit Planning. Staff follows the PPP when working on the UWP, the LRTP, the TIP, and any specific studies such as Corridor and Trail Plans.

5. Intelligent Transportation Systems (ITS)

Genesee County has developed a county wide ITS Architecture and is now working toward a coordinated approach to implementing various forms of ITS. Staff has worked with the Mass Transportation Authority to develop and implement a Transit ITS deployment plan built off of the county wide ITS Architecture. The MTA has a consultant under contract and is building their ITS which includes a central ITS monitoring center including a 900 megahertz transmitter and receiver, automated vehicle locator (AVL) systems installed in fleet vehicles, computers and software to monitor and report the status of vehicles along their routes, and a computerized scheduling system for Your Ride services. The MTA has offered the use of the ITS infrastructure to other road agencies in Genesee County.

Road Agencies have started to implement ITS technologies to help reduce congestion such as connecting and optimizing signals to improve traffic flow. The Genesee County Road Commission has connected and optimized the Miller and Linden Road Corridors. The City of Flint using recommendations from the Downtown Flint Parking and One-Way Street study conducted by staff and a consultant, will be switching many of the downtown one-way streets to a two-way system and will be upgrading traffic signal hardware allowing the system to be connected and optimized. The Michigan Department of Transportation (MDOT) will be implementing an ITS system along I-69 to monitor traffic along the I-69, I-75, and I-475 corridors. This will include installation of pavement sensors, changeable message signs, and cameras. The system will monitor traffic and provide information to travelers along the corridors such as current conditions and alternative routes.

6. Safety

This is a System Wide issue affecting all modes of transportation. Genesee County agencies, while always integrating safety into the planning process, are now placing an emphasis on Safety Planning. Staff is doing this through several different avenues that includes an annual safety forum, analyses of crash data for trends, a “mix of fixes” for problem areas, incorporating safety as a factor in TIP project selection, and more awareness of safety planning for local road agencies.

Staff is working with local road agencies to implement a safety study of select Genesee County corridors completed in cooperation with the Michigan State Police and Wayne State University. For the FY 2010 MDOT Call for Safety Projects it was stated that the focus of the program was to fund fatal and serious injury crashes. Staff put together a call for projects notice to the local road agencies. This call included information from the safety study and staff encouraged locals to select projects that addressed areas with fatal and/or serious injuries and/or sites that were included in the safety study. Safety projects submitted to MDOT were prioritized locally using these factors. The study was also included as an element in the 2008-2011 TIP call for projects.

B. MODAL ISSUES

1. Highways

The Flint-Genesee County 2035 Long Range Transportation Plan was completed, and approved in 2009. It serves as the foundation for many of the transportation planning and improvement activities undertaken in the area. Genesee County's economy is still strongly tied to the success or failure of General Motors. Staff will continue to identify land use changes as part of the process to update the Long Range Transportation Plan. In addition, several clarifications in requirements for the Long Range Transportation Plan have been addressed including the 8 planning factors outlined in SAFETEA-LU and the six management systems.

During the highway construction boom, interest focused on long-term projects. As a result, maintenance of the existing road network has generally been neglected. Most of the pavements built during the highway construction boom have either exceeded or are nearing their 20-year life expectancy. Maintenance activities used generally do not improve the longevity of the roadway. This method was sufficient when dealing with a limited number of roads which would receive major rehabilitation on a scheduled basis. However, the method is no longer adequate or efficient to handle the number of roads in need of attention.

Through activities described in the Pavement Management Program, a consistent evaluation process has been developed for the roads that qualify for federal aid in the county. This system assists in targeting necessary improvements and maintenance of the roads through continual monitoring of their surface conditions. PAVER was the pavement evaluation system used to evaluate the condition of the Genesee County Road network until 2007. In 2007 the PASER pavement evaluation system, after several years of evaluation, was selected as the system to be used for pavement evaluation and in the criteria for Transportation Improvement Program (TIP) project selection. Staff will continue to keep historic PAVER information and will continue to update PASER data in the County's GIS system.

2. Transit Routes

The Flint Mass Transportation Authority (MTA) provides public transit service to over 5 million passengers annually through five types of service. The MTA currently operates primary routes, senior shopper service, peak routes, regional routes, and paratransit service.

