



Saginaw Area Transportation Agency – SATA
Phone: (989) 395-8544 email dmanley@satampo.org

POLICY COMMITTEE MEETING

Thursday, May 22, 2025, at 10:00 a.m.

Saginaw Transit Authority Regional Services (Boardroom)
615 Johnson Street
Saginaw, MI 48607

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Meeting ID: 240 786 100 447

Passcode: a8sD2Xe3

Agenda

- I. ROLL AND INTRODUCTION OF GUESTS
- II. AGENDA APPROVAL (**Action**)
- III. PUBLIC HEARING
 - A. Approval of Proposed FY 2023-2026 TIP (Amendments & Modifications)
Discussion and action taken under New Business action item (A).
- IV. APPROVAL OF MINUTES (**Action**)
 - A. Draft Policy Draft April 24, 2025, minutes (**Action**)
- V. PUBLIC COMMENT
- VI. PROJECT UPDATES (Road & Transit Agencies)
- VII. INFORMATION/FHWA/MDOT (**Updates**)
- VII. NEW BUSINESS
 - A. Approval of Proposed 2023-2026 TIP Amendments & Modifications (**Action**)
 - B. Motion to Close Public Hearing (**Action**)
 - C. 2026-2029 TIP and FY 2026 UWP Draft Documents (Approval subject to changes from MDOT/FHWA) (**Action**)
 - D. Other- 2026 – 2029 Draft TIP Public Engagement Opportunities Saturday, June 7, 2025, SVRC 4PM – 8PM Saginaw County Senior Picnic Friday, June 13, 2025, 10AM – 1PM
 - E. Next Policy meeting: June 26, 2025, 10:00 a.m. at (STARS)
- VIII. ADJOURNMENT

**SAGINAW AREA TRANSPORTATION AGENCY -SATA
DRAFT
POLICY COMMITTEE
MINUTES
Thursday, April 24, 2025
10:00 a.m.**

Travis Hare Chair opened the meeting at 10:05 a.m.

I. ROLL AND INTRODUCTION OF GUESTS

Voting Members Present:

Travis Hare
Nick Hornak
Jay Reithel
Amy Bidwell
Richard Bayus
Codie Brodie

Representing:

City of Saginaw
SCRC
Bay City - TSC
STARS
MDOT – SRP
EMCOG – (teams)

Guests:

Ronald Rangel – City of Saginaw

Staff Present:

Demetra Manley, Executive Director

II. AGENDA APPROVAL (Action)

Motion made by Hornak, seconded by Bayus, to approve the agenda as presented.

Ayes all. Opposed none. Motion carried.

III. PUBLIC HEARINGS

A. Proposed Amendments of the SATA 2023-2026 Transportation Improvement Program. The amendments are addressed under New Business Action Item new business.

Motion made by Reithel, seconded by Hornak, at 10:07 a.m. to open public hearing.

Ayes all. Opposed none. Motion carried.

IV. PUBLIC COMMENT

None brought before the committee.

V. Approval of March 27, 2025, Policy draft minutes (Action)

Committee members reviewed draft minutes.

Motion made by Hornak, seconded by Reithel, to approve the Policy March 27, 2025, draft minutes with a minor correction adding Jay Reithel to the attendance list.

Ayes all. Opposed none. Motion carried.

VI. PROJECTS UPDATES

Travis Hare – City of Saginaw, and Nick Hornak – SCRC and Amy Bridwell provided project updates.

M-13/M-81 Corridor Study Participation

Areas of focus for the corridor plan:

- M-13 (Washington Avenue and Veterans Memorial Parkway), from Hess Avenue north about 7.3 miles to I-75
- M-81 (Washington Avenue) from M-13 one (1) mile east, past the City of Saginaw's border with Buena Vista Township, to Outer Drive
- The Steering Committee 1st meeting will **take place after the regularly scheduled SATA meeting on May 15th at 11am. The SATA office is located at 4805 Towne Centre.**

VII. INFORMATION FHWA/ MDOT (update)

Richard Bayus – MDOT SRP mentioned FHWA is approving TIP package in a timely fashion, however transit projects are taking a few days longer and recommended:

- Urgent projects that need FHWA approval should be submitted separately from transit. Once FHWA approves then SATA can submit transit projects to FTA as a separate package.
- FHWA and FTA staff reductions due to early buyouts, no replacements is planned due to hiring freeze at the federal level.
- UWP's and TIP documents should exclude any diversity, equity, and inclusion (DEI) language.

- Amendment to the FY 2025 UWP adding potential study funds at STARS request is being processed at MDOT and will be forwarded to FHWA.

VIII. NEW BUSINESS

- A. Approval of Proposed FY 2023-2026 TIP Amendments & Modifications List (Action)**

See also jobnet report attached.

See also jobnet reports/Proposed TIP Amendment List attached.

Motion made by Hornak, supported by Reithel, to approve the attached Jobnet project Report/ including the 2023-2026 TIP Amendments/Modifications discussed at the meeting as presented.

Ayes all. Opposed none. Motion carried.

- B. Motion made Hornak, supported by Reithel, to close the public hearing at 10:33 a.m.**

Ayes all. Opposed none. Motion carried.

- C. Other – 2026-2029 TIP and FY 2026 UWP (update)**

- **Draft documents of the TIP and the UWP will be brought to the SATA Policy Committee for review and approval at the May meeting.**

- D. Next Policy meeting:** Thursday, May 22, 2025, 10:00 a.m. STARS Boardroom.

IX. ADJOURNMENT

There being no further SATA Policy Committee business meeting adjourned by Chair Travis Hare at 10:33 a.m.



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2025, 2026

Date: 04/10/2025

Page: 1 of 2

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status	
S/TIP Line Items																																								
2026	Trunkline	202649	Saginaw Area Transportation Agency (SATA)	Bay	MDOT	TSCwide	Signing Upgrade	29.048	Traffic Safety	Non-Freeway Sign Replacement	CON	Programmed	23-26	STG	Traffic And Safety - Signs			\$460,000	\$0	\$0	\$460,000	\$782,000	\$0	\$782,000	\$879,000	\$879,000.00	Admin Modification	03/27/2025			N/A	08/07/2026	10/02/2026		Phase Budget equal or over 24%		Pending			
2026	Trunkline	213337	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	PE	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			\$4,347	\$483	\$0	\$4,830	\$30,000	\$0	\$30,000	\$5,520,000	\$5,520,000.00	Admin Modification	03/04/2025	03/27/2025	03/27/2025	N/A	10/10/2025	02/06/2026		Phase Budget equal or over 24%		Pending			
2026	Trunkline	213337	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	CON	Programmed	23-26	HSIP,VRU	Traffic And Safety - Pavement Markings			\$795,501	\$88,389	\$0	\$883,890	\$5,490,000	\$0	\$5,490,000	\$5,520,000	\$5,520,000.00	Admin Modification	03/04/2025	03/27/2025	03/27/2025	N/A	12/12/2025	02/06/2026		Phase Budget equal or over 24%		Pending			
2026	Trunkline	213338	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	2.730	Traffic Safety	Application of special pavement markings on trunklines in Bay Region	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			\$1,449	\$161	\$0	\$1,610	\$10,000	\$0	\$10,000	\$0	\$0.00			03/27/2025	03/27/2025	N/A	10/10/2025	03/06/2026		Phase Abandoned		Pending			
2026	Trunkline	213338	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	2.730	Traffic Safety	Application of special pavement markings on trunklines in Bay Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			\$62,307	\$6,923	\$0	\$69,230	\$430,000	\$0	\$430,000	\$0	\$0.00			03/27/2025	03/27/2025	N/A	01/09/2026	03/06/2026		Phase Abandoned		Pending			
2026	Trunkline	213359	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All of SMATS MPO	23.843	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Bay Region	CON	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			\$5,072	\$564	\$0	\$5,635	\$35,000	\$0	\$35,000	\$35,000	\$35,000.00	Admin Modification	03/03/2025	03/27/2025	03/27/2025	N/A	10/13/2025			Phase Budget equal or over 24%		Pending			
2025	Trunkline	213847	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-58 E	from M-84 to Michigan Ave	1.326	Reconstructio n	Reconstruction	PE	Programmed	23-26	NH	Road - Rehabilitation and Reconstruction			\$1,800,700	\$349,387	\$49,913	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$24,480,000	\$24,480,000.00				N/A	08/18/2025	12/07/2029		Phase Added		Pending				
2025	Local	219891	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Sheridan Rd	at Curtis Road	0.120	Traffic Safety	Roundabout	CON	Programmed	23-26	EDD	TEDF Category D			\$0	\$169,000	\$0	\$169,000	\$910,960	\$0	\$910,960	\$910,960	\$1,105,960.00	Admin Modification	03/06/2025	08/24/2023	11/21/2023	N/A	04/11/2025	06/06/2025				Pending			
2025	Local	219891	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Sheridan Rd	at Curtis Road	0.120	Traffic Safety	Roundabout	CON	Programmed	23-26	HRRR	Safety			\$741,960	\$0	\$0	\$741,960	\$910,960	\$0	\$910,960	\$910,960	\$1,105,960.00	Admin Modification	03/06/2025	08/24/2023	11/21/2023	N/A	04/11/2025	06/06/2025				Pending			
2026	Local	222374	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Junction Rd	from Block Road to Reese Road	1.037	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	STL	STP - Rural/Flexible			\$469,650	\$0	\$117,412	\$587,062	\$587,062	\$0	\$587,062	\$587,062	\$647,062.00	Admin Modification	03/04/2025	11/21/2024	02/11/2025	N/A	10/10/2025	12/05/2025				Pending			
GPA Type Subtotals:			S/TIP Line Items															\$4,340,986		\$614,907		\$167,325		\$5,123,217																
Trunkline Road																																								
2025	Trunkline	221999	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-52	from St. Charles south village limits to M-46	9.278	Road Capital Preventive Maintenance	Single Course Chip Seal	CON	Programmed	23-26	ST	Road - Capital Preventive Maintenance			\$1,250,829	\$277,368	\$0	\$1,528,197	\$1,528,197	\$0	\$1,528,197	\$1,610,065	\$1,610,065.00	Admin Modification	11/13/2024			N/A	09/02/2025	11/07/2025		GPA over or over 25%		Pending			
GPA Type Subtotals:			Trunkline Road															\$1,250,829		\$277,368		\$0		\$1,528,197																



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2025, 2026

Date: 04/10/2025

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Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status	
Grand Total:																		\$5,591,815	\$892,275	\$167,325	\$6,651,414																			

Total Job Phases Reported: 10

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

- Preferences:
- Report Format: Standard
- FISCAL Year(s): 2025, 2026
- MPO/Non-MPO: Saginaw Area Transportation Agency (Saginaw)
- County: ALL
- Prosperity Region: ALL
- MDOT Region: ALL
- STIP Cycle: Fiscal Year 2023 - Fiscal Year 2026
- STIP Status: Pending
(A - Approved, P - Pending)
- Job Type: Trunkline, Local, Multi-Modal
- Phase Type: ALL
- Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)
- Amendment Type: ALL
- Template: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
- Finance System: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
- RTF: ALL
- Include S/TIP Exempt: Yes
- Include Delayed to Future S/TIP Cycle:Yes



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2025

Date: 05/15/2025

Page: 1 of 1

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status		
S/TIP Line Items																																									
2025	Trunkline	211118	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	I-675 W/Veterans Memorial Ramp	I-675 at Veterans Memorial Parkway	1.387	Reconstruction	Interchange Reconstruction	CON	Programmed	23-26	NH	Road - Rehabilitation and Reconstruction			\$9,304,708	\$1,833,740	\$229,552	\$11,368,000	\$11,368,000	\$0	\$11,368,000	\$12,632,009	\$12,632,009.00	Adjustment	05/15/2025			N/A	09/05/2025		11/07/2025			Phase Budget equal or over 24%		Pending		
GPA Type Subtotals:			S/TIP Line Items															\$9,304,708	\$1,833,740	\$229,552	\$11,368,000																				
Grand Total:																		\$9,304,708	\$1,833,740	\$229,552	\$11,368,000																				

Total Job Phases Reported: 1

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

Preferences:

- Report Format: Standard
- FISCAL Year(s): 2025
- MPO/Non-MPO: Saginaw Area Transportation Agency (Saginaw)
- County: ALL
- Prosperity Region: ALL
- MDOT Region: ALL
- STIP Cycle: Fiscal Year 2023 - Fiscal Year 2026
- STIP Status: Pending
(A - Approved, P - Pending)
- Job Type: Trunkline
- Phase Type: ALL
- Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)
- Amendment Type: ALL
- Template: Trunkline - ALL
- Finance System: Trunkline - ALL
- RTF: ALL
- Include S/TIP Exempt: No
- Include Delayed to Future S/TIP Cycle:No



TRANSPORTATION

IMPROVEMENT PROGRAM DRAFT



TIP 2026-2029
SAGINAW URBANIZED AREA

4805 TOWNE CENTRE ROAD SUITE 104 | SAGINAW, MI 48604

989-395-8544 | EMAIL: DMANLEY@SATAMPO.ORG

ADOPTED JUNE 2025

SAGINAW AREA TRANSPORTATION AGENCY (SATA)
FY 2026 - 2029
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TABLE OF CONTENTS

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Chapter 2: Financial Plan for the SATA TIP

Chapter 3: Transportation Projects

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1. Metropolitan Transportation Planning Process Certification
2. Consultation and Outreach
3. Projects and Fiscal Constraint Tables
4. Financial and Operations and Maintenance
5. List of Available Federal-Aid Highway and Transit Resources



WHO WE ARE

On October 1, 2020, the Metropolitan Planning Organization (MPO) for Saginaw County was re-designated and a new name was established for the MPO which is now called the Saginaw Area Transportation Agency (SATA) formally known as the Saginaw Metropolitan Area Transportation Study (SMATS). The units of government forming the Intermunicipality Committee all adopted resolutions to form the entity and final stamp of approval from the Governor of State of Michigan effective the first day of October 2020.

SATA is now formally recognized as an Intermunicipality Committee under the Michigan Public Act 200 of 1957 and is the newly structure designed (MPO) responsible for transportation policy, planning, and investment decision-making in the Saginaw urbanized area. Our name and committee structure have changed, however, our responsibilities have not. The organization's vision, core values, and responsibilities are more defined.

The restructuring of the Metropolitan Planning Organization (MPO) has sharpened the agency's vision, goals and objectives which has allowed for more creativity in the operation of SATA, strategic, planning and implementation of transportation investments, improving safety, enhancing access, mobility and efficiency while safeguarding environmental resources. The new structure streamlines the approval of time-sensitive road, and transit projects, enhanced and utilization of federal, state, and local transportation dollars, and provides a more efficient investments link in transportation infrastructure and services that promotes regional economic, development opportunities.

The Saginaw Area Transportation Agency is the Metropolitan Planning Organization for the Saginaw urbanized area. The MPO is a public planning agency established in 1957 serving 27 counties except Tittabawassee Township in Michigan.

SATA makes our region a more prosperous community by planning for a strong economy, reliable, safe transportation, while promoting a sustainable infrastructure and natural resources. We are dedicated leaders and innovators, connecting local organizations and governments to funding, technical assistance, data resources, and opportunities to discuss trends and challenges affecting the Saginaw County area. SATA's organizational structure consists of a Policy, Technical Committees, and staff. You can find out more about SATA by visiting our website at satampo.org.

OUR VISION, GOALS, AND OBJECTIVES

Our vision is to promote regional transportation planning discussion and decision-making that improve the prosperity and quality of life where we all can benefit.

Our goals are to look ahead collaboratively and objectively using a database driven approach to prioritizing improvement projects while maximizing limited transportation funds in the Saginaw urbanized area.

Our objectives are continually shifting forward initiative to improving safety, preserving exiting assets, expanding access to alternative modes, and economic growth while emphasizing the growing need to make transportation services more equitable and accessible for all.



EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) 2026-2029 is the region's short-range capital improvements program for roads, pathways, transit and other transportation elements in Saginaw County. It includes descriptions of our regional transportation planning process. It describes the state and federal regulations that guide regional transportation planning, and it includes a list of transportation proposed for 2026 through 2029. The TIP is developed through a cooperative planning process by SATA for the benefits of citizens in Saginaw County.

The FY 2026-2029 TIP is developed by SATA and adopted by the SATA Policy Committee to meet federal and state requirements regarding regional transportation planning. It is developed with the extensive participation of area transportation agencies and organization as well as the general public.

Draft lists of proposed projects were shared throughout the region and on SATA website at www.satampo.org beginning in May 2025 and continuing through the adoption of this document in June 2025. Public notes, public meetings, and a variety of public outreach activities and committee meetings were facilitated to gain input and participation in the development of this document.

The 2029-2026 TIP is focused on transportation projects that will be funded with federal and state transportation funds. It includes project information about various transportation modes including roads. Transit (bus), and non-motorized pathways. Projects in this TIP are listed by state, and federal funding category and by year. Per requirement it is fiscally constrained, which means that only projects with reasonably expected funding may be listed.

CHAPTER ONE

INTRODUCTION AND COMMUNITY PARTICIPATION

A Metropolitan Planning Organization (MPO) is a transportation policymaking and planning body formed under federal legislation found in Title 23, of the United States Code (USC) Section 134 and Title 49 USC Section 5303. Specifically, an MPO is the policy board of an organization created and designated to carry out a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning, process with the State and operators of publicly owned transit services. The 3-C planning process must provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan, area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment promote energy conservation, improve the quality of life , and promote consistency between transportation improvement and state and local planned growth, housing, and economic-development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improvement of the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

MPO's are required to represent localities in all urbanized areas (UZA's) with population over 50,000 as determined by the U.S. Census, to ensure federal spending on transportation planning projects and program are based on a 3-C planning process. They are designated by agreement between the governor and local governments that together represent at least 85 percent of the affected population (including the largest incorporated city based on population) or in accordance with procedures established by applicable state or local law.

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?

The Transportation Improvement Plan (TIP) is the region's four year-capital improvement program for road projects, bicycle, and pedestrian facilities, transit, and other transportation enhancements in the Saginaw urbanized area. It includes lists of transportation projects proposed for fiscal years 2026 through 2029. The TIP is developed by the SATA, in cooperation with the MDOT, local governments, and public transit operators.

Under federal law, the TIP must:

- Cover a period of no less than four years
- There must be a reasonable opportunity for public comment prior to TIP approval
- Be updated at least every four years
- The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained.
- Only projects for which construction and operating funds can reasonably be expected to be available may be included
- Be approved by the MPO and the governor of Michigan
- Be consistent with the approved SATA 2045 Metropolitan Transportation Plan
- Demonstrate that proposed transportation investments are financially realistic and achievable
- List all federally funded and regionally significant projects

The TIP also includes specific listing for each project or phase (e.g. preliminary engineering or construction) that include:

- Enough descriptive materials for project identification
- Estimated total project cost
- The amount of federal funds proposed to be obligated during each program year
- Identification of the agencies responsible for the project

Implementing agencies in the SATA area include the City of Saginaw, the Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services (STARS).

The Michigan Department of Transportation is the implementing agency for all state highway projects. These agencies have representation on both the SATA Technical and Policy Committees. The Technical Committee reviews all project requests. The Technical Committee then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Saginaw Metropolitan Area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the SATA area is included in the Appendix C.

Saginaw County was an attainment/maintenance area operating under minimal maintenance requirements under EPA's 1-Hour Ozone Standard. Since EPA has revoked the 1-Hour Ozone Standard and replaced it with a newer standard, the former minimal maintenance requirements for the county have been removed with that action. Saginaw County is in attainment for ozone under EPA's recently implemented 8-hour Ozone Standard. There is no requirement to conduct a conformity analysis for the county under this designation.

In addition, the preparation and approval of the TIP is done in accordance with the SATA Participation Plan. The Participation Plan provides for early involvement in the planning process by stakeholders to ensure there are ample opportunities to participate in key decisions.

by stakeholders to ensure there are ample opportunities to participate in key decisions. The SATA implementing agencies have indicated that funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded by the resources that are expected to be available. Project listings for fiscal years 2026, 2027, 2026 and 2029 are shown in Appendix B.

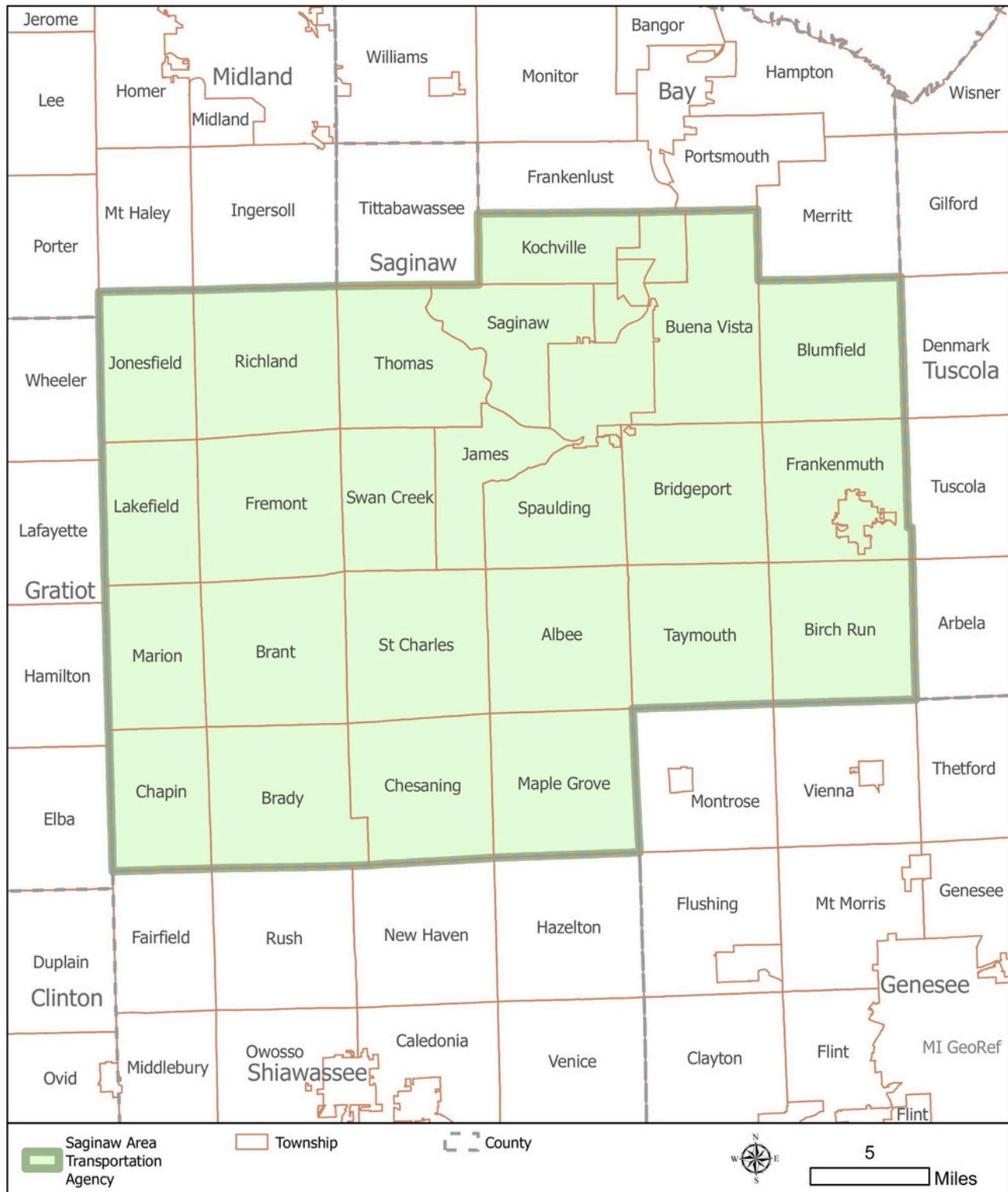
COMMUNITY PARTICIPATION

Community outreach and involvement activities for the draft TIP were conducted in accordance with the SATA Participation Plan. SATA staff informed the public of its 30-day public comment period on May 22, 2025, by posting on the SATA website, publishing a Public Hearing Notice in the Saginaw News legal ad and by emailing consultation contact list that was developed as part of the MPO's Participation Plan. The website, news ad and email communication informed the recipients of the availability of the draft TIP and upcoming community meetings and invited their comments.

The draft TIP, including tables and maps, was also posted on the SATA web page: Open houses on the complete draft TIP document were held on Friday, June 6, 2025, at the SVRC Marketplace and on Friday, June 13, 2025, at the Haithco Park Saginaw County Commission on Aging Senior Picnic event. At the Open Houses, SATA staff provided copies of the draft TIP, comment cards relating to the TIP document, maps of the project locations, especially the project lists, and related materials, such as the Metropolitan Transportation Plan and various maps of the local road system. Prior to the adoption of the 2026-2029 TIP the SATA Policy Committee held a public hearing on the draft TIP on June 26, 2025. Documentation on community outreach and consultation is included in Appendix B.



Saginaw Area Transportation Agency (SATA) Boundary



CHAPTER TWO

FINANCIAL PLAN FOR THE SATA TIP

INTRODUCTION

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local);
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
3. Expected rate of change in available funding (unrelated to inflation)
4. Year of Expenditure (YOE) factor to adjust for predicted inflation.
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

Sources of Transportation Funding Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel and the State of Michigan at 31.0 cents per gallon on both gasoline and diesel fuel which began on January 1st 2025. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. Motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of any excise tax, unless the tax is adjusted to compensate for inflation.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a crucial source of transportation funding for the state. Currently, slightly less than one-half of the transportation funding collected by the state in the form of vehicle registration fees.

COOPERATIVE REVENUE ESTIMATION PROCESS

Estimating the amount of funding available for the FY2026-2029 TIP is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of metropolitan planning organizations (MPO's) and agencies responsible for the administration of federally-funded highway and transit planning activities throughout the state, formed the Financial Work Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPO's including SATA. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approved by the MTPA and are used for all TIP financial plans in the state.

Federal-aid surface transportation is divided into two parts; Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

There are several federal highway programs serving different purposes. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (apportionment means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region.

The current law governing these apportionments is the Infrastructure Investment and Jobs Act of 2021 (IIJA), or the Bipartisan Infrastructure Bill (BIL). Through this law, Michigan receives approximately \$1.1 billion in federal -aid highway funding annually. The funding is apportioned in the form of several programs designed to accomplish different objectives, such as road repair, bridge repair, safety and congestion mitigation. A brief description of the major funding sources follows.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

PART A: HIGHWAY FUNDING

Sources of Highway Funding

Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is Fixing America's Surface Transportation (FAST) Act. Through this law, Michigan receives approximately \$1.1 billion in federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objects, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows:

National Highway Performance Program (NHPP): This funding is used to support conditions and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the NHS system are state trucklines (i.e., I-, US-, and M-roads), but also but also include certain locally owned roads classified as principal arterials. This funding is primarily used on state-owned highways.

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation resurfacing, restoration, preservation and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

Like the highway programs, there are several federal transit programs, the list of which can also be found in Appendix E. Transit funds are distributed according to a complex set of distribution formulas. Public transit agencies within the SATA region receive approximately \$2 million in federal-aid transit funding each year.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, ruble strips, improving safety for pedestrians, bicyclists, or disabled person, highway signs and markings, guardrails and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

Congestion Mitigation and Air Quality Improvement CMAQ): Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuation, and interconnects, installing dedicated turn lanes; roundabouts; travel demand management (TDM) such as ride share and vanpools; transit and non-motorized projects that divert non-recreational travel from single-occupant vehicles (SATA doesn't receive CMAQ funding) only noted here for informational purposes.

Transportation Alternative Program (TAP): Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in right-of way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

Carbon Reduction Program (CRP): These funds encompass various eligible activities aimed at reducing transportation emissions defined as carbon dioxide (CO₂) emissions from on-road highway sources. Funds may also be used to promote sustainable transportation practices. Funds are split between the state and various urbanized areas based on population.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): Funds provided to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Available as both a core formula program and as a discretionary grant.

Other Federal-Aid Highway Funds: In addition to the core federal-aid highway funds described above, there are other federal-aid funds for highway infrastructure. With the exception of the Rail-Highway Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs and competitive funds that states or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:



- **Rail-Highway Grade Crossings:** Intended to reduce hazards at rail-highway grade crossings. Michigan received approximately \$8.2. million for this program. MDOT selects and manages these projects statewide. These projects may be located on trunkline or locals' roads. Since this is a statewide program, individual MPO's cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY2026-2029 TIP.
- **National Highway Freight Program:** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPO's, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan in order to use NHFP funding. This is a state program operated on a statewide basis by MDOT. NHFP funds apportioned to Michigan in FY 2020 totaled approximately \$39.7 million.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants. This is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended for planning and capital investments in road, bridge, transit, rail, port or intermodal transportation projects with significant local or regional impact.
- **Earmark Funding:** Earmarks are transportation projects selected by members of Congress and placed in federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark projects as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent earmark funding, but this being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).

- **Infrastructure for Rebuilding America (INFRA) Grant:** Also known as Nationally Significant Freight and Highway Projects, this is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended to support economics vitally at the national and regional level; leverage federal dollars with non-federal governmental and private resources; and deploy and encourage innovative technology, financing, and project delivery.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds
At least every two years, allocations are calculated for each of these programs, based on federal apportionments and recessions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year due to factors including actual vs estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations released by MDOT on July 2024, are used as the baseline for this 2026-2029 ITP financial forecast.

Sources of Highway Funding Generated at the State Level There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees. These state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as Act 51.

All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commission, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent 39.1 percent and 21.8 percent respectively.

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. Beginning January 1, 2017, these changes included increasing motor fuel tax rates on gasoline and diesel annually by the lesser of the U.S. inflation rate or 5 percent, increasing vehicle registration fees, one-time by an average of 20% and redirecting up to \$600 million of Income Tax revenue from the general Fund to the Michigan Transportation Fund (highways).

When these changes took full effect in the 2020-21 state fiscal year, MTF revenues were anticipated to increase to over \$4 billion annually. The financial impact of COVID-19 shutdowns resulted in less than expected collections. MDOT Cash/Receipts in the 2021-22 state fiscal year totaled \$3.537 billion. Cash Receipts in the 2022-203 state fiscal year totaled \$3.681 billion.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies main sources for funding these items. Most federal transportation funding must be matched so that main source for funding these items.

Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

Base and Assumptions Used in Forecast Calculations of State-Generated Highway Funds

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding or in non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties cities and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2026-2029 TIP is constrained to reasonably available revenues.

State-Administered Programs that Use both Federal-Aid and State Funding

Michigan has two programs that use both state funding and federal funding. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages and county road commission each year. These funds are distributed to urban and rural counties as defined in Act 51. SATA does not receive Category C or D funds to distribute. Category D funds are distributed by the Rural Task Force and may be within the SATA TIP.

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless they are being supplemented with federal-aid highway funding by the awardee, or the project is considered regionally significant.

Local Bridge is another important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with the Surface Transportation Grant Program (STBG) funding retained by the state. The local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Base and Assumptions Used to Forecast Programs with Combined Federal and State Funding

Category D. projects programmed in the TIP are constrained to the targets provided by the Rural Task Force, plus any carryforward of the state portion of these programs (the federally funded portion does not carry forward).

State-Administered Programs that Use both Federal-Aid and State Funding

Local Bridge is an important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with the Surface Transportation Grant Program (STBG) funding retained by the state. As well as Bridge Formula Program (BFT) funding authorized through IIJA. The Local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Since the Local Bridge program is competitively-award, only those local bridge projects that have been awarded for use in fiscal years 26 through 2029 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

Sources of Locally Generated Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for road in the SATA area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and special assessment districts in force during each year of the ITP period, which is difficult to achieve. It is therefore, assumed that locally generated funding shown in the 2026-2029 TIP is constrained to reasonably available revenues.

State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state with the SATA area. Each highway with an I-M-, or US-designation is part of this network, which is known as the State Trunkline System. The portion of the State trunkline System in the SATA area is comprised of hundreds of lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided SATA with a list of projects planned for the portion of the trunkline system within the SATA area over the FY 2026-2029 period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to SATA is constrained and reasonably available revenue.

Innovative Financing Strategies – Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for federal transportation projects. States have to demonstrate maintenance of effort when using toll credits in other words, each state must show that the toll money is being used for transportation purposes and that it is not reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four-highway bridge crossing and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan. Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail and intermodal projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

Transportation Infrastructure Finance and Innovation Action (TIFIA): This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

Bonding: Bonding is a form of borrowing where the borrower issues (sells) IOU's for portions of the debt if is incurring, called bonds, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk- the greater the perceived change of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations.

While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds' principal and interest, Michigan's Act 51 law requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construction/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal funds for the federal share of the project in a future year (advance construction conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources up front and then be able to wait for federal reimbursement in a later year.

Public-Private Partnership (P3): Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most through toll revenue generated by the new facility.

Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. Operations and maintenance include those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair and rehabilitation of the infrastructure.

Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal-aid highway funds cannot be used for operations and maintenance. Since the ITP only includes federally-funded capital highway projects (and non-federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses.

While in aggregate, operations and maintenance activities are regionally significant, the individual's projects do not rise to that level. However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY2026-2029 TIP period. This section of the financial plan provides an estimate of the cost of operations and maintenance in the SATA area and details the method used in the estimation.

MDOT estimates that its operations and maintenance costs are approximately \$64.2 million for the SATA area and FY 2026, \$15.6 for FY 2027 \$15.9, for FY2028 \$16.2 and \$16.5FY 2029. That produces an estimated total of \$64.2 million for operations and maintenance costs on the state trunklines system in the SATA area for FY 2026 through 2029.

Local Act 51 road agencies (county road commissions, incorporated cities, and incorporated village) are responsible for operating and maintaining the roads they own, including those roads they owned that are designated as part of the federal-aid-system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-miles of road in the system has an approximately equal operation and maintenance cost. Calculating through ACT 51 distribution and local budgets, there is approximately \$43.5 million available to local road agencies for Operations and Maintenance in FY 2026 Using a modest 2% inflation factor, that provides for a total of \$179.3 million over the life of the FY 2026-2029 TIP, adjusted for year of expenditure.

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled Operations and Maintenance of the Federal-Aid Highway System, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same % annual inflation rate as MDOT to determine YOE costs.

As an Example, if a project costs \$750,000 in the first year of the TIP, the same project is projected to cost \$843,648 in the fourth year of the TIP, at a 4% YOE rate. This is done to provide a more realistic estimate of a project's cost at different points in time. Because of the constant pressure of inflation on all goods and services in the economy, it is preferable to build a project as close to the present day as possible, thus the attraction of bonding as a funding strategy. (see the Innovative Financing Strategies-Highway section above). This also demonstrates the fundamental problem facing infrastructure funding the rate of inflation (standardized at 4% for MDOT and local agencies) is higher than the expected growth in tax revenues (standardized at 2%). Transit projects have a different inflation rate that reflects the different goods and services necessary) to operate transit systems, as opposed to road networks.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP – Highway Projects

This financial plan is required to show that the cost of highway projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as demonstration of fiscal constraint and is also required for transit projects.

The table in Appendix A of this financial plan compares the amount of funding from each of the federal state, and local highway funding sources programmed in TIP highway project to the amount of each highway funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix A demonstrates that the FY 2026-2029 TIP is fiscally constrained for highway – the amount programmed using each highway funding source does not exceed the amount reasonably expected to be available from the highway funding source does not exceed the amount reasonably expected to be available from that highway funding source in any of the four years of the TIP.

PART B: TRANSIT FUNDING

Sources of Federally-Generated Transit Funding

Federally generated revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the federal motor fuel tax collected nationwide is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). Federal-aid transit funding is similar to federal-aid highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal-aid transit programs.

Section 5307 Urbanized Area Formula Grants: This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations). Transit planning, and projects eligible under the former section 5316 Job Access Reverse Commute (JARC) program (intended to link people with transportation to available jobs). Some of the funds can be also used for operating expenses in urbanized areas with populations less than 200,000. One percent of funds received are to be used by the agency to improve security at agency facilities.

Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Each State's share of a multi-state urbanized area was calculated on the bases of the percentage of population attributable to the States in the USA, as determined by the 2020 Census. Urbanized areas of 200,000 population or larger receive their of apportionment directly from FTA. Apportionments for areas between 50,000 and 199,999 population and allocated to each urbanized area by FTA and distributed by MDOT to transit agencies in these urbanized areas. In the SATA area, the Saginaw Transit Authority Regional Services STARS receives 5307 funding.

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities:

Funding for traditional projects to meet the transportation needs for older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet these needs. Section 5310 incorporates activities from the for Section 5317 New Freedom programs exceeding the American with Disabilities Act (ADA) requirements.

Urbanized areas in the state with a population over 200,000 receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-projects basis, and the Grand Rapids urbanized area where the urban transit recipient has designated MDOT to continue the funding allocation. Since there are no urbanized areas over 200,000 population in the SATA areas, transit agencies receiving Sec. 5310 funds do so through allocations from the State of Michigan.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a continuation basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 533(a) Formula Grants Bus and Bus Facilities: Funds are made available under the program to replace, rehabilitate, and purchase buses and related equipment, as well construct bus-related facilities. Each state receives two fixed amounts, amount apportioned to state governors for urbanized areas 50,000 to 199,999 in population and amount for state/territory allocation respectively. These amounts are sub-allocated by MDOT to the agencies in these urbanized areas based on their percentage of Section 5307 allocation and to the rural areas based on the project priority as determined by MDOT.

Amounts apportioned to state governors for urbanized areas 50,000 to 199,999 in population area received directly by transit agencies in these areas. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program (5339(b)) and the Low or No Emission Bus Discretionary Program 5339(c). Section 5339(b) Bus and Bus Facilities Competitive Program and Section (5339(c) Low or No Emission Grant Program are distributed by FTA with Notice of Funding Opportunities.

Flex Funding: In addition to these funding sources, transit agencies can also apply for surface Transportation Block Grant Program, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) Transportation Alternative Program (TAP), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds based on the geographic location of the transit agency.

If a transit agency is awarded such funding, it must be flexed (transferred from the Federal Highway Administration to the Federal Transit Administration). Once flexing has occurred, the money follow the eligibility and accounting rules of the transit program to which it has been transferred.

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2026-2029 TIP by each transit agency to be constrained to reasonably expected available revenues.

Sources of State-Generate Transit Funding Sources

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF. This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited int the CTF. Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

Base and Assumptions Used for Forecast Calculation of State Transit Funds

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purposes(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generate transit funding amounts programmed into the FY 2026-2029 TIP for each agency are considered to be constrained to reasonably-expected available revenues.

Sources of Locally-Generated Transit Funding

Major sources of locally generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. Transit agencies in the SATA area collect fares from riders. In addition, both Dial A- Ride Transportation are funded through local governments.

Base and assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the Fy 2026-2029 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

Innovative Financing Strategies-Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the Innovative Financing Strategies – Highway section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft math means that actual money does not have to be provided the toll revenue are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.

Transit Capital and Operations

Transit expenditures are divided into two bas categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP – Transit Projects

This financial plan is required to show that the cost of the transit projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as demonstration of fiscal constraint and is also required for highway projects (see above). This table in Appendix C of this financial plan compares the amount of funding from each of the federal, state, and local transit funding sources programmed in TIP transit projects to the amount of each transit funding source reasonably expected to be available in each year of the FY 2026-2029 TIP is fiscally constrained for transit – the amount programmed using each transit funding source does not exceed the amount reasonably expected to be available from the transit funding source in any of the four years of the TIP.

Fiscal Constraint

The most important financial consideration when creating and/or maintaining a TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are **not** the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments.

In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the state's metropolitan planning organizations and MDOT. It also includes, as ex-officio members, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a 2% annual rate of increase for all four years of the FY 2026 - 2029 TIP (see Appendix C).

In the SATA area, the SATA technical and policy committee is provided with the federal funding targets for the years covered by the TIP. This information is provided by MDOT. This controls the amount of federal-aid highway funding programmed. The technical committee provides a list of projects to the policy committee to be programmed. MDOT has a process to select projects on its road system as well, utilizing the state's Asset Management Plan. Local agencies throughout the state also use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), who duties are prescribed by state law. The transit agency selects projects based on internal assessment of capital and operations needs and in conjunction with its developed Transit Asset Management Plan.

Year of Expenditure (YOE)

When MDOT, FACs, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each FAC and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own for the upcoming FY 2026-FY 2029 TIP cycle. See Appendix E for more details.



Summary: Resources available for capital needs on the federal-aid highway system

Table 2-1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in Saginaw County over fiscal years 2026 through 2029. The only local funding (i.e. non-federal) included is funding required to match and federal-aid funds.

2026	2027	2028	2029
\$18.9	\$28.1	\$6.8	\$3.9

Table 2-1: Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the SATA area (millions of dollars).

Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership.

Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Appendix E explains the method and assumptions used to formulate the estimate. Table 2-1 contains a summary O and M cost estimate for roads on the federal-aid highway system in the SATA area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal aid. The amounts shown are increased by the agreed-upon estimated YOY (i.e., inflation) factors (see Appendix B for a discussion of YOY adjustments).

2026	2027	2028	2029
\$12.5	\$18.7	\$11.2	\$14.6

Table 2-2 Forecast of Operations and Maintenance Costs on the Federal-Aid System in the SATA area (millions of dollars).

Summary: Resources available for capital needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the Ann Arbor, Detroit, and Toledo Transportation Management Areas (TMAs; urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

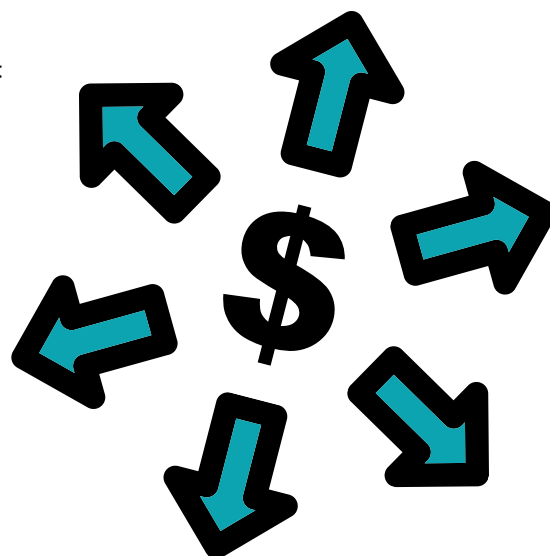
The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from farebox revenues, a community's general fund, millage, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operation's needs, depending on the program) for public transit agencies in Southeast Michigan during fiscal years 2026 through 2029. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in the SATA area is also included

Funding Type	2026	2027	2028	2029
5307	\$2.3	\$3.0	\$3.0	\$3.0
5339	\$280K	\$300K	\$550K	\$600K
5310	\$250K	\$0K	\$0	\$0
5311	\$608K	\$626K	\$626K	\$626K
Total Funding	\$3.4	\$3.9	\$4.1	\$4.2
Total Programmed	\$3.4	\$3.9	\$4.1	\$4.2

Table 2-3: Forecast of Resources Available for Public Transit Capital Needs in the SATA area (millions of dollars).