There are fourteen primary routes. Thirteen (13) of the primary routes depart from the terminal located at the Inter-modal Transportation Center in downtown Flint. These routes radiate out into the City of Flint and selected locations in Genesee County. The primary fixed routes operate from 6:30 a.m. to 6:30 p.m. on thirty (30) minute intervals and on one (1) hour intervals until 12:00 a.m.

Saturday service operates from 6:30 a.m. to 12:00 a.m. on one (1) hour intervals and on Sunday from 9:00 a.m. to 7:30 p.m. on one (1) hour intervals.

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

The MTA also provides a demand response paratransit service known as "Your Ride". This service supplements fixed routes and serves those sectors of the public who cannot effectively use the regular fixed route services, due to disability or lack of access to a nearby fixed route. Within the City of Flint, eligibility is limited to persons who have mobility restrictions. Outside the fixed route area, any Genesee County resident can use the Your Ride service. The MTA has eleven (11) Your Ride Service Centers with locations in Burton, East Flint, West Flint, Grand Blanc, Fenton, Flushing, 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 connect with suburban Detroit transit routes. This service is provided seven (7) days a week to meet the transportation needs of Genesee County residents.

Through Transit Planning, staff will continue to address transit needs within Genesee County.

3. Air

Bishop International Airport, dedicated in 1934, generates \$189 million in business activity annually as well as \$14 million in income and sales tax revenue. In addition, it serves more than one million passengers each year through seven commercial airlines and handles more than 33 million pounds of cargo annually. The airport, with a staff of 50 full- and part-time employees, is managed by a nine-member authority appointed by the mayor of Flint and the Genesee County Board of Commissioners. The airport is currently working to expand its intermodal facilities.

The \$33.7-million Bishop intermodal project, scheduled for completion in 2009, will capitalize on the Flint area's strategic location along national and international trade corridors as Bishop has direct access to interstates I-69 and I-75 as well as two major railroad systems. The intermodal hub, as envisioned by the 2001 joint transportation study by the Metro, the Flint Area Chamber of Commerce and the Michigan Department of Transportation, will provide for a

variety of air/truck/rail operations as well as foreign trade zone facilities. In addition to improvements to the tarmac and ramp areas, the project will include:

- expansion and improvements to the existing aircraft-to-truck intermodal transfer facility;
- an intermodal cargo storage facility;
- additional truck docks; and
- construction of new access ways to West Bristol Road.

The community has received High Priority funding in the SAFETEA-LU legislation and many local grants to help with costs associated with expansion of the intermodal facilities at Bishop International Airport. Through the TSM Coordination activity, Staff will continue to monitor activities involving Bishop Airport.

4. Rail

Railroad grade crossings have been the major issues in rail transportation. Beginning with the TEA-21 authorization, HPP funds have been dedicated to making improvements to several rail crossings in southwestern Genesee County. These HPP crossing improvements were completed in 2007 fiscal year. Staff will continue to work with local road agencies to identify and evaluate railroad grade crossings in Genesee County. Other important issues include the impact of federal cuts on local AMTRAK service and track improvements. Despite repeated attempts by various administrations to reduce or eliminate federal financial support, there is still a clear Congressional mandate to continue operating a national system of rail passenger service. The Flint AMTRAK terminal is located at the Dort Highway MTA Administration Building.

5. Non-motorized

Staff will continue to integrate non-motorized transportation into transportation planning in Genesee County. Through activities described in Update Long-Range Transportation Plan and the Transportation Improvement Program, staff will address the area non-motorized needs and assist local jurisdictions with any 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. For the development of this plan staff formed the Genesee County Regional Trail Council to guide plan development. This council is made up of trail advocates and local units of government and will continue to meet focusing on trail planning and plan implementation.

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 2010 work program. In the following work elements, Staff has indicated how the UWP elements are related to elements in the statewide process. This highlights the coordination and shared data gathering inherent in the planning process. One area of key importance to staff is the opportunity for more coordination on a local, regional and state level.

Please note that GCMPC is identified in the “Funding Sources” and “Funding Use by Agency” tables on the following pages rather than Metro. This correctly identifies GCMPC as the entity that provides the match for federal funds and as the entity that is reimbursed for work performed for the identified work items.