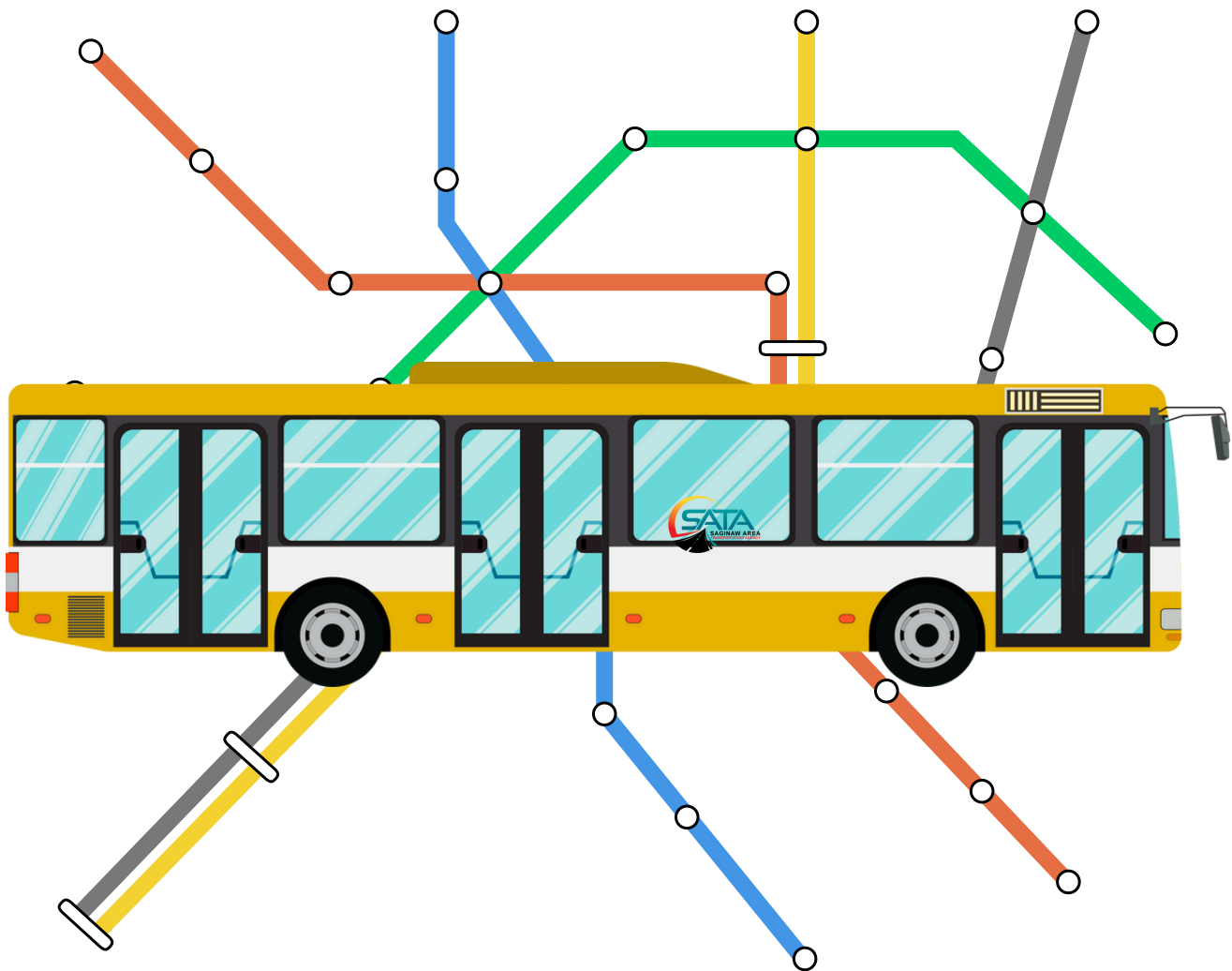


PART C: DEMONSTRATION OF FISCAL CONSTRAINT

Highway and Transit Projects

Demonstration of Financial Constraint, FY 2026 through FY 2029

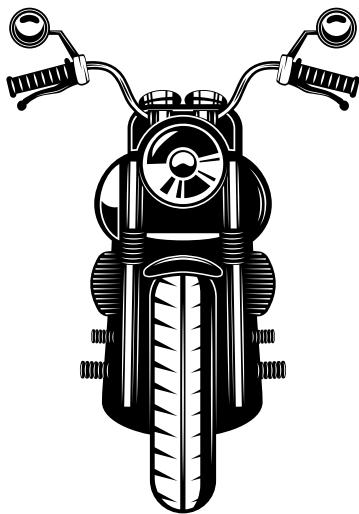
After determination of resources available for federal-aid highway and transit capital needs in the SATA planning area from FY 2026 through FY 2029, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2045 Metropolitan Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues (see Appendix C). Table 2-4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period.



This table shows that the FY 2026 through FY 2029 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

	2026	2027	2028	2029
Highway Funding	\$18.9	\$28.1	\$6.8	\$3.0
Highway Programmed	\$18.9	\$28.1	\$6.8	\$3.0
Transit Funding	\$3.4	\$3.9	\$4.1	\$4.2
Transit Programmed	\$3.4	\$3.9	\$4.1	\$4.2
Total Funding	\$22.3	\$32	\$10.9	\$7.2
Total Programmed	\$22.3	\$32	\$10.9	\$7.2
Difference	0	0	0	0

Table 2 – 4: Demonstration of fiscal constraint, FY 2026 through FY 2029 TIP (millions of dollars).



CHAPTER THREE

TRANSPORTATION PROJECTS

For projects to be included in the TIP, SATA sends out a “Call for Projects” to the implementing agencies. Those transportation projects received are brought forward to the SATA Technical/Policy Committee for review at a meeting open to the public where input is sought. The Technical/Policy Committee then prioritizes the projects based on how each project will enhance the entire system in the SATA region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general.

During this review the amount of available funds by the implementing agencies available for transportation projects is considered. The prioritization process has worked well in the past as it balances the implementing agency’s ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical Committee then recommends to the SATA Policy Committee for the prioritized project list for inclusion in the TIP. After document is out for the 30-day comment and suggestions period, a public hearing will be held and review of all comments and suggestions, the Policy committee will vote to adopt final document.

Completed FY 2023, 2024, 2025, 2026 TIP Projects

During the life of the FY 2023, 2024, 2025, 2026 TIP, the SATA implementing agencies completed numerous projects. Below is a brief summary of completed projects for a full list please see appendix C.

In FY 2023-2026 TIP, those include:

Michigan Department of Transportation

- MDOT region wide signal and crossing upgrades
- Regionwide Longitudinal Pavement Markings
- Trunkline traffic operations and safety Lake State railway crossing in Saginaw

City of Saginaw Projects

- S. Wheeler St. W. Michigan to Gratiot
- E. Genesee Ave. Janes Ave to City Limits
- S. Jefferson Ave. Hoyt to Janes



Saginaw County Road Commission Projects

- Kochville Rd. Michigan Road to Westervelt
- Hemmeter Rd. State St. to McCarty
- Dixie Highway Birch Run Rd. to Junction Rd.

Saginaw Transit Authority and Regional Services

- Continue bus and vehicle replacement program
- Rides to Wellness Transportation Program

A complete listing of obligated projects and the full version of the approved 2026 - 2029 can be viewed on the SATA website satampo.org

Project Selection Process

For projects to be included in the new TIP for 2026 - 2029, SATA sent out a “Call for Projects” to the implementing agencies. The projects are initially evaluated by the implementing agencies (road agencies and transit operator) using the **Ranking Method for Preservation and Capacity Projects** that was adopted by SATA in February 2018. This method uses a numerical scoring process to objectively rank each project on its merit based on tangible performance measures. The document describing the complete ranking method is included as part of the TIP document. As noted in the “Ranking Method” document, the SATA Technical and Policy Committees should consider the TIP project prioritization criteria as a tool in decision making, but any decision should not be based **solely** on the ranking.

The proposed transportation projects received are brought forward to the SATA Technical/Policy Committee for review. The committee discusses the projects and the related impacts and improvements to the transportation system on an area-wide basis. The committee then prioritizes the projects based on how the project will enhance the entire system in the SATA region as well as reviewing the amount of available funds for transportation projects. Finally, the draft TIP is released for public review and stakeholder involvement activities in accordance with the Participation Plan. At the end of the review period, the SATA Policy considers the comments received, holds a public hearing, makes any necessary adjustments in the TIP, and then adopts the TIP.

Amendments & Administrative Changes to the TIP

The TIP is a working document, and it may be amended as new projects and funding programs emerge, as changes in projects arise, or as other developments may occur. It is also possible to make administrative changes in the TIP without a formal amendment if certain criteria are met. The following table provides guidance to assist SATA and local agencies in determining whether an amendment is needed for a project or if an administrative change is sufficient.



Table 3-1: Amendments & Administrative Changes to the TIP

Ammendments Include:	Administration Changes Include:
Adding new project(s). New projects include projects previously deleted from the TIP and then resubmitted at a later time for inclusion in the TIP.	Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first year of the new TIP. There must be sufficient revenues to accommodate the project; otherwise, it must be processed as an amendment.
Delete Projects	A minor change in scope of work (generally, anything not mentioned in the “Amendment” column is considered minor).
Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	Cost increases of 25 percent or less without a major change in scope of work AND without over- programming the TIP.
Adding a travel or turn lane one-half mile or greater in length to previously approved project. This is considered a major change in scope.	Changing the order of approved projects by year within the TIP.
Adding federal funds to a project that previously did not have federal funds designated as part of the project funding.	Changing a federally funded projects to advance construct. The project must be shown in both the advance construct and paybacks years.
Cost increases by more than 25 percent with or without a major in scope of work.	

2026 – 2029 PROJECTS

The general locations of the projects selected for the 2026 – 2029 TIP are shown on the following tables that provide detailed information on the projects are included in Appendix F.

The following is a brief overview of the major projects that are programmed for 2026 through 2029. This is not an exhaustive list of every project that is included in the TIP. For a complete list and map, please refer to the detailed tables in Appendix C.

**Table 3-2: FY 2026- 2029 Projects City of Saginaw
and Saginaw County Road Commission**

Year	Agency	Projects	Descriptions	Limits	Condition Benefit
2026	City of Saginaw	Perkins Genesee to 17th	Reconstruction	0.62	Increase Road Remaining Service Life
2026	Saginaw County	Tittabawassee Bay to Michigan	Concrete Repairs	1.5	Improve surface condition
2026	Saginaw County	Tittabawassee Lone to M-47	Mill & Fill	1.73	Improve surface condition
2026	Saginaw County	N. River Road	Roundabout	N/A	Improve Safety
2027	City of Saginaw	S. Franklin St. Hoyt to Janes	Reconstruction	0.3	Increase Road Remaining Service Life
2027	Saginaw County	Westervelt Weiss to 75	Mill and fill one course asphalt overlay	3.2	Improve surface condition
2028	City of Saginaw	Perkins Street 17th to 23rd	Reconstruction	0.35	Increase Road Remaining Service Life
2028	Saginaw County	Weiss M-47 to Bay	Mill & Fill	3.76	Improve surface condition
2029	City of Saginaw	Marquette Street S. Wheeler to Moore	Reconstruction	0.56	Increase Road Remaining Service Life
2029	Saginaw County	Williamson City to Dixie Highway	Mill & Fill	3.82	Increase Road Remaining Service Life
2029	Saginaw County	Williamson City to Dixie Highway	Paved Shoulders	3.82	Increase Road Remaining Service Life

Table 1-3: FY 2026 - 2029 Projects MDOT

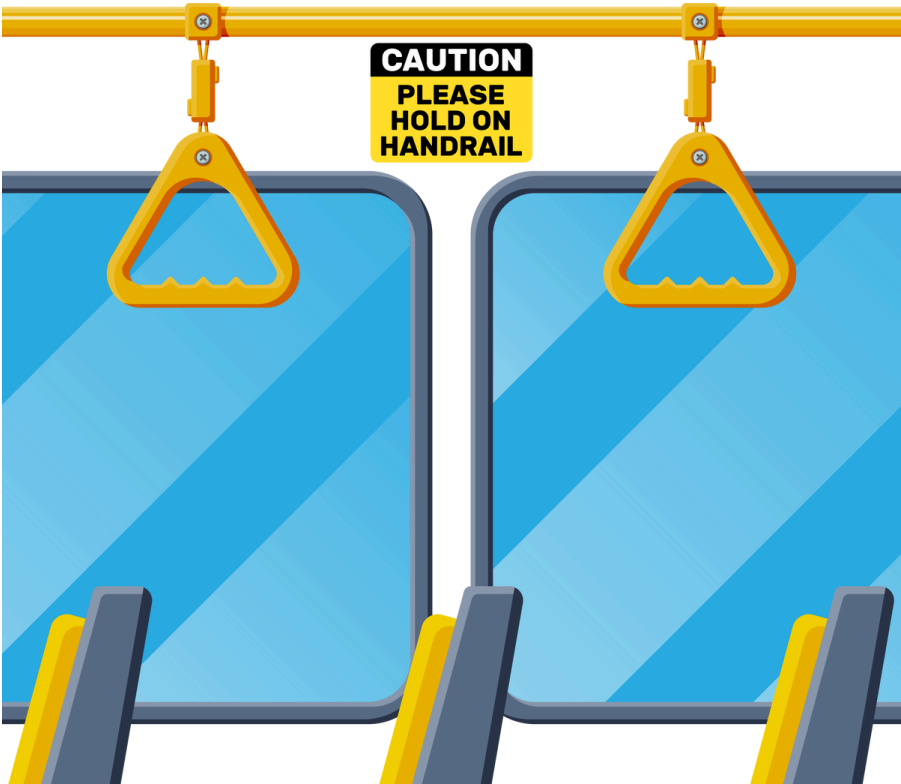
Year	Agency	Projects	Descriptions	Condition Benefit
2026	MDOT	Region-wide	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	Trunkline Routes	Installation of signage upgrades.	Increase driver awareness of signs & roadways
2026	MDOT	M-46 at Steel Rd. N-Freeway Signing	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	I-75S - 675	Camera & Pole Replacement	Increase driver awareness of signs & roadways
2026	MDOT	M-46 E at Van Wormer	Intelligent Transportation System	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways
2029	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways

FTA Transit Candidate Projects

The Federal Transit Administration (FTA) recommends that a “transit candidate list” be included in the TIP to accommodate projects that are waiting for federal funding obligation below is a list of these transit projects.

Table 2-4: FY 2026 - 2029 Projects STARS

Year	Agency	Projects	Descriptions	Asset Benefit
2026	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2027	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2028	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2029	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles



CHAPTER FOUR

PERFORMANCE MEASURES AND PLAN EVALUATION

Any plan, to be taken seriously, must include both a process for evaluating progress towards the goals and objectives identified and a system of measuring that progress. Monitoring progress towards achieving goals and objectives is helped by developing performance measures during the planning process.

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, these include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and reduced project delivery delay.

Within one year of the U.S. Department of Transportation final rules on performance measures, States are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets.

PERFORMANCE-BASED PLANNING

A key feature of the Infrastructure Investment and Jobs Act (IIJA) is the continuation of a performance outcome - based program, originally introduced through the Moving Ahead for Progress in the 21st Century outcome-based program, originally introduced through the (MAP-21) Act.

The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23CFR 490 outlines the national performance goals for the federal aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- Performance (system reliability) of the Interstate system and the remainder of the NHS
- Bridge condition on the NHS
- Vehicle and non-motorized fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016, and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations. The timeline for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets. When and if the state targets are changed, they will be referenced in this document, but portions of this document will not have to be rewritten. The most up-to-date targets can be found at <https://satampo.org>.

PERFORMANCE-BASED PLANNING IN THE SAGINAW COUNTY, MICHIGAN URBANIZED AREA

The Saginaw Metropolitan Area Transportation Study (SATA) has several systems in place to address the mandated performance measures and targets. SATA maintains a traffic count program which has partially been integrated into a traffic count database system. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides SATA with data (both current and historic) to address the status of pavement conditions in the SATA area.

MDOT also collects data through the Highway Performance Monitoring System (HPMS). SATA has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the SATA area.

Therefore, SATA will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the SATA area subject to the NHS-based performance targets and will choose to “support the state targets” as its official response for these categories.

Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established. In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs once targets are established, SATA will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

MPO TARGET SETTING

Safety

The first performance measure for which specific targets were required is the safety category. On August 31, 2024, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2025. MDOT and Michigan’s MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2025. On, February 27, 2025, the SATA Policy Committee voted to exercise its option to “support the state targets” for the 5 categories of safety information. Since that time, MDOT has set its safety targets annually in August each year, and SATA has opted each to “support” the state targets.

The latest state targets for 2025 were supported by SATA on February 27, 2025. Safety targets will continue to be developed by the state and responded to by the MPOs each year. The TIP will not be updated each year with new targets, but SATA action relative to the targets will be reported to MDOT and reflected in the annual System Performance Report required of the MPOs.

The following tables provide Michigan Crash Trends and the Michigan State Safety Targets for 2021-2025.

TABLE 4-1: - CRASH TRENDS CALENDAR YEAR 2025-2025

MEASUREMENT CATEGORY	2021	2022	2023	2024	2025
FACILITIES	1,136	1,123	1,095	1,074	1,062
SERIOUS	5,979	5,728	5,816	5,671	5,603
NON-MOTORIZED FATALITIES & SERIOUS INJURIES	674	720	785	736	727

TABLE 4-2: - MICHIGAN STATE SAFETY PERFORMANCE MEASURE | CALENDAR YEAR 2025

SAFETY PERFORMANCE MEASURE	BASELINE CONDITION	CALENDAR YEAR 2025 STATE SAFETY TARGET
FACILITIES	1,085.2	1,098.0
FATALITY RATE	1.137	1.113
SERIOUS INJURIES	5,727.8	5,770.1
SERIOUS INJURY RATE	5.988	5.850
NON-MOTORIZED FATALITIES & SERIOUS INJURIES	743.0	728.3

Michigan State Safety Targets are based on a five-year rolling average from calendar year 2021-2025. SATA has limited access to federal safety funds provided to the state, as the state manages safety funds through a statewide grant poll. However, through the SATA Prioritization process, projects that address identified traffic safety issues receive additional points towards the likelihood of funding through other funding sources. As a non-TMA MPO, SATA's local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. The criteria for project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. Fortunately for the SATA area, the fatality number is low and random in nature. SATA supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

A previously developed regional traffic safety plan was completed for a five-county region in East Central Michigan by a consultant retained by MDOT. An updated version of the plan is expected in the future. One results of the East central Regional Traffic Safety Plan was the recommendation that safety projects target certain emphasis areas in the area of traffic safety.

The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The four highest priority emphasis areas were: lane departure, intersection safety, pedestrian and bicycle safety, and drivers aged 24 years and younger. The results of the regional review were reported by county. SATA will evaluate the identification of potential high-risk areas, segments, and intersections identified in the appendices of the Plan as locations needing further evaluation. The top 10 sections and intersections are listed in the SATA 2045 LRP.

In the East Central Regional Traffic Safety Plan, the consultant identified intersection and segment data that had an excess of "expected" fatal and injury crashes on an annual basis when examining the 2010-2014 crash data. The locations were ranked as low, medium, and high for this criterion. The number of excess crashes to be expected for each of the categories was identified as: high = greater than 5, medium = 3 to 5, and low = 1 to 3.

For intersection locations in the medium category included:

**TABLE 4-3:
FOR THE INTERSECTION CATEGORY**

LOCATION	TOTAL CRASH PER YEAR
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	7
TITTABAWASSEE RD.	6.2
TITTABAWASSEE RD.	5.6
TITTABAWASSEE RD.	5
N. CENTER RD	5
S. OUTER DR.	4.4
TITTABAWASSEE RD.	4.2

**TABLE 4-4:
IN THE SEGMENT CATEGORY**

LOCATION	TOTAL CRASH PER YEAR
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	7
TITTABAWASSEE RD.	6.2
TITTABAWASSEE RD.	5.6
TITTABAWASSEE RD.	5
N. CENTER RD	5
S. OUTER DR.	4.4
TITTABAWASSEE RD.	4.2

Most of these intersections include state jurisdiction trunklines that will require joint review with MDOT.

The FY 2026-2029 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 4-5 below:

**TABLE 4-5: FY 2026-2029 TIP
SPECIFIC SAFETY RELATED PROJECTS**

Year	Agency	Projects	Descriptions	Condition Benefit
2026	MDOT	Region-wide	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	Trunkline Routes	Installation of signage upgrades.	Increase driver awareness of signs & roadways
2026	MDOT	M-46 at Steel Rd. N-Freeway Signing	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	I-75S - 675	Camera & Pole Replacement	Increase driver awareness of signs & roadways
2026	MDOT	M-46 E at Van Wormer	Intelligent Transportation System	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Reduce the potential for intersection collisions and improve traffic movement efficiency
2027	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways
2029	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways

PAVEMENT

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four-year performance period baseline is actual pavement performance calculated from data collected the year prior to the first year of a performance period and reported to the HPMS in the first year of the performance period. Pavement performance is calculated using the Pavement Condition Measure (PCM) which requires evaluation of pavement condition thresholds using International Roughness Index (IRI), Cracking Percent, Rutting (asphalt) and Faulting (jointed concrete) metrics, or Pavement Serviceability, Rating (PSR) for segments where the posted speed limit is less than 40 miles per hour (mph).

Within each four-year performance period, FHWA will determine whether the State DOT has made significant progress toward respective State 2 – and 4 – year target achievement. Regulation defines significant progress and (1) actual performance is better than baseline or (2) actual performance is better than the respective target. The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 11,959 miles in 2016) and local government owned non-trunkline roads (about 4,239 miles in 2016). Local agencies are responsible for 19% of the NHS route mileage in Michigan

MPOs are required to establish four-year targets for these measures. As with the other performance measures, there are option to agree to plan and program projects that support MDOTs targets or establish their own targets for their Metropolitan Planning Area (MPA). SATA adopted to support the statewide targets on February 27, 2025.



**TABLE 4-6: MICHIGAN STATE PAVEMENT TARGETS FOR
CALENDAR YEAR 2025**

PAVEMENT PERFORMANCE MEASURE	BASELINE CONDITION YEAR 2022- 2025	2- YEAR TARGETS	4-YEAR TARGETS
% Interstate Pavement in Good Condition	70.4%	59.2%	67.1%
% Interstate Pavement in Poor Condition	1.8%	5.0%	5.0%
% Non-Interstate NHS in Good Condition	41.6%	33.1%	29.4%
% Non-Interstate NHS in POOR Condition	8.9%	10%	10%

Pavement projects on NHS roadways in the SATA MPA in the 2026-2029 TIP include the following:



Table 4-7: NHS Pavement Projects in the FY 2026-2029 TIP

Year	Agency	Projects	Descriptions	Condition Benefit
2026	CITY OF SAGINAW	Perkins Genesee to 17th	Reconstruction	Increase Road Remaining Service Life
2026	SAGINAW COUNTY	Tittabawassee Bay to Michigan	Concrete Repairs	Improve surface condition
2026	SAGINAW COUNTY	Tittabawassee Lone to M-47	Mill & Fill	Improve surface condition
2026	SAGINAW COUNTY	N. River Road	Roundabout	Improve safety
2027	CITY OF SAGINAW	S. Franklin St. Hoyt to Janes	Reconstruction	Increase Road Remaining Service Life
2027	SAGINAW COUNTY	Westervelt Weiss to 75	Mill and fill one course asphalt overlay	Improve surface condition
2028	CITY OF SAGINAW	Perkins Street 17th to 23rd	Reconstruction	Increase Road Remaining Service Life
2028	SAGINAW COUNTY	Weiss M-47 to Bay	Mill & Fill	Improve surface condition
2029	CITY OF SAGINAW	Marquette Street S. Wheeler to Moore	Reconstruction	Increase Road Remaining Service Life
2029	SAGINAW COUNTY	Williamson City to Dixie Highway	Mill & Fill	Increase Road Remaining Service Life
2029	SAGINAW COUNTY	Williamson City to Dixie	Paved Shoulders	Increase Road Remaining Service Life

The federal performance measures require that state DOTs establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. By June 14, 2023 (180 days following establishment of State targets). MPOs are required to develop 2-year and 4-year targets for each bridge measure in coordination with MDOT. MPOs have two options for target development (1) agree to plan and program projects that support State targets or (2) develop to a quantifiable target for the respective MPO area. For example, an MPO can elect to support the State 2-year good condition target and develop an MPO boundary 2-year poor condition target. The two performance measures for assessing bridge conditions are % of National Poor condition target. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in “Good Condition”, and % of NHS bridges in “Poor Condition”.

As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

Starting from the condition reported with the NBI submitted on March 13, 2022, the expected improved condition from projects and reduced condition from deterioration was summarized into projected 2-year and 4 – year condition. The deck areas in good, fair and poor conditions at each year were summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1% and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structure that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

On February 27, 2025, SATA adopted to “support” the following statewide targets for the Bridge performance measure.

**TABLE 4-8: MICHIGAN STATE BRIDGE TARGETS FOR
CALENDAR YEAR 2025**

BRIDGE PERFORMANCE MEASURE	BASELINE CONDITION	2- YEAR TARGETS	4-YEAR TARGETS
% National Highway System Deck Area in Good Condition	22.1%	15.2%	12.8%
% Interstate Highway System Deck Area in Poor Condition % State Pavement in Poor Condition	7%	6.8%	10%

SYSTEM RELIABILITY

Federal regulation requires states and MPOs to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration and made available for use by states and MPOs. This vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS).

The data is processed through an analytical software tool known as the Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the federal rule are:

- Level of Travel Time Reliability on the Interstate: % of person-miles traveled on the Interstate that are reliable
- Level of Travel Time Reliability on the Non-Interstate National Highway System (NHS): % of person-miles traveled on the Non-Interstate NHS that are reliable
- Freight Reliability Measure on the Interstate: Truck Travel Time Reliability Index

The 2021 and 2022 data show that Michigan's Interstate Highways and Non-Interstate NHS highways have been between 94 and 98% reliable, meaning that greater than 95% of the person-miles traveled on the NHS system are meeting the reliability thresholds established by federal regulations. For trucks due to the higher federal threshold of comparing the 95th percentile to the 50th percentile, the overall truck travel time index on interstates has remained near 1.3.

In accordance with Section 490, MPOs have 180 days following the recording of State national performance program targets to develop and report (MPO targets to MDOT, for 2022, FHWA delayed the biannual report from October 1 to December 16 therefore MPO target report to MDOT has respectively changed to June 14, 2023.

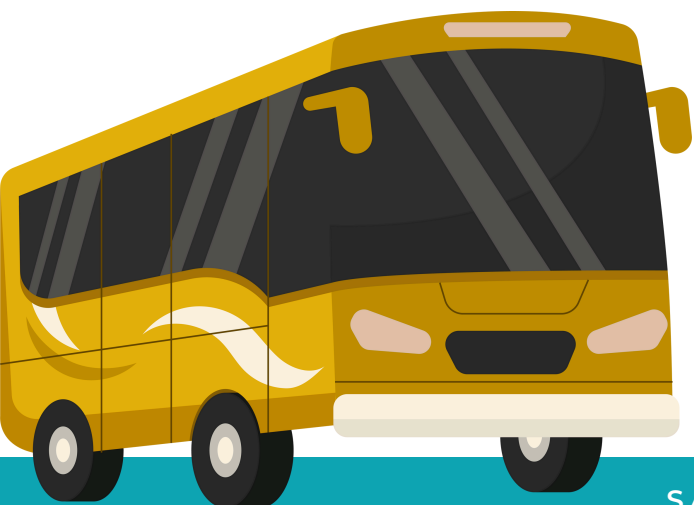


**TABLE 4-9: MICHIGAN STATE RELIABILITY TARGETS FOR
CALENDAR YEAR 2022-2025**

TRAVEL TIME RELIABILITY PERFORMANCE MEASURE	BASELINE CONDITION 2022-2025	2- YEAR TARGETS	4-YEAR TARGETS
Level of Travel Time Reliability of the Interstate	97.1%	80%	80%
Level of Travel Time Reliability of the Non-Interstate NHS	94.4%	75%	75%
Freight Reliability Measure on the Interstate	1.31%	1.60%	1.60%

CONGESTION MITIGATION AND AIR QUALITY

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The SATA area does not qualify for inclusion in this measure under either phase of its implementation.



National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- Pavement and bridge inventory and conditions on the NHS
- Objectives and measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- A financial plan
- Investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

Related to this state requirement, a Metropolitan System Performance Report is required in the long-range Metropolitan Transportation Plan (MTP). The SATA MTP was updated as of March 2022 and the update included a System Performance Report (SPR).

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems. A Metropolitan System Performance Report is required in the long-range Metropolitan Transportation Plan (MTP).

PERFORMANCE TARGETS STATE TARGETS

Within one year of the U.S. DOT final rule on performance measures, states were required to set performance targets in support of those measures. States could set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, the legislation requires that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO target. For the most up-to-date targets, please visit the SATA performance measure website at: <https://satampo.org>

Transit Performance Measures and Targets

There is one small urban transit provider in the SATA area, Saginaw Transit Authority Regional Services (STARS). STARS is a direct recipient of funds from the Federal Transit Administration. As such, STARS is identified as a Tier II recipient under the current federal legislation and has developed state of good repair targets. STARS state of good repair targets are as follows:



**TABLE 4:10 TRANSIT STATE OF GOOD REPAIR
TARGETS FOR 2025**

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	2021 TARGET	2025
Revenue Vehicles - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bu – Bus	42%	57%*
	MB – Mini – Bus MV – Mini	57.14%	29%
	Van/Car/SUV	32%	0%
Equipment Age - % of vehicles or equipment that exceed their Useful Life Benchmark (ULB). Goal is 0% exceed ULB	Non – Revenue/Service Automobile	33%	
	Trucks & other Rubber Tire Vehicles	100%	0%
	Maint. Equipment	81%	33%
	Office Equipment	45%	
Facilities Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration		50%
	Maintenance		0%
	Passenger Facilities		100%

MDOT'S 2025 SGR TARGETS

**TABLE 4-11: STATE OF GOOD REPAIR TARGES FOR 2025
(FOR MDOT'S SECTION 5311 AND 5310 SUBRECIPIENTS)**

ASSET CLASS	CURRENT CONDITION	2025 TARGETS	GOALS
Revenue Vehicles – Autos/SUV	37% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenues Vehicles - Vans	51% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue Vehicles – Cutaways	26% past ULB	Not more than 10% will exceed ULB of 10 years	Not more than 20 of each agency's fleet will exceed ULB
Revenue Vehicle – bus Med Duty and Large	66% past ULB	Not more than 15% will exceed ULB of 14 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue Vehicles – Ferry Boat	17% past ULB	Not more than 40% will exceed ULB of 42 years	No more than 50% of each agency's fleet will exceed ULB
Non-Revenue Service Vehicles	58% past ULB	50% may exceed ULB of 7 years	Not more than 50% of each agency's fleet will exceed ULB
Equipment over \$50,000	47% past ULB	Not more than 50% will exceed ULB (varies)	Not more than 50% of each agency's equipment inventory will exceed ULB
Facilities*	9% past ULB	Not more than 5% will exceed ULB (assessment rating less than 3)	Not more than 50% will receive a rating of 3 or lower

The Infrastructure Investment and Jobs Act (IIJA) invests \$91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

The IIJA has many competitive grant opportunities, along with a 2% increase for all transit programs. These estimates are based on the 2% increases and not the \$4.3B Michigan could potentially receive from 2022 through 2026 (*)

- Section 5339 formula – \$2.0 million
- Section 5310: \$2.1 million
- Section 5311 Flex: \$2.3 million
- Federal Ferry Boad Program: \$3.1 million
- State matches and above \$1.6 million
- Total: Up to \$9.7 million

Funds will be focused first on revenue vehicle replacement until target/goals are met, then on facility upgrades/replacement, ferry boats and equipment.

Statewide facility assessments were conducted in 2022. “Improve healthy, sustainable transportation option for millions of Americans Michiganders who take public transportation spend an extra \$67.7% of their time commuting and non-white households are 5.6 times more likely to commute via public transportation. 17% of transit vehicles in the state are just past useful life. Based on formula funding alone, Michigan would expect to receive \$1 billion over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state (2).” Source: Infrastructure and Investment Jobs Act.



PUBLIC TRANSPORTATION NATIONAL PERFORMANCE GOALS

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail system to develop safety plans in accordance with 49 USC 5329. The PTASP rule became effective on July 19, 2019. At a minimum, the final rule (49 CFR 673) requires each safety plan to include the following:

- Approval by the agency’s Accountable Executive and Board of Directors or (equivalent)
- Designation of a Chief Safety Officer
- Process documentation of the agency’s Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
- Employee reporting program
- Targets based on performance measures established in FTA’S National Public Transportation Safety Plan (NSP)
- Criteria to address requirements and standards set in FT’s Public Transportation Safety Program and NSP

TABLE 4-12: TRANSIT PROJECTS

YEAR	Agency	PROJECTS	ASSET BENEFIT
2026	STARS	BUS PURCHASE	REVENUE VEHICLES
2027	STARS	BUS PURCHASE	REVENUE VEHICLES
2028	STARS	BUS PURCHASE	REVENUE VEHICLES
2029	STARS	BUS PURCHASE	REVENUE VEHICLES

*A COMPLETE LIST OF STARS 2026-2029 PROJECTS IS FOUND IN THE APPENDIX.

PROJECT SELECTION IN THE FY 2026 - 2029 TIP

Through the SATA project selection process, funding has been assigned that generally targets the performance measure areas specified through legislation. Like other MPO's statewide, SATA has and continues to face limitations in funding resources at the local, state and federal levels and has established goals and objectives in the Master Transportation Plan.

During the TIP Call for Projects, road agencies utilize a ranking method process and they are required to submit list of projects for review and approval by the SATA Technical and Policy Committees. Prior to submittal the projects are scored and prioritized on how well they address and incorporate pavement conditions, local and economic development elements, safety and area-wide impacts.

Below is more information on the project prioritization process for project in the SATA planning area. For the the development of the FY 2026-2029 TIP, SATA utilized a **“Ranking Method for Preservation and Capacity Improvement Projects”** for submittal of potential TIP projects to SATA. The form was identified as for a road/street project or other project. The other project category included pedestrian, non-motorized or other non-traditional projects.

Preservation and Rehabilitation Projects: Rehabilitation and reconstruction of a facility without adding or widening through lanes.

Capacity Improvement Projects: Addition of through lanes or widening lanes that would improve the traffic carrying capacity of the street.



Goals For Project Selection

In keeping with Federal regulations, the MPO’s goal is to include only those projects in a TIP that:

- Are supported by the public.
- Promote congestion management strategies.
- Promote access management strategies.
- Comply with Land Use Plans of local governments.
- Promote economic development.
- Enhance intermodal passenger and freight facilities.
- Ensure that air quality and natural resources such as wetlands and watersheds are preserved and protected.
- Meet the accessibility needs of the elderly and disabled.
- Promote development of tourist and recreation areas.
- Improve the overall condition of the transportation network

The following are the point values assigned to performance measures for preservation projects:

PERFORMANCE MEASURE	POINTS
ROAD SAFETY	20
ROAD CONDITION	30
INTER-MODAL CONNECTION/ECONOMIC DEVELOPMENT	15
LAND USE	15
CONGESTION MANAGEMENT	10
EXTRA PROJECT BENEFITS	10

Total Points Possible = 100

The following are the point values assigned to performance measures for capacity projects:

PERFORMANCE MEASURE	POINTS
ROAD CAPACITY (ONLY SCORED FOR CAPACITY PROJECTS)	25
ROAD SAFETY	20
ROAD CONDITION	30
INTER-MODAL CONNECTION/ECONOMIC DELVEOPMENT	15
LAND USE	15
CONGESTION MANAGEMENT	10
EXTRA PROJECT BENEFITS	10

Total Points Possible = 125

The forms were utilized in compiling a listing of projects to be considered for inclusion in the FY 2026-2029 TIP and evaluated by the SATA TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2045 SATA Metropolitan Transportation Plan.

APPENDIX A

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION (for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the *Saginaw Area Transportation Area (SATA)*, the Metropolitan Planning Organization for the *Saginaw*, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

§450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Travis Hare, Chair Date
Saginaw Area Transportation
Agency (SATA)
(MPO Policy Body)

Todd White, Director Date
Bureau of Transportation Planning

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES

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PROJECTS/MAP AND FISCAL CONSTRAINT TABLES

MDOT

Michigan Department of Transportation

MDOT

Michigan Department of Transportation

Fiscal Year(s) : 2026, 2027, 2028, 2029

Date: 05/01/2025

Page: 7 of 7

Classification: Public

Total Job Title	JOB #	MPO	Source	Transportation Agency	Licenses	Length Work Week	Paid Description	Phase	Phase Code	Zone Code	Territory Code	All ACT Code(s)	Job Category	Level Description	Year Budget	Phase Budget	Phase Type	Phase Start Date	Total Phase Budget	Year Job Cost Total Est. Job Cost	Year Job Cost Est. Job Cost	Action Status	Active Reason	Other Reason	CPS Reason	Schedule Date	Reschedule Date	Reschedule Reason	Project Status	STIP Comments	
BPM Fee Reduction:				Huntington Traffic Services Area Study									60-00000000	E	\$2,000,000																
Total Total:													60-00000000	E	\$2,000,000																
Total Grand:													60-00000000	E	\$2,000,000																

Total Job Phases Reported: 03

Job Phases(s) highlighted in yellow are delayed to future STIP cycle

Preferences:

Report Format: Standard

FISCAL Year(s): 2026, 2027, 2028, 2029

MPO Name: MPQC-Saginaw Area Transportation Agency (Saginaw)

County: ALL

Property Region: ALL

MDOT Region: ALL

STIP Cycle Fiscal Year 2026 - Fiscal Year 2029

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Turnpike, Local, Multi-Modal

Phase Type: ALL

Phase Station: ALL

(AP - Programmed; AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Territorial: Turnpike - ALL, Local - ALL, Multi-Modal - ALL

Finance System: Turnpike - ALL, Local - ALL, Multi-Modal - ALL

BTP: ALL

Include STIP Exempt No

Exclude Delayed to Future STIP Cycle Yes

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2026 - Fiscal Year 2029 Southeast Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 1 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$107,000	\$262,000	\$262,000	\$0	\$335,000	\$657,000
STP - Small MPO	\$3,978,783	\$2,136,000	\$1,843,198	\$0	\$1,842,793	\$3,685,991
STP - Small MPO	\$118,750	\$65,000	\$65,000	\$0	\$23,750	\$118,750
FY 2026, Local MPO Based Constraints Total	\$4,194,533	\$2,463,000	\$2,200,198	\$0	\$2,201,533	\$4,401,729
Fiscal Year - 2026, Local RTP Based Constraint						
STP - Rural/Feasible	\$804,612	\$687,200	\$687,200	\$0	\$117,412	\$804,612
FY 2026, Local RTP Based Constraint Total	\$804,612	\$687,200	\$687,200	\$0	\$117,412	\$804,612
Fiscal Year - 2026, Local Projects from Statewide Sources						
Bridge Funds	\$2,352,476	\$0	\$0	\$2,352,476	\$0	\$2,352,476
Transportation Alternatives	\$2,076,716	\$1,753,688	\$1,753,688	\$0	\$263,028	\$2,016,716
FY 2026, Local Projects from Statewide Sources Total	\$4,429,192	\$1,753,688	\$1,753,688	\$2,352,476	\$263,028	\$4,368,192
Fiscal Year - 2026, MDOT Project Templates						
Traffic & Safety	\$1,382,302	\$1,291,071	\$1,291,071	\$91,231	\$0	\$1,382,302
Other	\$209,839	\$209,839	\$209,839	\$0	\$0	\$209,839
FY 2026, MDOT Project Templates Total	\$1,592,141	\$1,500,910	\$1,500,910	\$91,231	\$0	\$1,592,141
Fiscal Year - 2026, Transit Project Categories						
5307	\$1,137,382,811	\$609,196,408	\$609,196,408	\$227,000,000	\$1,196,408	\$1,137,382,811



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2026 - Fiscal Year 2029 Southeast Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 2 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2027						
FY 2027, Local Projects from Statewide Sources Total	\$6,453,688	\$5,162,400	\$5,162,400	\$645,300	\$645,300	\$6,453,688
Fiscal Year - 2027, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$300,000	\$245,550	\$245,550	\$47,644	\$6,806	\$300,000
Traffic & Safety	\$959,244	\$898,890	\$898,890	\$354	\$0	\$959,244
FY 2027, MDOT Project Templates Total	\$959,244	\$898,440	\$898,440	\$47,998	\$6,806	\$959,244
Fiscal Year - 2027, Transit Project Categories						
5307	\$3,035,000	\$1,828,000	\$1,828,000	\$207,000	\$1,000,000	\$3,035,000
5311	\$626,400	\$313,200	\$313,200	\$313,200	\$0	\$626,400
5339	\$1,040,000	\$602,000	\$602,000	\$208,000	\$0	\$1,040,000
FY 2027, Transit Project Categories Total	\$4,701,400	\$2,743,200	\$2,743,200	\$728,200	\$1,000,000	\$4,701,400
Fiscal Year - 2027 Grand Total	\$11,675,644	\$12,858,040	\$12,858,040	\$1,673,504	\$2,536,406	\$11,675,644
Fiscal Year - 2028						
Fiscal Year - 2028, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$341,200	\$273,000	\$273,000	\$0	\$68,200	\$341,200
STP - Small MPO	\$2,865,900	\$2,222,000	\$2,222,000	\$0	\$643,900	\$2,865,900
STP - Small MPO	\$125,000	\$100,000	\$100,000	\$0	\$25,000	\$125,000
FY 2028, Local MPO Based Constraints Total	\$3,332,100	\$2,595,000	\$2,595,000	\$0	\$737,100	\$3,332,100
Fiscal Year - 2028, Local RTP Based Constraint						
STP - Rural/Feasible	\$1,425,000	\$1,300,000	\$1,300,000	\$0	\$325,000	\$1,425,000
FY 2028, Local RTP Based Constraint Total	\$1,425,000	\$1,300,000	\$1,300,000	\$0	\$325,000	\$1,425,000



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2026 - Fiscal Year 2029 Southeast Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 5 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2029						
Fiscal Year - 2029, Transit Project Categories						
5307	\$3,040,000	\$1,832,000	\$1,832,000	\$208,000	\$1,000,000	\$3,040,000
5311	\$626,400	\$313,200	\$313,200	\$313,200	\$0	\$626,400
5339	\$600,000	\$480,000	\$480,000	\$120,000	\$0	\$600,000
FY 2029, Transit Project Categories Total	\$4,266,400	\$2,625,200	\$2,625,200	\$641,200	\$1,000,000	\$4,266,400
Fiscal Year - 2029 Grand Total	\$9,644,315	\$6,415,612	\$6,415,612	\$641,200	\$2,567,503	\$9,644,315



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2026 - Fiscal Year 2029 Southeast Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 2 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026						
Fiscal Year - 2026, Transit Project Categories						
5307	\$108,000	\$260,900	\$260,900	\$95,100	\$0	\$356,000
5311	\$808,184	\$304,077	\$304,077	\$304,077	\$0	\$808,184
5339	\$285,000	\$224,000	\$224,000	\$58,000	\$0	\$286,000
FY 2026, Transit Project Categories Total	\$1,191,184	\$788,977	\$788,977	\$657,177	\$1,196,408	\$1,191,184
Fiscal Year - 2026 Grand Total	\$1,191,184	\$788,977	\$788,977	\$657,177	\$1,196,408	\$1,191,184
Fiscal Year - 2027						
Fiscal Year - 2027, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$268,000	\$268,000	\$268,000	\$0	\$0	\$268,000
STP - Small MPO	\$2,374,680	\$2,179,000	\$2,179,000	\$0	\$795,680	\$2,974,680
STP - Small MPO	\$121,200	\$97,000	\$97,000	\$0	\$24,200	\$121,200
FY 2027, Local MPO Based Constraints Total	\$2,763,880	\$2,544,000	\$2,544,000	\$0	\$819,880	\$3,363,880
Fiscal Year - 2027, Local RTP Based Constraint						
STP - Rural/Feasible	\$1,343,384	\$1,274,000	\$1,274,000	\$0	\$69,384	\$1,343,384
TEOD Category 0	\$252,108	\$0	\$0	\$252,108	\$0	\$252,108
FY 2027, Local RTP Based Constraint Total	\$1,595,492	\$1,274,000	\$1,274,000	\$252,108	\$69,384	\$1,595,492
Fiscal Year - 2027, Local Projects from Statewide Sources						
Bridge	\$2,413,000	\$2,750,400	\$2,750,400	\$241,200	\$241,200	\$2,413,000
STP - Feasible (Bridge)	\$2,360,000	\$2,432,000	\$2,432,000	\$294,000	\$294,000	\$2,360,000



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2026 - Fiscal Year 2029 Southeast Area Transportation Agency (SATA)