IIIA. DATA MANAGEMENT: DATA MANAGEMENT SYSTEMS

Objective

To collect and process land development, socioeconomic, and transportation data, which will be incorporated into an information management system. This information will be utilized to support all phases of the transportation planning process, including long range 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 Claritis databases. Other databases will be evaluated and incorporated into the management system as necessary

Transportation Data: Staff will work with other transportation agencies, such as MDOT and the MTA, to develop and maintain transportation related databases and incorporate this information into the management system. Transportation data includes information for automobiles, transit, rail, air, and freight and is related to service type, quality, use (counts), safety, and inventory.

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

Products

Products will include a maintained database and GIS management system for Genesee County. Reports and graphics illustrating data analysis will be developed as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$16,454
MTA	\$0
FTA (8)	\$5,500
FHWA (PL)	\$68,000
MDOT	\$1,349
SPR	\$5,397
TOTAL	\$96,700

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$89,954	1,600
MTA	\$0	0
MDOT	\$6,746	200
Consultant	\$0	0
TOTAL	\$96,700	1,800

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 MOBLE 6.x emissions model to evaluate air quality conformity of the LRTP and TIP, and amendments to each document. 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, utilized in the census transportation planning package 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. Staff will work to better integrate congestion management into the transportation model, improving the CMP.

Staff will work with the modeling consultant and MDOT to run and update the transportation model and for model training.

Products

Model network attributes and factors will be updated with the assistance of MDOT and a consultant. Updates 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. 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	\$37,772
MTA	\$0
FTA (8)	\$10,500
FHWA (PL)	\$158,500
MDOT	\$2,361
SPR	\$9,444
TOTAL	\$218,577

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$134,272	2,360
MTA	\$0	0
MDOT	\$11,805	360
Consultant	\$72,500	1,280
TOTAL	\$218,577	4,000

**IVA. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
TSM ACTIVITY COORDINATION**

Objective

To coordinate a short-range program intended to identify feasible traffic engineering, regulatory, public transportation, and various other measures that would provide for a more efficient utilization of existing transportation facilities. This activity will also enhance and complement the ridesharing activity to decrease the number of vehicles on the roadway and the long range transportation planning activity to improve the air quality and decrease energy use in Genesee County.

Major Work Elements

Staff will prepare for and conduct meetings related to transportation planning such as the Technical Advisory Committee and its' subcommittees. Staff will monitor and perform work related to non-motorized and intermodal transportation, congestion management, access management, Intelligent Transportation Systems (ITS), traffic flow, parking and other transportation system related elements. This includes work items such as workshops, reports and/or plan development. The I-475 extension feasibility study will be developed under this work item. 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.

Staff will perform any unanticipated work resulting from SAFETEA-LU and or Air Quality requirements.

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 I-475 extension feasibility study. Any unanticipated products related to SAFETEA-LU or Air Quality compliance.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$194,124
MTA	\$0
FTA (8)	\$35,534
FHWA (PL)	\$294,210
MDOT	\$5,456
SPR	\$21,825
HPP	\$480,000
TOTAL	\$1,031,148

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$505,868	8,920
MTA	\$0	0
MDOT	\$27,281	800
Consultant	\$498,000	8,800
TOTAL	\$1,031,148	18,520

**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.

The information collected will be incorporated into Activity VA, Update Long-Range Transportation Plan and serve as the transit element of the Long-Range Transportation Plan.

Major Work Elements

Staff will be in attendance at MTA meetings including Local Advisory Council meetings. Staff will assist the MTA in the determination of new fixed routes transit related surveys, ITS integration plan, and the development and update of transit related plans such as the coordinated Public Transit-Human Services Transportation Plan. MTA staff will continue to collect information regarding the Your Ride Program and a survey of public and user opinion of the public transit system will be completed. Staff will work with the MTA to ensure transit projects in the TIP and LRTP demonstrate fiscal constraint. Metro will also coordinate with the MTA on matters related to land use issues for the region so that access to public transportation will be a consideration as new developments are planned.

Staff with the assistance of a consultant will conduct a Bus Rapid Transit (BRT) study for the MTA along the I-75 corridor from Bay City to Detroit.

Products

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

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$0
MTA	\$178,782
FTA (8)	\$715,128
FHWA (PL)	\$0
MDOT	\$0
SPR	\$0
TOTAL	\$893,910

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$0	0
MTA	\$0	0
MDOT		0
Consultant	\$893,910	15,760
TOTAL	\$893,910	15,760

*\$675,128 is carryover from previous years.

**IVC. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING:
RIDESHARING**

Objective

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

Major Work Elements

Staff will maintain a Local Ridesharing Office (LRO) within the offices of the Genesee County Metropolitan Planning Commission (GCMPC), and develop and implement appropriate ridesharing programs to meet the needs of the Flint Non-Attainment area. Because the Flint-Genesee County area is the employment/service center, the major focus of the ridesharing program will be in the Flint-Genesee County area. Staff will, however, provide a complete program of information and assistance to Lapeer County. Also, staff will maintain and implement a participant match database for these areas. Additional services to be provided include the identification of strategic locations for transit friendly car pool lots. Staff will evaluate and implement various promotional/marketing materials and methods for the Rideshare program such as billboard style advertisements, commercials, press releases, informational tables at events, and promotional giveaways such as pens, cups, etc.

Products

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

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$0
MTA	\$0
FTA (8)*	\$0
FHWA (PL)	\$0
MDOT	\$0
SPR	\$0
CMAQ	\$80,000
TOTAL	\$80,000

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$80,000	1,400
MTA	\$0	0
MDOT		0
Consultant	\$0	0
TOTAL	\$80,000	1,400

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

Objective

To operate a Pavement Management Program for all roads in Genesee County with the exception of roads classified as local.

Major Work Elements

Staff will continue to evaluate and monitor ongoing maintenance and reconstruction projects within the pavement management network as to their relationship to the pavement management program. Assistance will be provided to local road agencies for data collection procedures and project selection, implementing maintenance procedures and showing the results of maintenance efforts, and other pavement management related requests. Staff will continue to integrate pavement management data into the County GIS system.

Products

Staff will prepare a PASER condition summary for Metro and detailed reports as requested by the local units of government or agencies responsible for roads in Genesee County. Staff will continue to maintain the pavement management system, including software updates, and evaluate and implement new technologies and software as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$665
MTA	\$0
FTA (8)	\$0
FHWA (PL)	\$3,000
MDOT	\$0
SPR	\$0
TOTAL	\$3,665

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,665	80
MTA	\$0	0
MDOT		0
Consultant	\$0	0
TOTAL	\$3,665	80

IVE. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLANNING: SAFETY CONSCIOUS PLANNING

Objective

SAFETEA-LU 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 and/or a consultant will complete a Safety Profile at a County-wide and by Community levels. Staff will provide assistance with analysis and studies of high crash corridors and intersections as requested. Staff will continue to evaluate and implement safety analysis software. Staff will document all safety planning activities.

Staff will continue to explore partnerships with other organizations, such as the, partnership with the Michigan State Police and Wayne State University for the intersection safety study, to help improve safety and leverage additional safety money for the region. Future partnerships may include organizations such as the AAA Foundation for Traffic Safety, insurance agencies, and continued partnerships with the Michigan State Police and Wayne State University

Products

Products for this work item include a safety profile, safety forum, analysis and studies of high crash corridors and intersections as requested, 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	\$2,842
MTA	\$0
FTA (8)	\$2,500
FHWA (PL)	\$10,000
MDOT	\$0
SPR	\$0
TOTAL	\$15,342

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$15,342	280
MTA	\$0	0
MDOT	\$0	0
Consultant	\$0	0
TOTAL	\$15,342	280

VA. LONG-RANGE TRANSPORTATION PLANNING PROGRAM: UPDATE LONG-RANGE MULTI-MODAL PLAN

Objective

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

Major Work Elements

Staff will monitor and update the 2035 LRTP as needed. Updates will include administrative modifications or amendments due to changes in projects or requirements that may result from new transportation legislation.

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.
- 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 should 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 new transportation legislation.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$8,794
MTA	\$0
FTA (8)	\$5,000
FHWA (PL)	\$34,022
MDOT	\$688
SPR	\$2,752
TOTAL	\$51,257

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$47,816	840
MTA	\$0	0
MDOT	\$3,440	120
Consultant	\$0	0
TOTAL	\$51,257	960

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 SAFETEA-LU, ACT 51 funding, and Economic Development Fund Programs for updates and to address any required changes as necessary. Staff will implement the statewide planning process and work with the MTPA Directors to set priorities and policies.