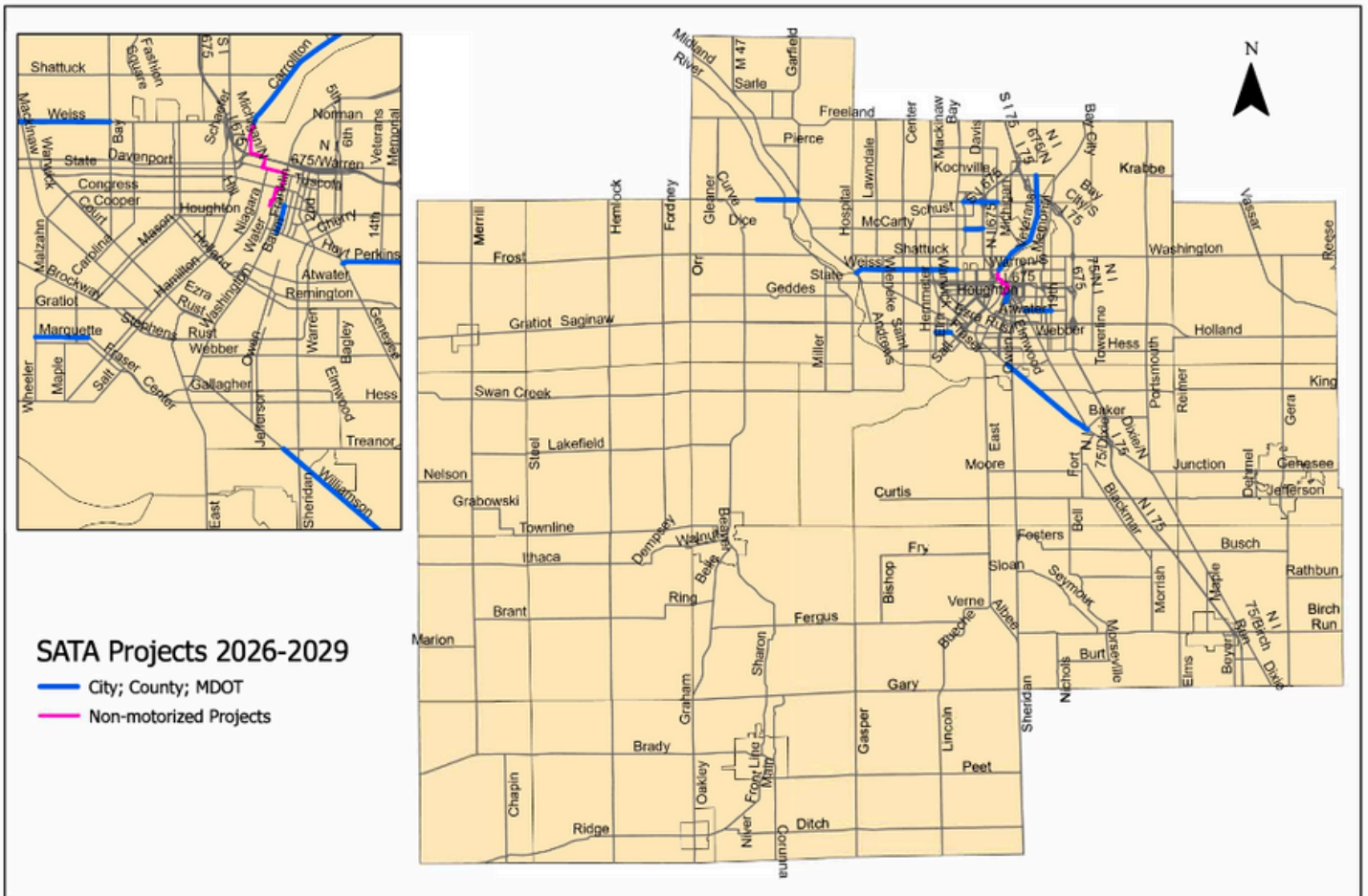
Date: 05/07/2025
Page: 4 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2028						
FY 2028, Local RTP Based Constraint Total	\$1,425,000	\$1,300,000	\$1,300,000	\$0	\$325,000	\$1,425,000
Fiscal Year - 2028, MDOT Project Templates						
Traffic & Safety	\$3,104,471	\$3,104,471	\$3,104,471	\$0	\$0	\$3,104,471
FY 2028, MDOT Project Templates Total	\$3,104,471	\$3,104,471	\$3,104,471	\$0	\$0	\$3,104,471
Fiscal Year - 2028, Transit Project Categories						
5307	\$2,360,000	\$1,832,000	\$1,832,000	\$208,000	\$1,000,000	\$2,360,000
5311	\$626,400	\$313,200	\$313,200	\$313,200	\$0	\$626,400
5339	\$590,000	\$480,000	\$480,000	\$120,000	\$0	\$590,000
FY 2028, Transit Project Categories Total	\$3,576,400	\$2,625,200	\$2,625,200	\$641,200	\$1,000,000	\$3,576,400
Fiscal Year - 2028 Grand Total	\$3,576,400	\$2,625,200	\$2,625,200	\$641,200	\$1,000,000	\$3,576,400
Fiscal Year - 2029						
Fiscal Year - 2029, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$348,700	\$279,000	\$279,000	\$0	\$69,700	\$348,700
STP - Small MPO	\$2,475,680	\$2,267,000	\$2,267,000	\$0	\$1,208,680	\$3,475,680
STP - Small MPO	\$128,700	\$103,000	\$103,000	\$0	\$25,700	\$128,700
FY 2029, Local MPO Based Constraints Total	\$2,953,080	\$2,649,000	\$2,649,000	\$0	\$1,304,080	\$3,953,080
Fiscal Year - 2029, Local RTP Based Constraint						
STP - Rural/Feasible	\$1,426,768	\$1,341,412	\$1,341,412	\$0	\$285,356	\$1,426,768
FY 2029, Local RTP Based Constraint Total	\$1,426,768	\$1,341,412	\$1,341,412	\$0	\$285,356	\$1,426,768

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES

Saginaw Area Transportation Agency: TIP 2026-2029 Road and Non-motorized Project Map



DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)



Adopted by SATA Policy Committee May 22, 2025
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DISCLAIMER

As of October 1, 2021, the Metropolitan Planning Organization (MPO) for Saginaw County has been successfully redesignated and a new name was established for the MPO which is now called the Saginaw Area Transportation Agency SATA. With the support of the local units of governments, various levels of committee approvals, resolutions, agreements, and the approval from the Governor of State of Michigan the Saginaw MPO is an independent entity.

With the anticipation of the Saginaw MPO becoming a separate entity the work tasks content of this document resembles much of the language from previous years Unified Planning Work Programs (UPWP). UPWP and UWP are used interchangeably throughout this document.

The financial section of this document identifies estimated financial expenses and the use of cash match contributions from the City of Saginaw, Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services STARS to satisfy local match requirements.

The preparation of this report has been financed in part through a grant from the Federal Highway Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

INTRODUCTION

The Fiscal Year 2026 Unified Planning Work Program for the Saginaw metropolitan area outlines the transportation planning program of the Saginaw MPO. This UWP identifies how the available planning funds (federal, state, and local) will be used to adhere to federal and state transportation planning requirements and addressing local transportation policies, programs, issues, and priorities. The SATA Fiscal Year 2026 describes transportation planning work and associated funding for the period of October 1, 2025, to September 30, 2026. The UPWP is developed by SATA in partnership with the City of Saginaw Engineering, Saginaw County Road Commission, Saginaw Transit Authority Regional Services, Federal Highway Association, Federal Transit Administration, Michigan Department of Transportation, and other local agencies. These partners continue to play an effective role in SATA transportation planning activities by providing requested technical assistance and encouraging intergovernmental cooperation.

Each task in the UPWP includes information on who will perform the work, resulting end products, and proposed funding allocations. The UPWP is required by the United States Department of Transportation (USDOT) as a condition to function and to receive federal funding for transportation related projects for state, regional and local projects. The agencies' planning activities are supported by federal, state, and local funds. Detailed information on these contributed services is provided in the financial section of this document.

Every census designated metropolitan area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) as defined by 23 CFR § 450.310 to qualify for federal highway or transit funding assistance. The Saginaw Area Transportation Agency (SATA) is the designated MPO for the Saginaw Urbanized area. Federal regulations require that the metropolitan area

has a continuing, cooperative, and comprehensive transportation planning process also known as the (-3C-) process”, that results in plans and programs that consider all transportation modes and supports community development and social goals.

It is important that the membership of the MPO includes the involvement of policy makers, technical staff, and the citizens interests of Saginaw Urban Area to address various facets and impacts of the transportation planning process.

The United States Department of Transportation (USDOT) relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and best meet local priorities and the citizens best interests. The USDOT will not approve federal funding for urban highway and transit projects unless they are an approved item in the MPO's Transportation Improvement Plan (TIP). Thus, the MPO's role is to develop and maintain the necessary transportation plan for the area to assure that federal funds support these locally developed plans. Funding for highways, highway safety, and public transportation is provided by the current Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, by President Biden, it is a \$1.2 trillion 5-year bill that authorizes increased investments for the nation's roads, bridges, transit, and rail system through the year 2026. This legislation, like its predecessors, places the MPO in a primary role for the programming of transportation projects to be carried out in any given year. The (IIJA) is performance-based approach to infrastructure investment that was established in the previous authorization bills, the Fixing America's Surface Transportation Act (FAST Act) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The MPO has also been given the responsibility to involve the public and other stakeholders in this process through expanded community involvement efforts.

Since the MPO is made up of those agencies responsible for carrying out transportation programs in the region, the process puts all units into partnership with one another to carry out the programs. Any agency can, however, carry out its own transportation projects with its own funds independent of the MPO unless deemed regionally significant by the MPO.

The MPO carries out three major work activities to meet specific federal requirements. These are:

- The development and maintenance of the ***Metropolitan Transportation Plan (MTP)*** through a "continuing, comprehensive, and cooperative (3C)" planning process.
- The development and maintenance of a four-year ***Transportation Improvement Program (TIP)*** that identifies all transportation system improvements in the SATA area that will receive Federal funding, including highway, pedestrian, and bicycling projects.
- The annual adoption of a ***Unified Planning Work Program (UPWP)*** or, more simply, ***Unified Work Program (UWP)***. This document presents a comprehensive one-year planning program that describes and coordinates the individual transportation planning activities of all agencies in the area.
- The development and maintenance of ***Public Participation Plan (PPP)*** process which results in a Public Involvement Plan.
- The establishment of a performance-based planning and programming process.

These products are required for the SATA Metropolitan Planning Organization to maintain its eligibility for federal transportation funds.

These planning activities are supported by federal, state, and local funds. In FY 2026, SATA intends to use cash contributions provided by the Saginaw County Road Commission, the City of Saginaw Traffic Engineering and STARS to meet the local matching funds required for the FHWA/FTA 5303 grant funds. Detailed information on these contributed services is provided in the financial section of this document.

This Unified Work Program is prepared to meet requirements of transportation planning funding programs, and it includes descriptions of all facets of SATA staff's activities. The membership of the Saginaw MPO is detailed SATA documentation portion of this document.

SATA FY 2026 Staffing

SATA has two full-time employees, an Executive Director and a vacant Transportation Planner position. The staffing in this document reflects 2 full-time employees (FTE), the Transportation Planner position will be filled as soon as possible.

Interns will be hired from local post-secondary education institutions, such as Saginaw Valley State University and Delta College to assist with special projects through their urban geography, graphic design programs.

SATA MPO Current Committee Structure

The Saginaw Area Transportation Agency is comprised of two committees the Policy and Technical. The Policy Committee is the governing and decision-making body and the technical serves as an advisory body which consists of experts in transportation related matters in the region. The membership of these committees consists of the municipalities which formed the Policy Committee, plus any additional agency, other organization, or individuals. The Policy and Technical Committees are established to continue to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative, and comprehensive (3C) transportation planning process.

The Policy Committee membership includes Elected Officials (or their alternate) from each unit of local government in the Saginaw Urbanized Area, and representatives of MDOT, the County Road Commission, the East Michigan Council of Governments, the 7-B Rural Task Force, and STARS. Non-voting members include representatives of the Federal Highway Administration (FHWA) Michigan Division Federal Transit Administration (FTA). Non-voting membership is also open to rural municipalities, and all other public and private entities with an interest in the transportation planning process. The Policy and Technical Committees are established to continue to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative, and comprehensive (3C) transportation planning process.

The committees meet most months and at these meetings current transportation issues are discussed and updated reports on transportation studies and projects are given. After these discussions are completed, policy actions are taken that include adoption of amendments to TIP and UWP, revision to these documents or the Metropolitan Transportation Plan, and adoption of resolutions related to current transportation issues.

The Director is responsible for the development, supervision, and management of MPO activities. In fulfilling the above role, the Director's time is divided between indirect (management and administrative activity) and direct (technical work). The Director performs various work elements/activities listed in the annual Unified Work Program (UWP) oversees projects and participates in other community wide efforts.

The Planner is responsible for technical activities with time allocated among the various work elements identified in the Unified Work Program (UWP). In addition to this technical role, the Planner has selected administrative duties and is assigned other transportation related tasks as needed.

FUNDING SOURCES

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), is the new federal surface transportation authorization, was signed into law on November 15, 2021. In response to IIJA/BIL SATA will identify under its short-range planning activities on a separate line item or the amount invoiced for "complete streets planning".

FHWA Planning grant funds (also known as "PL" or metropolitan planning funds)

Federal Planning funds can be used for up to 81.85 percent of a project, with a required 18.15 percent match typically provided by local governments.

FHWA State Planning and Research (SPR) grant funds

SPR funds are federal dollar from the State Planning & Research Program administered by the Michigan Department of Transportation. Some SPR funds may be allocated to the MPO to help with planning studies. A 20 percent match is required that is provided by MDOT.

FTA Section 5303 and 5307 grant funds

Section 5303 funds are federal funds designated for transit planning, and research activities and are flexed to PL dollars as a part of the Consolidated Planning Grant. Up to 80 percent of federal funds can be used for a project. The remaining 20 percent match is typically provided by local governments.

FHWA Surface Transportation Program (STP) funds

Federal STP funds can be used for up to 81.85 percent of a project, with a required 18.15 percent match typically provided by local governments.

Local matching funds

All federal grants funds require at least an 18.15 percent non-federal match. The MPO receives funding from member jurisdictions.

The projected funding for FY2026

FHWA PL 112 (Metro Planning Grant)	\$ 314,103.00
Local Match Road Agencies 18.15%	\$ 69,651.42
FTA Transit Funding	\$ 73,072.00
Local Match 18.15%	\$ 16,203.50

State Asset Management	\$ 26,250
*chart excludes mandatory SATA Audit Cost of \$10,950	\$499,280 TOTAL
\$510,230 Total Budget	

Use of Cash Match

The SATA program will utilize cash match assistance of the local agencies from the City of Saginaw, Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services, to address the federal planning requirements as well as local issues and programs effectively and efficiently. SATA will reimburse these agencies for transportation planning activities and more detail is provided in the financial section of this document.

The combined work of the MPO staff and the participating staff of other member organizations provides the information needed to make program and policy decisions. During its work, the staff identifies transportation needs in the community. Normally these needs are addressed by member organizations. The staff works with other public, private, and academic organizations in the metropolitan study area to develop strategic transportation programs that meet the diverse needs of the citizens of Saginaw.

Priorities for the SATA Planning Area in FY 2026

The transportation planning program conducted by the Saginaw MPO is designed to be responsive to federal and state requirements while also addressing local transportation issues. The Unified Work Program (UWP) is intended to conduct the specific requirements current in the current (IIJA) bi-partisan bill signed into law on November 15, 2021 and previous transportation bill, the FAST Act. On December 4, 2015, former President Obama signed the Fixing America's Surface Transportation (FAST) Act into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment, while continuing to build upon the “continuing, comprehensive, and cooperative” planning process that is well-established in the SATA area.

The FAST Act, identified planning factors included under the section Metropolitan Transportation Planning Title 23 USC 134(h)(1) that the metropolitan planning process shall provide for consideration and implementation of projects and strategies that will address the following *planning factors*:

- Support the economic vitality of the metropolitan area; especially enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and pedestrian and bicycle users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of transportation systems, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impact of surface transportation, and

- Enhance travel and tourism.
- Increase security of the transportation system for motorized, pedestrian and bicycle users.

SATA is committed to implementing these planning factors, as applicable, in work items described in this document while supporting the (3C) approach in the transportation planning process.

SATA completed the preparation and adoption of a new 2045 Metropolitan Transportation Plan (MTP) in 2022. The New MTP plan can be found on SATA's newly launched website. The MTP identifies the major transportation needs in the SATA area and provides an extensive list of projects that have been proposed to address those needs. The projects that are identified in the MTP are prioritized in the 2023-2026 SATA Transportation Improvement Program (TIP) for the metropolitan planning area. In the TIP development process, SATA evaluates proposed projects based on safety, condition, potential for improved intermodal connections and access, coordination with local land use plans, and in adherence with performance measures and targets.

UWP Major Work Items

The Unified Work Program identifies a broad range of activities by the SATA organization that supports the implementation of the Metropolitan Transportation Plan and the Transportation Improvement Program. The following is a brief listing of priorities for the SATA metropolitan area in FY 2026 as described in the UWP:

Preservation and maintenance of the existing transportation and transit system

- Work on this task will include aiding and reviewing of local agencies' asset management plans and the development of the annual report for asset management.
- Working with local agencies on Asset Management plans and incorporating Road Soft analytical tools to determine the remaining service life of their system.
- Performance measure reporting on the progress achieved in the system performance. Data tracking and analysis past and future projections
- Reviewing and assisting STARS in reporting and tracking performance measures for Transit operations.

Capacity improvements in the existing system

- Emphasis on safety in the transportation planning process, and implementation of safety improvements in the system.
- Continue to collect data and improve documentation for safety targets in both the MTP and TIP documents.
- Implement a process to track safety projects' effect on the roadway.

Transportation funding issues and financial constraint.

- Work with local agencies on acquiring additional grant funding for road projects.

Expanded public involvement and consultation

- Public Participation will be a continuous task.

Data collection Efforts

- To support the Great Lakes Bay Region, Travel Demand Model, the Highway Performance Monitoring System (HPMS), the PASER rating program, and other areas as needed.
- Work with the city of Saginaw and Road Commission on road count data collections and SATA being the data repository for both road counts and PASER data.

Development of Non-motorized facilities/Saginaw County Non-motorized plan

- Development of the plan and have the interns work on collecting current trail and infrastructure data.

Freight Consideration Transportation Planning Process

- Collaborate Midland and Bay City MPO's to develop a regional Freight Plan along with the East Michigan Council of Governments (EMCOG)

Public transportation service levels and delivery alternatives

- Research best practices in public transportation in collaboration with partners at STARS

Incorporation of livability concepts in the transportation planning process

Intergovernmental cooperation, including participation in efforts to address regional (multi-county) transportation issues for major corridors and facilities.

- Collaborate with the other regional MPO's to set up an annual meeting between the agencies.

Coordination of transportation planning with county and regional economic development efforts

- Develop a better relationship with Saginaw Future, Chamber of Commerce, and EMCOG

Identification and implementation of performance measures in cooperation with MDOT, FHWA, and the other Michigan MPO's

- Collaborate with local agencies on performance measures planning and project selection.
- Collaborate with local agencies on collecting data for performance measures.
- Develop a plan of action on reporting and analyzing performance measures.

Transportation Issues

There is a direct correlation between mobility and economic growth and improving the quality of life for people. Supporting quality of life and a robust economy in Saginaw and in Michigan requires that there be safe, efficient, and well-maintained transportation system. Investment in roads, bridges, and public transportation is funded by local, state, and federal governments. A lack of sufficient funding at all levels makes it difficult to adequately maintain and improve current transportation systems. Reducing the number of fatal vehicle crashes related to roadway features is of concern of the in Saginaw Metropolitan area and throughout the State of Michigan. Investing in a safe and well-maintained transportation network is vital in reducing vehicle related fatalities.

This awareness clearly identifies transportation issues in the SATA urbanized planning area that directs the decision-making process and are further outlined below:

Issue No. 1. Preservation of the Transportation System

Issue No. 2. Performance Base Planning and Programming

Issue No. 3. Reduction in traffic fatalities and serious injuries on all public roads

Issue No. 4. Continuing Focus on Public Participation

*This list is not prioritized as all issues are of extreme importance and are considered in the transportation planning programming in the Saginaw County urbanized planning area.

Transit planning is also vital to economic growth and improving quality of life for citizens in Saginaw County. Saginaw Transit Authority Regional Services (STARS) is the major public transportation system for the Urbanized Saginaw Area that provides safe, efficient, dependable, and affordable public

transportation to all citizens of Saginaw. Funding for STARS is generated from a combination of revenue sources, including passenger fares, local transportation millages, state resources and federal grants. Over the last year, Saginaw Transit Authority Regional Service (STARS) is continually moving forward on its bus replacement program, enhancing, and expanding services for citizens in Saginaw County. STARS travels about 1.5 million miles per year and over 3,300 people ride STARS buses each day to work, doctor visits, shopping, and school. SATA staff will continue to work with STARS to process TIP amendments and assist with developing their transit asset management plan along with technical assistance from MDOT, FTA, and FHWA.

This year, staff will continue to assist STARS with the development of their Transit Asset Management Plan, coordinate and facilitate services and activities. collecting Model Inventory of Roadway Elements (MIRE) Data, and other activities related to generating data useful in all the current and future performance-based measures. In addition, SATA must enhance our relationship with Midland Bay and Saginaw Airport (MBS), economic development within the Great Lakes Bay Area.

In recent years STARS has improved its bus fleet and expanded its bus services. In June 2019 STARS launched *Rides to Wellness*, the first county-wide service offered in the history of the agency. This non-emergency medical transportation offers a 30-minute response time for service and door to door service. This service now has dozens of communities partners and offers rides to the public through Michigan Transportation Connection (MTC).

Rides to Work Services at STARS:

- Pigeon Express
- Hemlock Semi-Conductor (HSC)
- Corning Shuttle
- Delta Direct (Downtown)

Finally, SATA is unique statewide in that we have a joint relationship with our border MPO partners in Midland and Bay Counties. During FY 2026, SATA must continue to communicate and collaborate with those policies and our colleagues in regional planning on issues and topics of regional concern. A major change that occurred in FY 2018 was that Midland's MPO (MATS) planning area now includes Tittabawassee Township, which was previously in SATA planning area.

STATE OF MICHIGAN PLANNING PROGRAM EMPHASIS AREAS

1. Maintenance of the FY2026-2029 TIP
 - incorporation of performance-based planning in project selection
 - hold TIP amendment coordination meetings including OPT, region planners, SPS planners, and MPO staff.
 - ensure that the public notification for TIP amendments aligns with the MPO's Public Participation Plan
2. Continued involvement and feedback in JobNet application enhancements.
3. Continue to ensure transit projects are accurately shown in the TIP and fiscally constrained, through coordination with local transit agencies and MDOT Office of Passenger Transportation.

4. Clear identification in the UPWP of the utilization of a minimum of 2.5% of PL funds and any additional CPG funds to be utilized on any specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
5. As needed, continue to review, evaluate, and update public participation plan (PPP) including consideration of virtual options for public participation.
6. Ensure that Title VI documents are updated to reflect the current complaint procedures.
7. Ensure compliance with Transportation Performance Measures (TPM) requirements, including working with MDOT on data needed to identify how the MPO is working to meet the adopted targets within the MPO planning area.
8. Enhanced Long Range Plan Coordination between MDOT and MPOs
 - Draft of next state long range plan to be completed by Spring 2026, with anticipated plan adoption in Summer 2026. Continuing coordination and collaboration between MTPs and the SLRTP.
 - SUTA is coordinating model development for the MPOs with MTPs to be adopted between November 2026 and June 2028 with the MI Travel Counts 4 (MTC4) household travel survey. This will require reviewing and approving base year socio-economic data in FY25 for TwinCATS, BayCATS, MATS, SATA, and BattleCATS.
 - MTC4 collection will continue in Spring 2025. Collection of households in SEMCOG region will begin. Collection of households for all remaining MPO areas to be completed.
9. Continue to focus on partnerships utilizing a continuing, cooperative, and comprehensive (3C) approach to transportation planning.

AIR QUALITY

The Clean Air Act Amendments of 1990 (CAAA) established the mandate for better coordination between air quality and transportation planning. The CAAA requires that all transportation plans and transportation investments in non-attainment and maintenance areas be subject to an air quality conformity determination. The purpose of such determination is to demonstrate that the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) conform to the intent and purpose of the State Implementation Plan (SIP). The intent of the SIP is to achieve and maintain clean air and meet National Ambient Air Quality Standards (NAAQS). Therefore, for non-attainment and maintenance areas, the LRTP and the TIP must demonstrate that the implementation of projects does not result in greater mobile source emissions than the emissions budget.