Through this activity, staff will document the evaluation of public outreach efforts of Metro plans, programs, and other work activities as outlined in the Public Participation Plan (PPP). This information will be used to update the PPP and other improvement outreach efforts of the Metro. To help incorporate public comment received regarding Metro documents and programs there will be at least a two week period between the end of a comment period and committee action.

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 (Lapeer, Shiawassee, Saginaw, and SEMCOG

Region) on parts of the Flint/Genesee urbanized area that fall outside the metro planning area.

Products

Products for this work item include monthly progress reports submitted to MDOT, programs/agendas for policy and committee meetings, Final Acceptance Report for the most recently completed fiscal year, a transportation planning process summary for use by the public, newsletters and presentations at public meeting as necessary.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$30,824
MTA	\$0
FTA (8)	\$13,383
FHWA (PL)	\$123,918
MDOT	\$2,333
SPR	\$9,333
TOTAL	\$179,791

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$168,125	2,960
MTA	\$0	0
MDOT	\$11,666	360
Consultant	\$0	0
TOTAL	\$179,791	3,320

VIB. PLANNING SUPPORT: DEVELOP UNIFIED WORK PROGRAM (UWP)

Purpose

To prepare the Unified Work Program.

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. In addition, any changes to the UWP as a result of the SAFETEA-LU authorization will be accomplished under this element.

Products

Staff will complete a UWP for FY 2011 and, if required, amendments to the FY 2010 UWP. In addition, any changes will be made to the UWP as a result of the SAFETEA-LU requirements and any new planning regulations.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$693
MTA	\$0
FTA (8)	\$1,000
FHWA (PL)	\$2,000
MDOT	\$344
SPR	\$1,376
TOTAL	\$5,414

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$3,693	80
MTA	\$0	0
MDOT	\$1,720	40
Consultant	\$0	0
TOTAL	\$5,414	120

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

Purpose

To utilize the SAFETEA-LU guidelines in evaluation of projects being proposed for the TIP. To prepare a TIP outlining the projects being proposed, justification, type of improvement, priority rating, and respective costs. Maintenance of the TIP including amendments and administrative modifications as required.

Major Work Elements

The FY 2008-2011 TIP document was developed and approved in FY 2007. FY 2010 work items for the FY 2008-2011 TIP will focus on maintenance of the TIP, which include working with TIP project agencies to monitor project status, preparation of status reports, preparation of amendments and administrative modifications to the TIP as requested by the TIP project agencies, air quality analysis related to TIP amendments, preparation and publication of an annual report as outlined in SAFETEA-LU, and public participation and documentation of public participation for the previously identified work items following the Public Participation Plan requirements.

Staff will work to develop the FY 2011-2014 TIP and have an approved SAFETEA-LU compliant TIP in place for the 2011 fiscal year. Work items will include TIP project application development, a call for projects, public participation efforts, project selection, plan development, plan approval, and other unanticipated work associated with TIP development.

Staff will use the newly developed common data format for the development of the TIP. Staff will continue to develop the TIP database and evaluate software that will make the TIP process more uniform statewide.

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

- MPO staff will work closely with state and federal transportation partners to further integrate freight planning into the transportation planning process.
- MPO staff will work closely with local officials and interests to inventory and monitor freight routes and intermodal facilities within the metropolitan area.
- MPO staff will work closely with local officials and stakeholders to monitor freight related issues within the metropolitan area.

Products

Products for this work item include an approved SAFETEA-LU Compliant FY 2011-2014 TIP, amendments and administrative modifications to the FY 2008-2011 TIP and FY 2011-2014 TIP as necessary, an updated TIP database, TIP project status reports, and documentation of TIP public participation/outreach efforts. Staff will also publish, in accordance with the TIP notice requirements as identified in the Public Participation Plan, an annual listing of projects that were obligated, let for bid, under construction and/or completed during the previous fiscal year no more than 90 calendar days following the end of the represented fiscal year.