On October 1, 2015, the United States Environmental Protection Agency (EPA) set the primary and secondary national ambient air quality standard (NAAQS) for ground-level ozone at 70 parts per billion (or 0.070 parts per million). Since SATA area is designated in attainment for Ozone under USEPA's 8 hour 0.070 Ozone Standard, there is no requirement to conduct a regional transportation conformity analysis for the SATA' Long-Range Plan or Transportation Improvement Program. This reflects in the current UWP by Air Quality not being one of the work items needed to be conducted within FY 2026, with time and funding assigned to it. If ever EPA publishes a notice designating the SATA area as non-

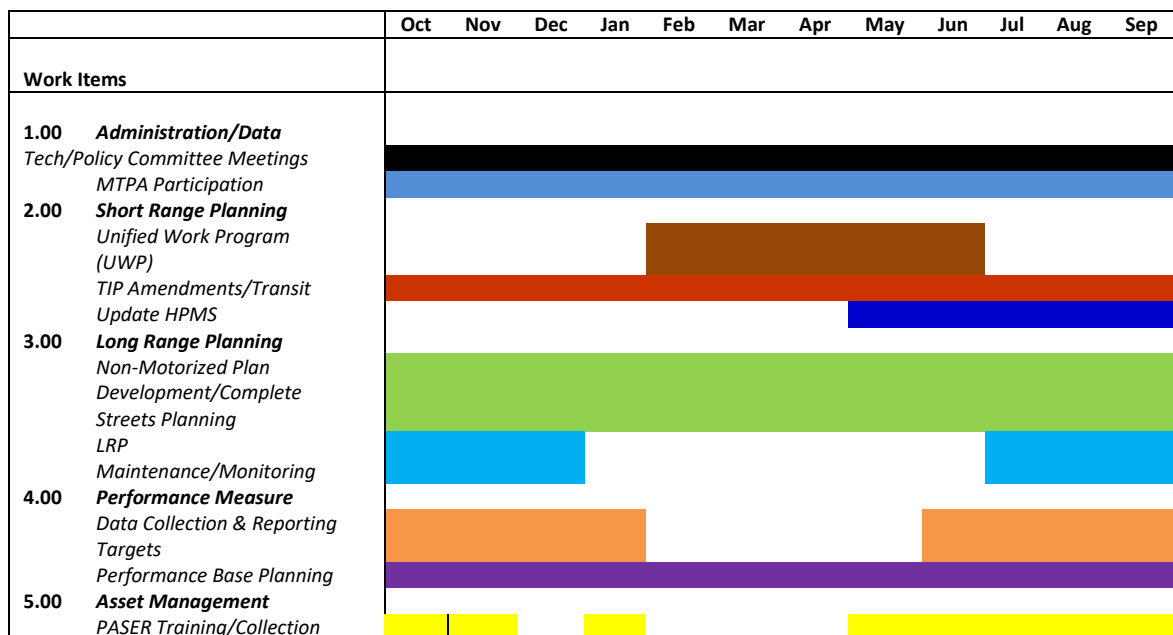
attainment area, then above-mentioned regional transportation conformity analysis would need to be conducted, and the future UWP would reflect work tasks necessary.

Work Task for FY 26 UWP Transportation Issues

<u>FY 2025 Key Issues</u>		<u>Related Work Item(s)</u>
Asset Management		5.00
Freight Planning		3.00, 4.00
Performance Measure Planning		4.00
Land Use Analysis and Consideration		2.00, 4.00
In Transportation Planning		1.00
Long Range Transportation Plan		3.00
County-wide Traffic Counts		4.00
Financial Condition Database		4.00
Intelligent Transportation Systems		2.00
Highway Performance Monitoring System (HPMS)		4.00
Public Transit		1.00, 1.01, 2.00, 3.00
Non-Motorized Plan Development/Complete Streets	3.00	
Performance Measures		4.00
<u>Outline of Work Items</u>		
SATA Administration (Admin)	1.00	
SATA Short Range Planning (SRP)		2.00
PL/5303 Block Grant		
SATA Long Range Planning (LRP)		3.00
Non-Motorized Plan Development		3.01
Complete Streets		3.02
Performance Measure Planning	4.00	
Asset Management		5.00

Workflow Chart FY 26

SATA FY 2025 UWP Timeline



Work Item

1.00 – SATA Administration/Data

Responsible Agency: SATA (MPO staff) City of Saginaw, and SCRC (data collection)

SATA Program Management

	FHWA PL	SATA	LOCAL	MDOT
Funding Source	\$205,865		\$45,650	\$0
Expenditures		\$251,515		
Staff Time (hours)		1751.04		

- **Purpose –** To ensure the coordination of the transportation planning process throughout the planning area; to maintain a proactive public involvement process with an emphasis; to assure a cooperative, comprehensive and continuing planning activity; to provide consideration of all modes of transportation as viable elements of a transportation system; to monitor usage of planning funds for the implementation of the transportation planning process; and to incorporate factors from federal law into the planning process.

Products -

- FY 2026 Unified Work Program.
- Adjusted Census Urbanized Boundary (ACUB).
- Final Acceptance Report for FY 2025 UWP.
- Annual listing of obligated projects for FY 2025
- Program development and coordination.
- Interagency planning agreements (as needed).
- By-law modifications (as needed).
- Participation Plan review, monitoring, and outreach.
- Staff education and training.
- Web site updating and maintenance.
- Applications for transportation funding programs by member communities.
- Public official's education and contact.
- Policy/Technical Committee agendas, minutes, and contact database management.
- Other SATA committee and subcommittees agendas, notes, and contact database management.
- Title VI plan monitoring/reporting and revisions where needed.
- SATA TIP funding and programming policies.
- SATA invoicing for payment to MDOT utilizing ProjectWise and SIGMA systems.

Activities –

- UWP work item activities will be monitored and progress will be evaluated as outlined in this UWP. Day-to-day management of the UWP will include, but not limited to: MPO administration, records maintenance, attending and organizing Technical Committee, Policy Committee, and Public Involvement meetings, preparation and handling of correspondence, review and processing of agreements and contracts, budget, and administration of Federal Transit Administration (FTA, Sect. 5303), Federal Highway Administration (FHWA, 23 U.S.C. Section 104) and local funding sources.
- MPO staff will travel to meetings regarding transportation improvements, professional training, and planning that will affect the transportation system of the SATA planning area.
- The MPO staff will review and evaluate the work accomplished during the previous fiscal year under this work program. One yearly Final Acceptance Report, summarizing accomplished tasks and funds utilized, will be submitted to the Michigan Department of Transportation.
- As required by sponsoring agencies, financial and records management systems will be maintained.
- The FY 2026 Unified Work Program will be developed and will contain detailed descriptions of work activities, including budget allocations. The MPO will ensure that the urban planning process is conducted in accordance with federal law, MDOT, and U.S. DOT policies and procedures.
- Staff will attend seminars, workshops, conferences, and courses appropriate for the purpose of increasing staff familiarity and expertise with urban transportation and transit planning techniques, methodologies, and innovative developments.
- The adopted and revised Public Participation Plan will be implemented and monitored to ensure its effectiveness. Adjustments and changes will be made to the procedures as needed. Community involvement and outreach activities will be continued and refined as opportunities arise. Efforts and strategies will be made to identify people from various income-conditions that need access to transportation when making decisions based on their mobility needs. Notification of SATA Technical and Policy Committee meetings and correspondence with local media will be maintained.
- SATA successfully developed a new website which will be maintained with current documents and general transportation network information.
- Additional maps, photo galleries, and other visualization materials will be developed and made available.
- SATA staff will attend STARS Transit Advisory Committee meetings.
- Staff will regularly attend Michigan Transportation Planning Association meetings and annual conference.

- Provide information and assistance where needed to member communities concerning Transportation Enhancement grants and other programs.

National Functional Classification

- The National Functional Classification is a system of classifying all streets, roads and highways according to their function. The National Functional Classification determines federal aid eligibility of roadways. Act 51 road jurisdictional agencies must approve any revision to the National Functional Classification route under their jurisdiction.
- After the U.S. Census Bureau approves the 2020 ACUB boundaries, MDOT staff will prepare informational materials and meet with each MPO in the state. These meetings will consist of jurisdictional agencies proposing and reviewing National Functional Classification (NFC) revision to the Act 51 certified public roads within their MPO planning boundary. MDOT staff may request materials such as traffic counts, worksheets, maps, local letters of concurrence, signed resolution, and Act 51 certification to process the proposed NFC revision. The proposed revision will be reviewed by MDOT staff. If MDOT is in concurrence, the proposal would then be submitted to FHWA for final review.
- SATA will coordinate National Functional Classification revision with the Michigan Department of Transportation for the appropriate agencies within their Metropolitan Area Boundary. The MPO will work with local jurisdictions and MDOT to determine new classification if needed and propose and adopt recommendations.

New Functional Classification Change Village of Merrill

- The Village of Merrill provided a proposal and review for consideration for a previously rural road. Based upon the description, data, and maps provided along with the Metropolitan Planning Organization (MPO) and the MDOT review process the FHWA approved the proposed changes to convert Alice Street from Midland to a new major collector classification and eligibility for federal funding.
- The boundaries will be smoothed and adjusted to identify urban roads for transportation planning purposes. The proposed adjustments to the U.S. Census Urban Areas will then be submitted to FHWA for approval. The result will be an Adjusted Census Urbanized Boundary or “ACUB”.

New Small Urban Areas in Saginaw County

- The City of Frankenmuth and Freeland located in Saginaw County Michigan experience population increase and was reclassified as a small urban area with a population of 5,000 to 49,999 and are eligible to receive federal Surface Transportation Program (STP) funds on road and transit capital projects administered by MDOT.

Task Data Collection:

Purpose -

To develop and maintain an accurate and reliable database essential to Determining existing as well as future transportation demand. This work item is intended to improve that database, including population, income, and housing information; accident records; traffic counts; land use and development data information about special generators; all based upon traffic analysis zones and census block group areas. MPO staff will continue to monitor population and employment changes that may impact the current Travel Demand Model for the Great Lakes Bay Region that has been developed in cooperation with MDOT Statewide and Urban Travel Analysis staff.

Products -

- Saginaw County demographic database, financial condition data pertinent to maintenance of the current and development of the new Travel Demand Model.
- Possible acquisition of software that would significantly benefit transportation analysis and decision-making.
- 2026 Traffic Counting Program
- Network attributes updated as necessary.
- Turning movements database.
- Maintain files on MBS Airport passenger and freight counts.
- Areas of congestion on the Saginaw network will be mapped as appropriate.
- Transit facilities inventory.
- Highway Performance Monitoring System database update.
- Data for freight planning and modeling purposes.
- Data tracking for high target safety areas.
- HPMS data collection and training.
- Support of MDOT's planning efforts for collection/confirmation of MIRE data.

Activities -

- Continue to update the roadway network, land use, and financial data including, but not limited to, smaller demographic data and individuals facing financial challenges within Saginaw County for demographic analysis.
- Review proposed land use changes that impact the transportation system.
- Review population and employment estimates and projections that become available through various sources such as Census Bureau, REMI, Claritas, and others.
- Staff will assess software applications that will assist in the efficient analysis of transportation decision making. SATA will be purchasing an ArcGIS license for use.
- Maps will be produced as needed for staff projects, planning, Policy and Technical Committee meetings, and public information, showing various population and transportation related characteristics within Saginaw County based

on a variety of factors such as, but not limited to, traffic analysis zones, various levels of census designations, and other geographic levels. Base mapping capabilities and presentation graphics will be improved so that Saginaw County's Road network, land use, environmental constraints, etc. can be displayed utilizing GIS. This information will be used to improve the MPO's ability to link future land use plans to an adequate future transportation network. Maps will be made available to the public according to the MPO's approved policies.

- Section 5303 planning funds will be used by STARS to conduct planning and data collection activities. Such activities may include, but not limited to, route planning, rider sampling assistance, and infrastructure development. Data collected by STARS will be shared with SATA, and the two agencies will continue to coordinate transportation planning activities. STARS and SATA have a Memorandum of Understanding that defines the relationship between the agencies concerning transportation planning activities. The established billing procedures that provide for the pass-through of the 5303 funds to STARS will be maintained.
- SATA staff will facilitate the acquisition of data on eligible road segments within Saginaw County as determined by the Highway Performance Monitoring System (HPMS) and the travel demand model. For HPMS specifically, SATA will:
 - Collect and submit data items in conjunction with MDOT's HPMS coordinator. Staff will review and update the HPMS database sample segments using the MDOT supplied spreadsheet that contains only the data items needing to be updated for each sample in the format provided.
 - Staff will provide support to the Non-Trunkline Federal Aid Program (NTFA) in the cross-agency coordination effort of gathering existing traffic count data on the non-trunkline federal aid roads.
 - Ongoing traffic count collection by the Saginaw County Road Commission, the City of Saginaw Engineering Department, and the Michigan Department of Transportation (MDOT)
 - Collection of turning movement data by City of Saginaw and Road Commission at major intersections. Data is used for signal optimization and to verify where new signals are required.
 - Other data collection and analysis activities that will assist MDOT in maintaining and improving the Travel Demand Model.
 - Work with MDOT on collecting and/or reviewing data for freight planning and modeling purposes, including air, rail, and trucking.
 - SATA staff will work with road agencies to compile information on critical infrastructure needs in the area, including roads and bridges.

- Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) is a federal reporting requirement for safety roadway data.
- The six (6) data items that MPO staff will be requested to review will be: Surface type, number of through lanes, access control, median type, facility type and junction traffic control. The review of these data items will be done within Roadsoft. Deliverables to MDOT will be exported from Roadsoft.

Public Transit Planning (1.01)

Responsible Agencies: SATA & STARS staff.

	FHWA PL112	SATA	LOCAL	MDOT
Funding Source	\$72,072		\$16,203.50	\$0
Expenditures		\$89,275.50		
Staff Time (hours)		1100		

STARS will coordinate with SATA in its transit planning activities. SATA will review and process invoices from STARS and forward appropriate paperwork to MDOT with respect to billing for transit planning, **\$64,853.28** of MPO funding will be passed through to STARS for transit related activities.

Purpose –

To conduct planning for public transportation in conjunction with 3C (continuing, cooperative and comprehensive) transportation planning for the Saginaw metropolitan area; to develop strategies, policies and procedures that will maximize mobility for Saginaw County's transit-dependent population. to monitor performance of the Saginaw area's transit system and assess options for the continuing improvement of the system; to provide opportunities for citizen input to the decision-making processes. that impact public transportation and follow up on that input; and to inform the public about how to use Saginaw's transit system and about this system's value to the community. UWP work items for Public Transit Planning are generally performed by the STARS Manager of Planning and activities are listed below.

Activities –

Transit components of SATA Transportation Improvement Program.

- Transit component of Unified Work Program.
- Educate community on Public Transit.

- Documentation of fixed route operations (lefts and rights) as well as deviations due to construction or weather-related issues.
- Suggestions for service improvements from bus operators and the public.
- Twice yearly passenger surveys of service quality.
- Triennial monitoring of ridership and trip characteristics.
- Brochures and web pages of route and LIFT information.
- Bus stop signs, timepoint information and passenger amenities at bus stops.
- Reports to STARS Board, MDOT, FTA, and SATA.
- Transit Advisory Committee activities and records.
- STARS will coordinate with SATA regarding the transit asset management and transit safety performance targets.

Activities –

Program Management & Administration

- Participation in Strategic Planning Committee, Transit Advisory Committee, Right to Transit Committee, SATA Committees and other organizations interested in Saginaw area transit service.
- Coordination of STARS activities with MDOT, City of Saginaw, Saginaw County Road Commission and other local government transportation planning, construction, and operations.
- Internal coordination and service monitoring at STARS
- Community contacts regarding bus service/stops and improvements or safety concerns
Service monitoring and reporting per specifications of STARS Board, SATA, MDOT and FTA.
- Create dialog with key persons and stakeholders to implement a county wide transit system.

Data Collection & Management

- Preparation of the transit elements of the Unified Work Program
- Collect daily ridership data for compilation in various reports.
- Maintain updated inventory of bus stops, signs, and transit vehicles.
- Collect coordinates (latitude & longitude) for Internal Voice System

- Compile operating data on route mileage and hours
- Collect National Transit Database sampling data.
- Conduct transit user surveys.
- Short-Range Planning
- Preparation of the transit elements of the Transportation Improvement Program.
- Support Community Social Service Needs
- Support Sustainability Initiatives (i.e. bike racks on various modes of public transportation.)
- Short-range planning for improvement of the transit system and services.

Long-Range Planning

- Maintenance of the updated Coordinated Public Transit-Human Services Transportation Plan in cooperation with the MDOT Office of Passenger Transportation.
- Long-range planning for improvement of the transit system and services.
- Transit Master Plan implementation strategies.
- Potential re-design of STARS' current mainline and LIFT services.
- Support economic development activities.
- Participation in updates and amendments for the SATA MTP as needed.
- Participation in regional transit studies and initiatives as needed.

Public Outreach/ Education

- Brochures and web page content of routes, and information on the outside monitor for public. Social media has also been important to connect with the younger population.
- Organizing 'mock' bus runs for various groups/organizations.
- Presentations geared towards educating the community on public transit.

Potential 5304 Transit Study Funds

Responsible Agencies: Consultant/STARS staff.

	MDOT/FTA Section 5304 Planning Funds	SATA	Consultant STARS	STATE
Funding Source	\$160,000			\$40,000
Expenditures		\$0	TBD	
Staff Time (hours)		N/A	TBD	
Total \$200,000				

***Associated costs to be determined, 80/20 federal/state split required to conduct the study**

STARS Background

Saginaw Transit Authority Regional Services (STARS) has been providing transportation services in one form or another throughout the City of Saginaw since or before 1930. In 1965 the City of Saginaw began to subsidize bus service, allowing for the introduction of fixed-route city lines. Since that time ridership has fluctuated in the city correlating to the rise and fall of the auto industry in the area. In mid-to-early 2000's annual ridership was boasted to be over 1,000,000. Since that time, ridership has declined. In 2019, pre-pandemic ridership was 530,982, in 2024 ridership was slightly over 600,000.

In March of 2012 a study was conducted at *STARS* titled "Saginaw Transit Master Plan: Carrying You into the Future." The design of the study was to examine future transit needs in Saginaw County considering population, population density, employment, travel demand, poverty, elderly citizen needs, etc. to determine an appropriate 25-year service plan for the organization with identifiable goals. Many of the goals identified in the plan were implemented including education line, coordinated human transportation, and connection with Bay City and Midland (although this could be further strengthened). Some of the goals were not yet achieved including importantly the introduction of Saginaw County transit service with the support of a county-wide millage.

As 2025 began, *STARS* faced significant financial challenges pertaining to funding operations. These operational financial strains are forecasted to continue. At the same time, transit needs within the city may be changing. Population in the City of Saginaw has declined from 55,000 in 2012 to 43,879 (as of 2023). Forecasts predict continuing population decline along with an aging population.

Additionally, *STARS* is not able to set aside funds annually to cover the cost of future capital asset replacements. The most recent Gillig bus purchases were paid for with special legislative appropriation with each bus costing over \$500,000, and *STARS* current building is over 40 years old and in significant need of repair. Its replacement could cost upwards of \$100 million as forecasted in the 2023 Site Selection Report Feasibility Study.

If completed the study would be expected to cover the entirety of Saginaw with a special distinction between current city services and possible future *countywide* services.

This study would:

- Analyze current services, costs model, current and future populations/population density, employment, travel demand, poverty and elderly citizen's needs.
- Use information to identify possible services models that could be implemented to better align services with future projected resources
- It is expected to cover the entirety of Saginaw County with a special distinction between current city services and possible future county services and consider the idea of regionalizing transit and incorporate any findings from the *Mass Transportation Authority of Flint regionalization study*.

AUDIT LOCAL FUNDING

Responsible Agencies: Blacktree CPA Group PLLC

	FHWA PL112	SATA	AUDITING AGENCY	LOCAL
Funding Source	\$0			\$10,950
Expenditures		\$0	\$10,950	
Staff Time (hours)		NA		

Under Michigan Public Act 200 of 1957, SATA is scheduled to have a biennial audit of its accounting in fulfillment of state regulations. The audit must be conducted by an independent agency. Since SATA falls under the federal audit exemption due to expending less than \$500,000 in federal funding, federal dollars cannot be utilized as reimbursement for the cost of the audit. Consequently, separate local funding will be provided for that purpose, consisting of cash contribution to be shared by the City of Saginaw, the Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services (STARS), each in the amount of \$3,650.

Work Item 2.00 – SATA Short Range Planning

Responsible Agencies: SATA (MPO staff); Road Commission for certain cash match activities as identified above; Saginaw County Road Commission (SCRC) for GIS mapping services.

	FHWA	SATA	LOCAL	MDOT
Funding Source	\$85,047		\$18,859	\$0
Expenditures		\$103,905		
Staff Time (hours)		1459.2		

Transportation Improvement Plan

Purpose –

Staff will monitor and coordinate the prioritization process for project selection, funding, and development of area federal aid eligible transportation projects. Staff will work to ensure that federal, state, and local transportation funds are used fully and efficiently and that funded projects meet the needs of area communities and fulfill the goals set in the Metropolitan Transportation Plan.

To undertake activities associated with short-term planning and implementation relating to projects to be undertaken within a five-year period. This will be a major work item for the FY 26 UWP along with continuing the update of the public participation plan. Also,

SATA will start the data gathering and preparation for developing a Saginaw County pedestrian and bicycle plan.

Products -

- Maintenance of the FY 2026-2029 Transportation Improvement Program and the development of the FY 2029-2032 Transportation Improvement Program
- Program TIP projects and manage changes in jobnet
- Amendments and other administrative changes in jobnet
- Review and update the goals and vision in the current plan as needed.
- Work on updating plans and condensing the material
- Create online public interfacing map to allow comments
- Annual application for bridge funding by Road Commission.
- Further implementation of MDOT's Intelligent Transportation Systems (ITS) Architecture and Deployment Plans for the Bay Region in cooperation with MDOT staff.
- Further integration of freight planning into short range (current) transportation planning activities.
- Implement language and project selection criteria for performance measures and state targets into plans.
- SATA will utilize the available interns to develop and prepare new updated plans that a visually appealing and easier to read as needed.

Activities –

- The accuracy of the current TIP will be maintained by monitoring projects in cooperation with the appropriate road agencies.
- Processing of TIP amendments as required.
- Review and prioritization of major bridges by Road Commission
- Coordination with the 7B Rural Task Force and incorporation of Task Force projects in the TIP.
- Develop interactive map(s) showing the locations of the projects selected for the upcoming 2026– 2029 TIP.
- Participation in the use of MDOT's new JobNet on-line as the project components become available. In general, work will continue with MDOT staff to implement the full use of JobNet.
- Coordinating with the road and transit agencies in project planning and evaluation for maintenance and updating of the 2026 – 2029 TIP
- Road Commission review of roadways within the SATA study area to determine needs and plan for appropriate repairs.
- Recommend changes to Transportation Improvement Program as needed.
- Analyze the effectiveness of previous TIP projects and objectives.
- Participate in a financial planning work group in cooperation with MDOT, FHWA and other MPO's to develop revenue estimates and a uniform financial plan for the TIP.
- Analysis by the Road Commission of the Federal Aid revenue estimates and forecasts provided by SATA and MDOT to achieve the most effective utilization of available funding for priority projects.
- Continue to evaluate the effectiveness of the TIP Project Ranking Method and recommend revisions as needed. Include Performance measures on ranking projects and provide detail on how the provide support for MDOT targets.