<i>Funding Sources</i>	
Agency	Cost
GCMPC	\$31,030
MTA	\$0
FTA (8)	\$39,325
FHWA (PL)	\$95,600
MDOT	\$688
SPR	\$2,752
TOTAL	\$169,396

<i>Funding Use by Agency</i>		
Agency	Cost	Hours
GCMPC	\$165,955	2,920
MTA	\$0	0
MDOT	\$3,440	120
Consultant	\$0	0
TOTAL	\$169,396	3,040

APPENDICES

APPENDIX A

BUDGET NARRATIVE AND INDIRECT COST ESTIMATES

BUDGET NARRATIVE

Fiscal Year 2010

Fiscal Year 2010 will begin on October 1, 2009 and end on September 30, 2010.

Genesee County Metropolitan Planning Commission and Mass Transportation Contractual Relationship

The FTA funds shown in this UWP will be applied for by staff. The MTA will contract with the staff to carry out a portion of the work. Each agency will provide its own local match for the federal funds it receives.

GCMPC

GCMPC will provide its own cash match for FHWA and FTA funding. The match (18.75% for FHWA and 20% for FTA) will be shown in the funding source table next to the agency participating.

MDOT Match

Local match for SPR funds will be shown in the UWP for fiscal year 2010. 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 2010 UNIFIED WORK PROGRAM FUNDING SOURCES

**FUNDING SOURCES
FISCAL YEAR 2010 UNIFIED WORK PROGRAM**

Activities	GCMP	PL	FTA	Carry Over--PL	Carry Over--FTA	Ridesharing*	HPP*	Subtotal (GCMP)	SPR Match (MDOT)	SPR (MDOT)	Subtotal (MDOT)	Total
I. DATA MANAGEMENT												
A. Data Management Systems	\$16,454	\$68,000	\$5,500					\$89,954	\$1,349	\$5,397	\$6,746	\$96,700
B. Data Inventory and Model Maintenance	\$37,772	\$86,000	\$10,500	\$72,500				\$206,772	\$2,361	\$9,444	\$11,805	\$218,577
Subtotal	\$54,226	\$154,000	\$16,000	\$72,500				\$296,726	\$3,710	\$14,841	\$18,551	\$315,277
II. TSM PLANNING												
A. TSM Coordination	\$194,124	\$136,210	\$35,534	\$158,000			\$480,000	\$1,003,868	\$5,456	\$21,825	\$27,281	\$1,031,148
B. Transit Planning	** \$178,782	\$0	\$40,000		\$675,128			\$893,910	\$0	\$0	\$0	\$893,910
C. Ridesharing						\$80,000		\$80,000	\$0	\$0	\$0	\$80,000
D. Pavement Management	\$665	\$3,000						\$3,665	\$0	\$0	\$0	\$3,665
E. Safety Planning	\$2,842	\$10,000	\$2,500					\$15,342				\$15,342
Subtotal	\$376,413	\$149,210	\$78,034	\$158,000	\$675,128	\$80,000	\$480,000	\$1,996,785	\$5,456	\$21,825	\$27,281	\$2,024,066
III. LONG-RANGE PLANNING												
A. Update Long-Range Plan	\$8,794	\$34,022	\$5,000	\$0	\$0			\$47,816	\$688	\$2,752	\$3,440	\$51,257
Subtotal	\$8,794	\$34,022	\$5,000	\$0	\$0			\$47,816	\$688	\$2,752	\$3,440	\$51,257
IV. PLANNING SUPPORT												
A. Program Management	\$30,824	\$123,918	\$13,383					\$168,125	\$2,333	\$9,333	\$11,666	\$179,791
B. Develop Unified Work Program	\$693	\$2,000	\$1,000					\$3,693	\$344	\$1,376	\$1,720	\$5,414
C. Prepare Transportation Improvement Program	\$31,030	\$95,600	\$39,325					\$165,955	\$688	\$2,752	\$3,440	\$169,396
Subtotal	\$62,548	\$222,518	\$53,708	\$0	\$0			\$337,774	\$3,365	\$14,518	\$16,826	\$354,600
GRAND TOTAL	\$501,981	\$558,750	\$152,742	\$230,500	\$675,128	\$80,000	\$480,000	\$2,679,101	\$13,220	\$53,936	\$66,098	\$2,745,200

**\$178,782 of match to be provided by the MTA

*Ridesharing Funds are being requested under a separate application.