- Annually evaluate established All Season route by Road Commission to identify needed upgrades and pursue funding for projects through the Transportation Economic Development Fund (TEDF)
- Community involvement and outreach activities for the current TIP conducted according to the adopted Participation Plan.
- Other issues will be investigated as needed including, but not limited to, signal synchronization, improved intersection flow, and mode changing techniques as required.
- Work will be conducted that identifies opportunities for short-range changes to the existing transit system through an analysis of current and forecasted demographic data.
- SATA staff will work closely with state and federal transportation partners to further integrate freight planning into the transportation planning process.
- SATA staff will work closely with local officials and interests to inventory and monitor freight routes and intermodal facilities within the metropolitan area.
- SATA staff will work closely with local officials and stakeholders to monitor freight related issues within the metropolitan area.
- Obtain Input from freight stakeholders as part of efforts to further integrate freight planning into existing transportation planning processes.

Work Item 3.00 – SATA Long Range Planning

Responsible Agencies: SATA (MPO staff); City of Saginaw and Road Commission planning activities

	FHWA	SATA	LOCAL	MDOT
Funding Source	\$10,630		\$2,357	\$0
Expenditures		\$12,987		
Staff Time (hours)		182.4		

*Budget includes estimated cost for the Development of the Non-Motorized Complete Streets Transportation Plan to begin in FY2025

Purpose – The Metropolitan Transportation Plan (MTP) was completed and adopted in FY 2022 and complies with the current IIJA (BIL) like MAP 21 planning requirements will be reviewed and updated where necessary. SATA will begin developing its new MTP with its completion of March 2027. Efforts in FY 2026 will be on developing its new MTP with a completion target date of March 2027 focusing on regional transportation issues in the Saginaw Urbanized area.

Products -

- Review and updated SATA Metropolitan Transportation Plan with a horizon year of 2045.
- Discussion of the next series of MTPs and travel demand models being adopted in the next few years.

Activities –

- Update plan with current and proposed performance measures target and language.
- Within FY 25 specific activities will include:
- Staff will continue to work non-motorized issues in SATA planning area.
- SATA staff will work with consultants and other local agencies, on developing a safe and convenient non-motorized plan.
- Review and update the goals and vision in the current plan as needed.
- Identify system deficiencies using the updated Travel Demand model.
- Develop an appropriate discussion of performance measures in coordination with efforts in the area by MDOT, FHWA, and other MPO'S.
- Identify and document unfunded transportation needs.
- Conduct stakeholder involvement activities according to adopted Public Participation Plan.
- GIS Mapping Services. The Saginaw County Road Commission (SCRC) will furnish services to provide the various maps and related graphic displays that are necessary.
- Continued staff review of local community plans (master plans, land use plans) that may impact the transportation system.
- Staff will continue to work with local officials and stakeholders to identify and monitor freight-related issues within the metropolitan area.
- Continued efforts to identify freight stakeholders and obtain their input as part of the current transportation planning process.
- Continued discussions to identify regional transportation issues and needs with area agencies such as EMCOG, BCATS (Bay City MPO), and MATS (Midland MPO).
- Participate in regional studies, plans, and initiatives as appropriate. SATA staff currently serves on the Strategic Management Team for the Regional Prosperity Initiative and the Airport Advisory Committee for when development of the MBS Airport Master Plan begins again.
- Participate in discussions of performance measures with MDOT and other MPO's as efforts to establish performance measures as required by MAP-21.
- Identify transportation connectivity gaps in access to essential services ("ladders of opportunity").
- Review MDOT's Climate Change Vulnerability Study and explore ways to incorporate the recommendations in the SATA planning process.
- Process amendments of the current MTP as needed.
- Review autonomous vehicle information and start to include information on how this can affect Saginaw network and be better prepared for the future.

Complete Streets 3.01

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), is the new federal surface transportation authorization, was signed into law on November 15, 2021. In response to IIJA (BIL) SATA will identify under its Long-Range planning activities to reflect the 2.5 % of its overall planning funds on a separate line item invoiced for "complete streets planning" and cost associated with the development of the Non-Motorized Plan.

Work Item 4.00 – SATA Performance Base Planning/Data

Responsible Agencies: SATA staff; City of Saginaw and Road Commission (crash data analysis & SR2S activities; MDOT Bay Region (lead agency for SR2S activities).

	FHWA	SATA	LOCAL	MDOT
Source	\$10,630		\$2,357	\$0
Expenditures		\$12,987		
Staff Time (hours)		182.4		

Purpose – IIJA (BIL), like MAP-21 and Fast Act require that performance management program and performance measures be developed in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and project delivery delay reduction. SATA will continue developing performance-based processes and measures for its metropolitan planning area. SATA will participate in the Performance Management Program, assisting FHWA and MDOT in any way required in the process of developing state-wide performance targets and measures. Then, SATA will either support resulting state-wide targets/measures or refine them for local conditions and needs. The adopted performance targets/measures will be implemented and used to monitor and assess the transportation system within SATA planning area, to gauge performance of program and to compare to targets set. To provide performance-based planning and programming in consideration of projects and strategies that will provide support in meeting Fast act required performance measures and goals.

Products -

- Stay engaged in Michigan initiatives and national training opportunities
- Incorporate performance measures and targets into goals and objectives
- Document expected benefit of projects in TIPs, and LRTPs and how they will contribute to accomplishing performance targets-
- Identification and mapping of high crash location
- Create a documented process with Local agencies to submit projects with description of project in relation to performance measure
- Update Project Selection method according to transportation needs when needed
- Evaluate the benefits/performance of TIP and LRTP projects to determine progress towards performance targets

Activities –

- A study of 40 key intersections selected by SATA was conducted in 2007 by the Wayne State University Transportation Research Group in cooperation with the Office of Highway Safety Planning. SATA will continue to make the results of the Intersection Study available to area road agencies and local governments and encourage implementation of the study recommendations where feasible.
- Analysis of crash data by the City of Saginaw and the Road Commission to determine the need for improvements such as additional or upgraded traffic controls, changes in markings, and the addition of turn lanes or deceleration lanes

- Assemble crash data into a format that is understandable and make the compiled data available to the public via the Internet, reports, or other mechanisms.
- Identification and development of goals, targets, and corresponding performance measures for six performance areas
- Development of action plan detailing how identified targets and measures will be gathered, assessed, and reported.
- Development of criteria, applications, and a timetable for integrating performance measures into SATA' planning process.
- Collection and evaluation of performance-related data.
- Development of means of reporting system performance results to local stakeholders, public, MDOT, FTA and FHWA.
- 6. Coordination of transportation programs and projects with adjacent MPOs, as well collaboration with respect to data collection, analytical tools, and performance process planning.
- Monitoring area performance measure related data with the intent to develop/update the system Performance Report component of the MTP.

Model Inventory Roadway Elements (MIRE) Data

- Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) is a federal reporting requirement for safety roadway data.
- Implementation by MDOT and MIRE FDE data repository is expected to be underway.
- Continued volunteer MPO participation, planning input, and piloting may be asked for on a volunteer basis.
- Education, material preparation, optional travel, and meeting time required for planning discussions. As data collection elements are known, some MRE FDE data collection may begin at the MPO's discretion.

Travel Information Unit:

- MPO will aggregate, compile and store Non-Trunkline (Federal Aid/Non-Federal Aid) and Local Roads traffic count data collected throughout the year by Local Agencies (CRC's, Cities, Villages, etc.) under the MPO's jurisdiction in preparation for said data to be submitted to MDOT on an annual basis for HPMS Reporting to FHWA & the 2026 MIRE FDE Requirement of count based AADTs on all public road. (Data Collection/Management).
- The purpose of this item is for MDOT to lean on the MPOs as the primary contact for requesting non-trunkline and local roads traffic count data. With all the Local Agency data in the hands of the MPO, instead of being disseminated amongst their Locals, it makes the process of requesting data more streamlined for MDOT.
- MPO will be prepared for MDOT's annual Non-Trunkline and Local Roads Traffic Count Data Submittal Request and respond to the request in a timely manner for HPMS Reporting to FHWA and the 2026 MIRE FDE requirement of count based AADTs on all public roads. (Data Management)
- The purpose of this item is to ensure that MPOs are made aware of, and are prepared for, the impending data submittal to MDOT that occurs at the end of each calendar year.
- If the MPO plans to conduct traffic counts, the MPO will notify MDOT where they plan to collect them. If the MPO has capacity for additional count locations,

they can coordinate with MDOT to generate a supplemental list of count locations on non-trunkline and local Roads for HPMS Reporting to FHWA & the 2026 MIRE FDE Requirement of count-based AADTs on all public roads. (Data Collection)

- Purpose of this item is to ensure MDOT is notified of where MPOs are collecting traffic counts so-to minimize overlap and encourage coordination between MPOs and MDOT for the selection of supplemental traffic counts on non-trunkline and local roads.

Work Item 5.00 – Asset Management

Responsible Agencies: SATA (MPO staff), City of Saginaw, Saginaw County Road Commission, Michigan Department of Transportation.

	FHWA	SATA	LOCAL AGENCIES	MDOT Asset Management
Funding Source				\$26,250
Expenditures		\$8,750	\$17,500	
Staff Time (hours)		120	NA	

*No local match required

Purpose – To help satisfy the requirements of P.A. 499 of 2002, which establishes a Asset Management Council and charges it to develop an Asset Management Process. There are 792 miles of federal-aid eligible roads in Saginaw County. These will be rated using the PASER system as directed by the Asset Management Council.

Products -

- PASER data for Federal Aid System submitted to TAMC via the IRT.
- PASER data for Non-Federal Aid System submitted to TAMC via the IRT.
- Quarterly or monthly activities reports submitted with invoices to TAMC Coordinator.
- Create an Annual Report of Asset Management program activities as well as a summary of annual PASER condition data by local agency, functional classification, and Public Act 51 Legal System; provide links to the Regional Annual Report on agency website and submit copies to TAMC Coordinator by April 1 of each year.
- Prepare a draft report of Public Act 51 agency Asset Management activities and plans within SATA boundary by September 30 of each year.

Training Activities –

- Attendance at training seminar(s) on the use of Pavement Surface Evaluation and Rating (PASER) and Inventory-based Rating System for unpaved roadways and current asset management.
- Represent SATA at TAMC-sponsored conferences and seminars.
- Attend TAMC-sponsored Investment Reporting Tool (IRT) training seminars.
- Attend TAMC-sponsored Asset Management Plan Development training seminars.

Inventory and Condition Data Collection Participation and Coordination: Federal Aid System:

- Organize schedules with Public Act 51 agencies within SATA boundary for participating in Federal Aid data collection efforts; ensure all participants of data collection have access to State of Michigan travel reimbursement rates.
- Coordinate, participate and facilitate road surface data collection on approximately one-half of the Federal Aid System in accordance with the TAMC Policy for the Collection of Roadway Condition Data on Federal Aid Eligible Roads and Streets.
- Collect unpaved roadway condition data on approximately half of any unpaved Federal Aid eligible roadways using the Inventory-based Rating System developed by the Michigan Technological University's Center for Technology and Training.

Non-Federal Aid (NFA) System:

- It is required that the MPO make a formal call for interest for Non-Federal Aid data collection reimbursement to the City of Saginaw and the Saginaw County Road Commission Act 51 agencies annually, and that requests by PA 51 agencies are submitted to SATA by October 1, each year to assist in the coordination of data collection priorities of the following data collection season. The MPO may allocate reimbursements for Non-Federal Aid data collection to Public Act 51 agencies according to the resources available to them in the manner that best reflects the priorities of their area and supports the TAMC work.
- Coordinate Non-Federal Aid data collection cycles with Act 51 agencies with an emphasis on the top 125 agencies.
- Ensure all participants of data collection understand procedures for data sharing with TAMC as well as TAMC policy and procedures for collecting Non-Federal Aid data.
- Participate and perform data collection with Public Act 51 agencies on an as-needed basis for the data collection of Non-Federal Aid roads when requested.
- The MPO will allocate funding for Non-Federal Aid data collection to Act 51 agencies according to the resources available to them in the manner that best reflects the priorities of their area and supports the TAMC work in accordance with Section VII (C).

Equipment:

- Ensure rating teams have the necessary tools to complete the federal aid data collection activity by maintaining a laptop compatible with the Laptop Data Collector and Roadsoft programs, a functioning Global Positioning System (GPS) unit, and other required hardware in good working order.
- Communicate any equipment needs and purchases with the TAMC Coordinator; laptops are eligible for replacement on a three-year cycle.
- Coordinate with your MDOT TSC to secure an MDOT vehicle and/or request MOT staff participation in the collection of federal aid road data.
- Ensure the vehicle includes reflective markings and flashing beacon. It is recommended that all rating crew members wear reflective safety vests.

Data Submission:

- Develop and maintain technical capability to manage regional Roadsoft databases and the Laptop Data Collector program; maintain a regional Roadsoft database that is accurate and consistent with local agency data sets.
- Coordinate Quality Assurance/Quality Control activities and data submission tasks according to protocols established in TAMC Data Collection Policies for Federal Aid and Non-Federal Aid Roads.
- Monitor and report of data collection efforts to TAMC Asset Management Coordinator through monthly coordinator calls and/or monthly or quarterly program updates that are mailed with invoices.

- Provide links on agency websites and reports to the TAMC website, interactive maps and dashboards for the dissemination of roadway data.

Asset Management Planning:

- Monitor transportation asset management plans.
- Provide technical assistance and training to PA 51 agencies during the development of local Asset management Plans using TAMC templates when applicable; coordinate these tasks with a emphasis on the Top 125 agencies.

Technical Assistance:

- Provide technical assistance to local agencies in using the TAMC reporting tools for planned and completed infrastructure investments or any other TAMC Work Program Activity.
- Integrate PASER ratings and asset management into project selection criteria:
- Analyze data and develop road preservation scenarios.
- Analyze performance of implemented projects.

Bridge and Culvert Inventory and Condition Data Collection:

- Provide administrative and technical assistance to Act 51 Agencies and MDOT for reimbursement of TAMC funds for participation in data collection efforts for culvert inventory, condition assessments and data submission.
- Utilized TAMC reporting forms to communicate progress and expenditures of Public Act 51 agencies to assist TAMC in the Culvert Mapping Pilot Report.
- Act 51 agencies must submit a written request for reimbursement; the request should include a total estimate of costs (actual costs claimed must not exceed the estimated costs) for the data gathering, trained/certified team members time, and vehicle use.
- SATA will make a formal call for interest for bridge and culvert collection reimbursements to their local agencies annually, and that requests by Act 51 agencies are submitted to SATA by October 1 each year to assist in the coordination of data collection priorities of the following data collection season. The MPO decision on what requests for reimbursement are approved may consider available budget, absence, or age of bridge data to be collected and the last year of reimbursement to the road agency for that bridge data set.

Invoicing:

- Effective April 1, 2023, TAMC will require MPO's and RPA's to clarify and document invoices by each of the below TAMC tasks. Each invoice shall describe the work completed and the amount to be reimbursed by each task. If the description and breakdowns are not clearly described according to the tasks listed below the invoice will be returned to the agency with directions on how to make the necessary adjustments. The invoice form includes directions on how to fill out the invoice and what specific information is required on the invoice for it into be processed. The outline below includes the general activities that fit within each work task. The TAMC requires invoices to be submitted following the guidance below.

Training Activities:

- Please identify the training sessions (s) held and/to attended during the reporting period. Include travel/wages to and from sessions.

Data Collections:

- Data collected on federal aid road: attach daily work logs, include any applicable travel/wages, and include geographic area covered in the collection.
- Data collected on non-federal aid eligible. Please attach daily work logs, include total miles rated at applicable rate as well as geographic area covered in the collection.
- Culvert data collection. Please attach daily work logs, include the total number of culverts rated at applicable rate as well as geographic area covered in the collection.

Equipment & Vehicle Rental:

- Provide a list of equipment purchased and/or vehicle(s) rented and the reason for the purchase.

Data Submission Activities:

- Include a summary of activities related to managing, regional Roadsoft databases and the Laptop Data Collector program, QAVQC of data from collection efforts, and activities related to submitting data files to TAMC via the investment Reporting Tool application.

Asset Management Planning:

- Include a summary of activities related to managing regional Roadsoft databases, and the Laptop Data Collector program. QAQC of data from collection efforts. And activities related to submitting data files to TAMC via the investment Reporting Toll application.

Technical Assistance:

- Include a summary of activities related to assistance provided to local agencies in using the TAMC reporting tool for planned and completed infrastructure investments or any other TAMC work Program Activity, providing any assistance to integrate PASER and/or bridge condition information into project selection activities, including analysis of implemented projects or investment scenarios.

Required Products:

- PASER data for Federal Aid/Non-Federal Aid System submitted to TAMC via the IRT.
- Quarterly or monthly activities reports submitted with invoices to TAMC.
- Create an Annual Report of Asset Management Program activities as well as a summary of annual PASER condition data by local agency, functional classification, and PA 51 Legal System.

Appendix

Table A. SATA FY2026 Unified Work Program Budget

SATA MPO BUDGET			
FY 2025 (October 1, 2025 - September 30, 2026)			
SATA FUNDING:			
PL 112 Planning Funds & Local Match	\$	383,754	Includes \$314,103 FHWA funds and \$69,651.42 local match
FTA 5303 Transit Planning Funds & Local Match	\$	89,276	Includes \$73,072 FTA 5303 funds and \$16,203.50 local match, of the \$89,276 SATA to receive \$26,782.65 for transit activities
MTF Funds (Asset Management)	\$	26,250	Asset Management Fund SATA to receive \$8,750 for asset management activities
Additional Local Funding	\$	10,950	SATA bi-annual Audit to be paid by receiving agencies (\$3,680 City of Saginaw \$
Total: \$		510,230	
SATA FY 2024 PROJECTED COSTS:			
Staff Costs:			
2 Full-Time Allowable Direct Wages	\$	174,581	
		\$	174,581
Staff Costs:	\$	63,273	Healthcare/retirement/HSA (estimated costs)
2 Full- Time Allowable Fringe	\$	38,576	Holiday/PTO/mileage/potential overtime (estimated costs)
	\$	4,500	Life/Long/Short Disability/Workersmans Comp/unemployment (estimated costs)
	\$	27,384	Social Security/medicare (estimated costs)
	\$	133,733	\$ 308,314 all staff costs
Office Costs:			
Rent/Utilities heating/electrical	\$	20,000	Space/heating/electrical approx. cost
Accounting/Payroll/Bank Fees/Tax Services/Attorney Fees	\$	8,501	Financial/legal fees approximate cost
Office operations/presentation aids logo paper/postage/office supplies	\$	4,000	Office operation/Administration
Insurances liability/property/workermans comp/long-term disability	\$	6,500	Insurances approximate costs
Equipment copier/maintenance/toner/ telephone/cell/ipad service/computers/	\$	5,495	Equipment approximate costs
Website enhancements/maintenance/IT services	\$	5,167	IT Services/web development approximate costs
Professional development/travel/lodging MTPA conferences	\$	5,855	Employee professional development/training approximate costs
Advertisment/GIS Services/printing services	\$	2,031	GIS mapping/prining services approximate costs
		\$	57,549 all reimbursements for services
Other Costs:			
Pass-Thru/Reimbursement for Transit Planning Services	\$	62,493	\$62,493 passed thru to STARS for transit planning
Reimbursement for Asset Management Services (MTF Funds)	\$	17,500	PASER Ratings and related activities by staff of local agencies within SATA area
Reimbursement traffic counts	\$	53,424	Traffic Counts/HPMS/MIRE data/ Performance data/ Other Planning activities by City of Saginaw, Saginaw County Road Commission
Audit of SMATS (Local Funds only)	\$	10,950	Not eligible for federal reimbursement, to be paid by receiving agencies
			144,367 all reimbursements for services
TOTAL:	\$	510,230	

Table B. SATA 2026 Unified Work Program Funding Allocation

	Available Hours	Available Salary	1.00 SATA Admin	2.00 SATA SRP	3.00 SATA LRP	4.00 SATA PM	2.00 (A) Safe/Access to be determined	Total
	3646	\$174,581	.45	.40	.05	.02	TBD	100

Table C. SATA FY2026 Unified Work Program Expenses

SATA FY 2026 Unified Work Program Expenses									
		1.00 SATA ADMIN	1.01 TRANSIT PLANNING	2.00 SATA SRP	3.00 SATA LRP	4.00 PERF MEASURES	5.00 ASSET MGMT	AUDIT	TOTAL
ITEM	RATES								
DIRECT SALARY		\$120,014	\$12,780	\$49,580	\$6,197	\$6,197	\$4,175	\$0	\$198,943
FRINGE RATE =	76.60%	\$91,931	\$9,789	\$37,978	\$4,747	\$4,747	\$3,198	\$0	\$152,390
TOTAL DIRECT		\$211,945	\$22,569	\$87,558	\$10,944	\$10,944	\$7,373	\$0	\$351,333
INDIRECT RATE =	18.67%	\$39,570	\$4,214	\$16,347	\$2,043	\$2,043	\$1,377	\$0	\$65,594
SUBTOTAL		\$251,515	\$26,783	\$103,905	\$12,987	\$12,987	\$8,750	\$0	\$416,927
PASS THRU		\$0	\$64,853	\$0	\$0	\$0	\$17,500	\$0	\$82,353
AUDIT AGENCY		\$0	\$0	\$0	\$0	\$0	\$0	\$10,950	\$10,950
TOTAL EXPENDITURES		\$251,515	\$91,636	\$103,905	\$12,987	\$12,987	\$26,250	\$10,950	\$510,230
FHWA	81.85%	\$205,865	\$0	\$85,047	\$10,630	\$10,630	\$0	\$0	\$312,171
FTA	81.85%	\$0	\$75,004	\$0	\$0	\$0	\$0	\$0	\$75,004
LOCAL AGENCY MATCH	18.15%	\$45,650	\$0	\$18,859	\$2,357	\$2,357	\$0	\$0	\$69,223
STARS MATCH	18.15%	\$0	\$16,632	\$0	\$0	\$0	\$0	\$0	\$16,632
STATE		\$0	\$0	\$0	\$0	\$0	\$26,250	\$0	\$26,250
LOCAL AUDIT FUNDING		\$0	\$0	\$0	\$0	\$0	\$0	\$10,950	\$10,950
TOTAL FUNDING		\$251,515	\$91,636	\$103,905	\$12,987	\$12,987	\$26,250	\$10,950	\$510,230