Studies and other contracted services

Transit Planning -- Transit Studies \$275,000
 Model -- Transportation Model Consultant - \$72,500
 TSM Coordination -- Transportation Study - \$158,000
 I-475 Extension Feasibility Study - \$480,000
 Transit Bus Rapid Transit (BRT) Study \$400,128

GCMP-C-Genesee County Metropolitan Planning Commission Local Match
 PL-Federal Funds for Planning Activities from the Federal Highway Administration
 FTA-Federal funds for Transit Planning from Federal Transit Administration
 Ridesharing-Congestion Mitigation and Air Quality funds.
 SPR-State Planning and Research funds
 HPP-High Priority Projects

Funding Sources - Transportation Planning Funds and GCMPC Match			
Activities	GCMPC	PL	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$15,079	\$68,000	\$83,079
2. Data Inventory and Model Maintenance	\$35,147	\$158,500	\$193,647
Subtotal	\$50,226	\$226,500	\$276,726
II. TSM Planning			
1. TSM Coordination	\$65,240	\$294,210	\$359,450
2. Transit Planning	\$0.00	\$0	\$0
3. Ridesharing	\$0	\$0	\$0
4. Pavement Management	\$665	\$3,000	\$3,665
5. Safety Planning	\$2,217	\$10,000	\$12,217
Subtotal	\$68,123	\$307,210	\$375,333
C. LONG-RANGE PLANNING			
1. Update Long-Range Plan	\$7,544	\$34,022	\$41,566
Subtotal	\$7,544	\$34,022	\$41,566
D. PLANNING SUPPORT			
1. Program Management	\$27,478	\$123,918	\$151,396
2. Develop Unified Work Program	\$443	\$2,000	\$2,443
3. Prepare Transportation Improvement Program	\$21,199	\$95,600	\$116,799
Subtotal	\$49,121	\$221,518	\$270,639
GRAND TOTAL	\$175,014	\$789,250	\$964,264

Funding Sources - FTA and GCMPC Match			
Activities	GCMPC	FTA	Total
A. DATA MANAGEMENT			
1. Data Management Systems	\$1,375	\$5,500	\$6,875
2. Data Inventory and Model Maintenance	\$2,625	\$10,500	\$13,125
Subtotal	\$4,000	\$16,000	\$20,000
B. TSM PLANNING			
1. TSM Coordination	\$8,884	\$35,534	\$44,418
2. Transit Planning match is provided by the MTA	\$178,782	\$715,128	\$893,910
3. Ridesharing			
4. Pavement Management			
5. Safety Planning	\$625	\$2,500	\$3,125
Subtotal	\$188,291	\$753,162	\$941,453
C. LONG-RANGE PLANNING			
1. Update Long-Range Plan	\$1,250	\$5,000	\$6,250
Subtotal	\$1,250	\$5,000	\$6,250
D. PLANNING SUPPORT			
1. Program Management	\$3,346	\$13,383	\$16,729
2. Develop Unified Work Program	\$250	\$1,000	\$1,250
3. Prepare Transportation Improvement Program	\$9,831	\$39,325	\$49,156
Subtotal	\$13,427	\$53,708	\$67,135
GRAND TOTAL	\$206,968	\$827,870	\$1,034,838

APPENDIX C

FISCAL YEAR 2010 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	\$89,954	\$6,746			\$96,700
B. Data Inventory and Model Maintenance	\$134,272	\$11,805		\$72,500	\$218,577
Subtotal	\$224,226	\$18,551		\$72,500	\$315,277
II. TSM PLANNING					
A. TSM Coordination	\$505,868	\$27,281		\$498,000	\$1,031,148
B. Transit Planning				\$893,910	\$893,910
C. Ridesharing	\$80,000				\$80,000
D. Pavement Management	\$3,665				\$3,665
E. Safety Planning	\$15,342				\$15,342
Subtotal	\$604,875	\$27,281	\$0	\$1,391,910	\$2,024,066
III. LONG-RANGE PLANNING					
A. Update Long - Range Plan	\$47,816	\$3,440			\$51,257
IV. PLANNING SUPPORT					
A. Program Management	\$168,125	\$11,666			\$179,791
B. Develop Unified Work Program	\$3,693	\$1,720			\$5,414
C. Prepare Transportation Improvement Program	\$165,955	\$3,440			\$169,396
Subtotal	\$337,774	\$16,826			\$354,600
GRAND TOTAL	\$1,214,691	\$66,098	\$0	\$1,464,410	\$2,745,200

APPENDIX D

FISCAL YEAR 2010 UNIFIED WORK PROGRAM - LABOR ESTIMATES

LABOR ESTIMATES UNIFIED WORK PROGRAM					
<u>Activities</u>	<u>GCMPC HOURS</u>	<u>MDOT HOURS</u>	<u>MTA HOURS</u>	<u>CONSULTANTS HOURS</u>	<u>TOTAL HOURS</u>
I. DATA MANAGEMENT					
A. Data Management Systems	1600	200		0	1800
B. Data Inventory and Model Maintenance	2360	360		1280	4000
Subtotal	3960	560		1280	5800
II. TSM PLANNING					
A. TSM Coordination	8920	800		8,800	18520
B. Transit Planning				15,760	15760
C. Ridesharing	1400				1400
D. Pavement Management	80				80
E. Safety Planning	280				280
Subtotal	10680	800		24560	36040
III. LONG-RANGE PLANNING					
A. Update Long-Range Plan	840	120			960
Subtotal	840	120			960
IV. PLANNING SUPPORT					
A. Program Management	2960	360			3320
B. Develop Unified Work Program	80	40			120
C. Prepare Transportation Improvement Program	2920	120			3040
Subtotal	5960	520			6480
GRAND TOTAL	21440	2000		25840	49280

APPENDIX E

FISCAL YEAR 2010 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												
III. LONG-RANGE PLANNING												
A. Update Long-Range Plan												
IV. PLANNING SUPPORT												
A. Program Management												
B. Develop Unified Work Program												
C. Prepare Transportation Improvement Program												

APPENDIX F

Resolution

**RESOLUTION APPROVING THE
FY 2010 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 2030 Transportation Plan and the FY 2010 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 2010 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 2010 Unified Work Program is consistent with the Flint-Genesee County 2030 Transportation Plan, and

BE IT FURTHER RESOLVED, that the Genesee County Metropolitan Alliance approves the FY 2010 Unified Work Program, and

BE IT FURTHER RESOLVED, that the current FY 2009 Unified Work Program remain in effect until the FY 2010 Unified Work Program has been approved by the Michigan Department of Transportation and the Governor, and has been found acceptable by the Federal Highway Administration, and the Federal Transit Administration.



Robert Johnson, Chairperson
Genesee County Metropolitan Alliance

6-17-09

DATE:

APPENDIX G

Certification

Certification of Indirect

Cost Proposal

I hereby certify that the information contained in the Genesee County Metropolitan Planning Commission's indirect cost proposal for the fiscal year ending September 30, 2010, and which is enclosed was prepared in conformance with Federal Management Circular A-87 and the implementing instructions contained in the guide ASMB-C10 published by the Department of Health, Education and Welfare. I further certify: 1) that no costs other than those incurred by the grantee/contractor or allocated to the grantee/contractor via an approved central service cost allocation plan were included in its indirect cost pool as finally accepted, and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles, 2) that the same costs that have been treated as indirect costs have not been claimed as direct costs, 3) that similar types of costs have been accorded consistent accounting treatment, and 4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed herein is not subsequently found to be materially inaccurate.



Signature

Julie A. Hinterman

Name

Director-Coordinator

Title



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

Michigan Division

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

September 14, 2009

Ms. Susan P. Mortel, Bureau Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Mortel:

We have completed our review of the proposed FY 2010 Unified Planning Work Program (UPWP) and associated administrative requirements for the Flint urbanized area transmitted by your letter dated August 14, 2009. The UPWP contains appropriate planning activities that address local and statewide transportation issues.

The UPWP for the Flint urbanized area is approved and their provisional indirect cost rate is also approved effective October 1, 2009, for billing purposes during FY 2010.

MPO/Urban Area	Provisional Indirect Cost Rate
Flint	33.88%

Subject to availability of funds, the Department may request funding for the program in accordance with established procedures. If you or your staff has any questions regarding this matter, please contact me at (517) 702-1830.

Sincerely,

Christopher Dingman
Transportation Planner & Research Coordinator

For: James J. Steele
Division Administrator

Profile No. S-