D. SATA FY 2026 Unified Work Program Staff Time (Hours)

Work Item	SATA STAFF TIME	% of Available SATA Hours			
1.00 SATA Admin.	1751.04	48%			
2.00 Short Range Planning	1459.2	40%			
3.00 Long Range Planning	182.4	5%			
4.00 Performance Measure	182.4	5%			
5.00 Asset Mgmt.	72.96	2%			
Total SATA Hours	3648	100.00%			
*All 100% of the Planning Department staff time is allocated to Transportation Planning Activities					

E. SATA FY 2026 Unified Work Program Costs Indirect & Fringe Rates

Projected Costs Indirect & Fringe Rate									
FY 2026 (October 1, 2025- September 30, 2026)									
SATA FY 2026 PROJECTED COSTS:									
		Direct	Indirect						
2 Staff Allowable WageCosts:									
2 Full-Time Wages	\$	174,581		Executive Director and Transportation Planner					
				\$ 174,581 total					
2 Staff Allowable Fringe Costs	\$	63,273		Healthcare/Retirement HSA (estimated costs)					
		38,576		Holiday/PTO/mileage/potential overtime (estimated costs)					
		4,500		Life/Long/Short Disability/Wokermans Comp/unemployment (estimated costs)					
		27,384		Social Security/Medicare (estimated costs)					
				\$ 133,733 \$ 308,314 all staff costs					
Office Costs:									
Rent/Utilities/heating/electrical		\$ 20,000		Space electrical/heating/approximate costs					
Accounting/Payroll/Tax Services/Attorney/bank Fees		\$ 8,501		Financial/legal fees/approximate costs					
presentation aids/logo paper/postage/office supplies/office subscriptions		\$ 4,000		Office operation approximate start-up costs					
SATA Insurances/liability/property		\$ 6,500		Insurances approximate costs					
Equipment: computers/accessories/office furnishings		\$ 5,495		Equipment approximate costs					
Website enhancements maintenance/IT services/consultants services		\$ 5,167		IT/web enhancements approximate costs					
Professional development/travel/lodging /food/MTPA Conference		\$ 5,855		Professional development/training approximate costs					
Advertisement/GIS/printing services/		\$ 2,031		GIS/mapping/printing services approximate costs					
				\$ 57,549 all office costs					
Other Costs:									
Pass-Thru/Reimbursement for Transit Planning Services	\$	62,493		\$58,865 passed through to STARS and \$25,202 for SATA Transit Planning Activities					
Reimbursement for Asset Management Services (MTF Funds)	\$	17,500		PASER Ratings and related activities by staff of local agencies within SMATS area					
Reimbursement for Planning Services to Local Agencies	\$	53,424		Traffic Counts/HPMS/MIRE data/ Performance data/ Other Planning activities by City of Saginaw Traffic Engineering/Saginaw County Road Commission					
Audit of (Local Funds only)	\$	10,950		Not eligible for federal reimbursement, to be paid out of local funding					
				\$ 144,367 all reimbursements for services					
TOTAL:	\$	452,681	\$ 57,549	Total:	\$	510,230			
Provisional FY 2026 Indirect Cost Rate =									
Total \$ Indirect Costs/Total \$ Direct Wages									
				\$57,549/\$174,581=	0.3296			-1 Available	
Provisional FY 2026 Fringe Cost Rate = Total \$ Direct Fringe/Total \$ Direct Wages									
				\$133,733/\$174,581=	0.7660				
Reimbursement for services to other agencies not subject to indirect rate calculation									

F. SATA FY 2026 Unified Work Program Local Cash Match Requirement FY October 1, 2025 – September 30, 2026

SATA Funding	Amounts	Sources	Explanation	Sources	Sources	Sources	Sources
PL 112 Planning Funds & Local Match	\$383,754	FHWA Funds	Includes \$314,103 FHWA funds and \$69,651.42 local match				
FTA 5303 Transit Planning Funds Local Match	\$89,275.50	FTA Funds	Includes \$73,072 FTA funds and \$16,203.50 local match				
MTA Funds Asset Management	\$26,250	MTA Funds	State MTF funding for PASER activities no local match required				
Additional Local Funding	\$10,950	SATA Audit	Required for Mandatory SATA Audit				

Total Budget for FY 2026	\$510,230						
MPO Partners	PL FHWA 5303	Match .8185	City of Saginaw	SCRC	STARS	MTF Funds	Total Match Included
PL112 Planning Funds Local Match	\$314,103	\$69,651.42	\$34,825.71	\$34,825.71			\$383,754
FTA 5303 Transit PL Funds Local Match	\$73,072				\$16,203		\$89,275
MTF Funds Asset no local match required	\$26,250					\$26,250	\$26,250
Mandatory SATA Audit no billable	\$10,950		\$5,475	\$5,475	\$5,475		\$10,950
Total:							\$510,530

Local Matching Funds and Use of Cash Contribution

The required local matching funds for the FHWA grant programs consists of the value of local agency work efforts and services (cash contribution) contributed to the Unified Work Program activities by the City of Saginaw Engineering Department, STARS staff and the Saginaw County Road Commission. The cash contribution contributed to the SATA FY 2026 UWP is projected to be **\$34,825.71** from the City of Saginaw Engineering Department, **\$34,825.71** from the Saginaw County Road Commission, and **\$16,203.50** cash match from STARS for a total of **\$83,772.28** in contributed to cash match services. The cash contribution by the City of Saginaw Engineering Department and the Saginaw County Road Commission is applied to the UWP as a whole and is not assigned to specific line items.

Work Items Performed by Saginaw County Road Commission and the City of Saginaw Traffic Engineering are as follows:

Timetable for Completion of UWP Tasks

The tasks identified in the UWP will be generally carried out on a continuous, ongoing basis during the Fiscal Year, from October 1, 2025, through September 30, 2026.

2026 Eligible Expense Description (City of Saginaw)

Traffic Count Data

Traffic volume counts are taken annually throughout the City of Saginaw. All the data is collected and compiled for use in determining changes in traffic patterns, identifying problem areas and to plan and design for possible road and/or traffic control upgrades to accommodate these changes. The data

is collected by the Temporary Technician (TT), downloaded, checked, entered and submitted by the Traffic Engineer Assistant (TEA) annually. **(Included in Work Item 1.00, 4.00 Data Collection/Reporting Targets)**

Crash Data

The accident reports are reviewed and documented for a 5-year period to determine, if possible, upgrades are needed such as designated turn lanes, increased traffic controls and/or other safety improvements. Because some high accident locations involve intersections shared with the state, county, and township, The information is provided, and plans are made to address these concerns. The field data is collected by TT, all other data is collected, reviewed, drafted, and submitted by TEA as needed. **(Included in Work Items 1.00, 4.00, Performance Measures)**

Turning Movement Data

Turning movements are taken annually throughout the City of Saginaw. All the data is collected and compiled for use in determining changes in traffic patterns, identifying problem areas, and to plan and design possible traffic control changes such as progression, signal timing upgrade or removal. The data is collected by TT, then downloaded, checked, entered, and submitted by TEA annually. **(Included in Work Items 1.00, 4.00, Data Collection/Reporting Targets)**

Safe Routes 2 School

TEA attendance at meetings and audits, plus the implementation of route, map and school changes. **(Included in Work Items 1.00, 4.00, Performance Measures)**

2026 Eligible Expense Description Saginaw County Road Commission

Traffic Count Data:

During the weather permitting months our staff is collecting traffic counts for many roads throughout Saginaw County. All the data is collected and compiled for use in determining changes in traffic patterns, identifying problem areas and to plan and design for possible road and/or traffic control upgrades to accommodate these changes. The counts are also vital to the overall Saginaw County Traffic Demand Model which is used to identify problem areas and help with the HPMS reporting process. This allows our agency to plan/budget for improvements. This task is completed by our Electrician who collects the data and the Director of Engineering who verifies the data and directs the overall collection program. **(Included in Work Item 1.00, 4.00, Data Collection/Reporting Targets)**

Pedestrian and Bicycle Trailways:

Yearly planning efforts include attendance at planning sessions for those agencies/organizations that are pursuing construction of pedestrian and bicycle trailways. We are invited and attend as invariably the non-motorized trailway will cross our roadways or be located within our right-of-way. Those involved are the Manager and the Director of Engineering. **(Included in Work Item 3.00, Long Range Planning)**

Asset Management:

Asset Management involves the collection and compilation of data related to the condition of roadways and other assets throughout the county. Roadway condition data is primarily limited to the federal aid system, but

occasionally local road information is also collected for planning purposes. This work is mainly performed by the Director of Engineering. **(Included in Work Item 5.00, Asset Management Planning)**.

TIP Planning & Development:

The Manager and Director of Engineering, in concert with the foremen and Maintenance Director identify and prioritize roadways in order of need throughout the year. Since most of the traffic is within the SATA area, our planning hours/efforts are also directed primarily toward roads contained within the SATA boundary. Improving these roads tend to give us more return on the dollar. Assembly of the information gathered helps determine which roads to add to the TIP. This program area also includes the ongoing evaluation of the Road Commission's established All Seasons route and efforts to secure grants for network upgrades, such as through the Transportation Economic Development Fund (TEDF). A substantial amount of work goes into "balancing" and best utilizing the funds available from our different funding sources. What finally goes into the TIP is a direct result of these efforts. **(Included in Work Item 2.00, Short Range Planning)**.

Critical Bridge Planning:

Throughout Saginaw County there are 213 bridges that help provide vital links in the road network. Managing the needs for these structures is extremely important to maintain the continuity of the system. On an annual basis, the Saginaw County Road Commission prioritizes bridges in need of repair and produces an application package to the Michigan Department of Transportation for review and/or approval. The Manager and Director of Engineering are involved in this process. **(Included in Work Item 2.00, Short Range Planning)**

Federal Aid Budgeting Forecasting:

Like most agencies, the Saginaw County Road Commission establishes an annual budget which lays out the revenues and expenses forecasted for the coming year. One key component of the budget is the SATA related work and how those dollars will be incorporated into the road commission's plan. Federal Aid projects require design, construction oversight, and typically a 20% match, all of which need to show up on the budget worksheets. The Manager and Director of Engineering are involved in this process. **(Included in Work Item 2.00, Short Range Planning)**

Crash Data / Safety Grants

Every year, the Saginaw County Road Commission reviews accident history to determine if there is a need to install or change traffic control on a roadway. Each accident is reflected in the GIS/RoadSoft inventory, which allows us to plan and apply for Safety Grants and High-Risk Rural Road funding. Past reviews have led to upgrades at intersections in the way of right/left turn lanes, traffic signals and other safety improvements. Identifying potentially problematic areas through review of the accident reports allows us to identify future projects and include them in a long-range plan. Since most of the traffic, and thus accidents, are within the SATA area, the hours included reflect reviewing those accidents and whether additional traffic control items are necessary. The data is reviewed by the Director of Engineering. **(Included in Work Item 5.00, Performance Measures Planning)**

Turning Movement Data:

The efficiency of traffic flow throughout urbanized areas depends greatly on the timing of traffic signals at major intersections. Proper timing is directly related to an accurate computer model which requires turning movement counts at the signalized intersection locations. Turning movement data is also collected to verify if an intersection

warrants a traffic signal. Turning movement counts are taken periodically throughout the course of the year as time permits and as conditions at intersections change. The data is collected by the Electrician or Director of Engineering. **(Included in Work Item 1.00, 4.00, Data Collection/Reporting Targets)**

Safe Routes to School (SR2S):

One of the priorities in the current highway funding legislation is the Safe Routes to Schools program. The road commission's participation in this program to date has been attendance at meetings and audits, plus the implementation of route, map, and school changes. Meetings are typically attended by the Director of Engineering. **(Included in Work Item 4.00, Data Collection/Reporting Targets)**

**Saginaw Area Transportation Agency – (SATA)
(Policy Committee Members)**

Voting Members Representing:

City of Saginaw*
Saginaw County Road Commission*
Saginaw Transit Authority Regional Services (STARS)
Kochville Township*
Buena Vista Township*
Saginaw Charter Township*
Thomas Township*
Bridgeport Township*
Merrill 7-B Rural Task Force*
East Michigan Council of Governments*
MDOT-Bay Region*
MDOT-Lansing Statewide Planning*
James Township*
Carrollton Township*
Spaulding Township*
MBS Airport**
Midland Area Transportation Study (MATS)**
Bay City Area Transportation Study (BCATS)**

*Voting member

**Non-voting member

**Saginaw Area Transportation Agency – SATA
Technical Committee Members**

Voting Members Representing:

City of Saginaw*
Saginaw County Road Commission*
Saginaw Transit Authority Regional Services (STARS)
Merrill 7-B Rural Task Force*
East Michigan Council of Governments*
MDOT-Bay Region*

MDOT-Lansing Statewide Planning*
Kochville Township*
Buena Vista Township*
Saginaw Charter Township*
Thomas Township*
Bridgeport Township*
City of Zilwaukee*

*Voting member

**Non-voting member

The Policy and Technical Committees are established to continue to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative, and comprehensive (3C) transportation planning process.

SATA Staff Member
Demetra Manley, Executive MPO Director
dmanley@satampo.org

NON-DISCRIMINATION POLICY STATEMENT

From the Title VI Non-Discrimination Plan for the Saginaw Area Transportation Agency Approved May 22, 2025.

Non-Discrimination Policy Statement

The Saginaw Area Transportation Agency (SATA) assures that no person shall, on the grounds of race, color, and national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100-259). Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of Race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. SATA further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not, in addition to Title VI, there are other non-discrimination statutes that afford legal protection. These statutes include the following Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (SEX), Age Discrimination Act of 1975 (age) and Section 504 of the Rehabilitation Act of 1973/American with Disabilities Act of 1990 (disability).

More specifically, SATA assures that efforts will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. Additionally, SATA will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

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 [identify date] to establish billing or final indirect costs rates for [identify period covered by rate] 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 allocation 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: Saginaw Area Transportation Agency (SATA)

Signature: Demetra M. Manley

Name of Official: Demetra M. Manley

Title: Executive MPO Director

Date of Execution: May 22, 2025

Cash Contributions Notification and Assurances
City of Saginaw
FY 2026 Unified Planning Work Program
Saginaw Urbanized Area

1. **Notification** – In executing the subject unified planning work program (UPWP), the Saginaw Area Transportation Agency (SATA), the MPO for the Saginaw urbanized area, proposes to use cash contributions provided by the City of Saginaw to a portion of the nonfederal match on a total UPWP basis.
2. **Identification and Inclusion** - The cash contributions are identified in the UPWP tasks descriptions and budget tables. The value of these cash contributions is included in the total UPWP budget.
3. **Cash Contribution Consent** - The City of Saginaw agrees to contribute in the amount of **\$34,825.71** of local match will be a cash contribution.
4. **Not Paid by Other Federal Funds** – The cost of the work will be paid for with funds available to the City of Saginaw. The cost for such work will not be paid for by Federal funds or used as a match for other federally funded grants or subgrants.
5. **Eligible and Allowable** – The cash contributions are for Traffic Counts, Turning Movements Data, Crash Data, Safe Routes to School program activities, TIP Development, planning for major bridge improvements, all season route planning for economic development activities, non-motorized facility planning, Federal Aid and other revenue forecasts, and other short-range planning activities as described in the UWP. These activities are essential to fulfilling Federal transportation planning requirements, are eligible for funding under Title 23, and are allowable under applicable OMB Circulars.
6. **Time Period** – The work will be performed during the **FY 2026** UPWP time period.
7. **Verifiable** – The derivation of the estimated value placed on the cash contributions is documented and verifiable from the records of the City of Saginaw and the MPO. Actual contributions will be recorded and maintained by the MPO and the City of Saginaw.
8. **Amount** – The total amount of estimated cash contributions for the **FY 2026** UPWP donated by the City of Saginaw is **\$34,825.71** due by **October 1, 2025**. If this total exceeds the amount needed to provide the non-Federal match for available PL funds, only that portion needed to cover the match will be used. If the cash contributions are not sufficient to cover the match requirement, the additional match will be paid from non-Federal cash resources.

This assurance is provided in support of the SATA request for prior approval to use cash contributions as match to FHWA PL funding and to convey recognition of the continuing responsibility for record keeping and billing procedures per 49 CFR Part 18.

Printed Name:	Date:
Signature:	Agency:
Title:	Department:

Cash Contributions Notification and Assurances
Saginaw County Road Commission
FY 2026 Unified Planning Work Program
Saginaw Urbanized Area

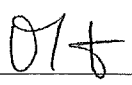
1. **Notification** – In executing the subject unified planning work program (UPWP), the Saginaw Area Transportation Agency (SATA), the MPO for the Saginaw urbanized area, proposes to use cash contributions provided by the Saginaw County Road Commission to a portion of the nonfederal match on a total UPWP basis.
2. **Identification and Inclusion** - The cash contributions are identified in the UPWP tasks descriptions and budget tables. The value of these cash contributions is included in the total UPWP budget.
3. **Cash Contribution Consent** - The Saginaw County Road Commission agrees to contribute in the amount of **\$34,825.71** of local match will be a cash contribution.
4. **Not Paid by Other Federal Funds** – The cost of the work will be paid for with funds available to the Saginaw County Road Commission. The cost for such work will not be paid for by Federal funds or used as a match for other federally funded grants or subgrants.
5. **Eligible and Allowable** – The cash contributions are for Traffic Counts, Turning Movements Data, Crash Data, Safe Routes to School program activities, TIP Development, planning for major bridge improvements, all season route planning for economic development activities, non-motorized facility planning, Federal Aid and other revenue forecasts, and other short-range planning activities as described in the UWP. These activities are essential to fulfilling Federal transportation planning requirements, are eligible for funding under Title 23, and are allowable under applicable OMB Circulars.
6. **Time Period** – The work will be performed during the **FY 2026** UPWP time period.
7. **Verifiable** – The derivation of the estimated value placed on the cash contributions is documented and verifiable from the records of the Saginaw County Road Commission and the MPO. Actual contributions will be recorded and maintained by the MPO and the Saginaw County Road Commission.
8. **Amount** – The total amount of estimated cash contributions for the **FY 2026** UPWP donated by the Saginaw County Road Commission is **\$34,825.71** due by **October 1, 2026**. If this total exceeds the amount needed to provide the non-Federal match for available PL funds, only that portion needed to cover the match will be used. If the cash contributions are not sufficient to cover the match requirement, the additional match will be paid from non-Federal cash resources.

This assurance is provided in support of the SATA request for prior approval to use cash contributions as match to FHWA PL funding and to convey recognition of the continuing responsibility for record keeping and billing procedures per 49 CFR Part 18.

FY 2026

Saginaw County Road Commission Cash Contribution Notification & Assurances

Page 2

Printed Name: DANIEL ARMENTROUT	Date: 4/24/25
Signature: 	Agency: SAGINAW County ROAD Com
Title: DIR OF ENGINEERING / DR. MAN DID,	Department:

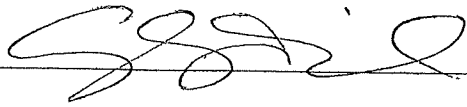
Cash Contributions Notification and Assurances
Saginaw Transit Authority Regional Services (STARS)
FY 2026 Unified Planning Work Program
Saginaw Urbanized Area

1. **Notification** – In executing the subject unified planning work program (UPWP), the Saginaw Area Transportation (SATA), the MPO for the Saginaw urbanized area, proposes to use third party cash contributions provided by the Saginaw Transit Authority Regional Services (STARS) to a portion of the nonfederal match on a total UPWP basis.
2. **Identification and Inclusion** - cash contributions are identified in the UPWP tasks descriptions and budget tables. The value of these cash contributions is included in the total UPWP budget page.
3. **Cash Contribution Consent** - The STARS has agreed that the value of the eligible work performed by their staff may be used as an cash contribution.
4. **Not Paid by Other Federal Funds** – The cost of the work will be paid for with funds available to STARS. The cost for such work will not be paid for by Federal funds or used as a match for other federally funded grants or subgrants.
5. **Eligible and Allowable** – The cash contributions are for:
 - Long and short-range transit plans.
 - Transit components of SATA Transportation Improvement Program.
 - Transit component of Unified Work Program.
 - Educate community on Public Transit.
 - Documentation of fixed route operations (lefts and rights) as well as deviations due to construction or weather related issues.
 - Suggestions for service improvements from bus operators and the public.
 - Twice yearly passenger surveys of service quality.
 - Triennial monitoring of ridership and trip characteristics.
 - Brochures and web pages of route and LIFT information.
 - Bus stop signs, timepoint information and passenger amenities at bus stops.
 - Reports to STARS Board, MDOT, FTA, and SATA.
 - Transit Advisory Committee activities and records.

These Products and activates are described in the UPWP. These activities are essential to fulfilling Federal transit planning requirements, are eligible for funding under Title 23, and are allowable under applicable OMB Circulars.

6. **Time Period** – The work will be performed during the FY 2026 UPWP time period.
7. **Verifiable** – The derivation of the estimated value placed on the cash contributions is documented and verifiable from the records of the STARS and the MPO. Actual contributions will be recorded and maintained by the MPO and STARS such records shall account for all time and costs not just the portion used as an cash contribution.
8. **Amount** – The total amount of estimated cash contributions for the FY 2026 UPWP donated by the STARS is \$16,204 for local match costs by October 1, 2025.

This assurance is provided in support of the SATA request for prior approval to use cash contributions as match to FTA 5303 funding and to convey recognition of the continuing responsibility for record keeping and billing procedures per 49 CFR Part 18.

Printed Name: Amy Bidwell	Date: 4/24/25
Signature: 	Agency: STARS
Title: Executive Director	Department:



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2025

Date: 05/15/2025

Page: 1 of 1

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status		
S/TIP Line Items																																									
2025	Trunkline	211118	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	I-675 W/Veterans Memorial Ramp	I-675 at Veterans Memorial Parkway	1.387	Reconstruction	Interchange Reconstruction	CON	Programmed	23-26	NH	Road - Rehabilitation and Reconstruction			\$9,304,708	\$1,833,740	\$229,552	\$11,368,000	\$11,368,000	\$0	\$11,368,000	\$12,632,009	\$12,632,009.00	Adjustment	05/15/2025			N/A	09/05/2025		11/07/2025			Phase Budget equal or over 24%		Pending		
GPA Type Subtotals:			S/TIP Line Items															\$9,304,708	\$1,833,740	\$229,552	\$11,368,000																				
Grand Total:																		\$9,304,708	\$1,833,740	\$229,552	\$11,368,000																				

Total Job Phases Reported: 1

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2025

MPO/Non-MPO: Saginaw Area Transportation Agency (Saginaw)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2023 - Fiscal Year 2026

STIP Status: Pending
(A - Approved, P - Pending)

Job Type: Trunkline

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Trunkline - ALL

Finance System: Trunkline - ALL

RTF: ALL

Include S/TIP Exempt: No

Include Delayed to Future S/TIP Cycle:No