

FY2026 UNIFIED PLANNING WORK PROGRAM (UPWP)



Adopted by SATA Policy Committee May 22, 2025
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DISCLAIMER

As of October 1, 2020, 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 Administration, 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.

Since the MPO is made up of public 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 in the 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, or 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

Below is a list of funding sources with a brief description. 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 current federal requirements. Historically federal law spanned 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.

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 Statewide Long Range Transportation (SLRTP).
 - Statewide Urban Travel Analysis (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,

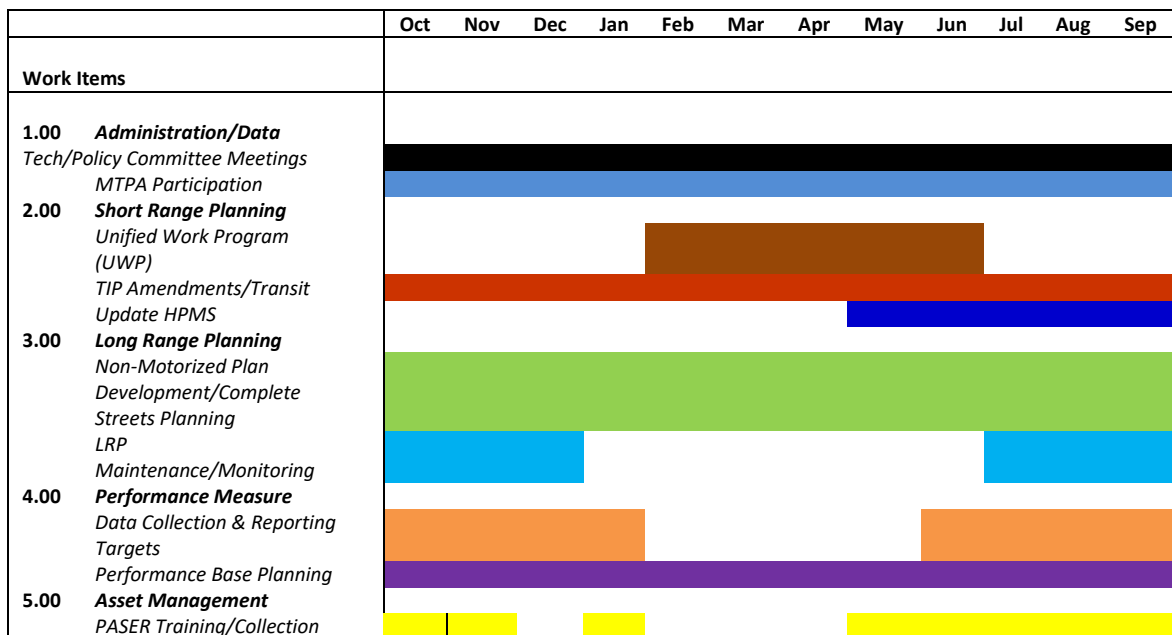
with time and funding assigned to it. If ever EPA publishes a notice designating the SATA area as non-attainment area, then above-mentioned regional transportation conformity analysis would need to be conducted, and the future UWP would reflect work tasks necessary.

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 they 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 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

In response to federal requirements 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 – Performance Management Program

Performance management and performance measures will 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 MDOT 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

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		0 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									

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

		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		\$121,140	\$12,780	\$49,580	\$6,197	\$6,197	\$4,175	\$0	\$200,069
FRINGE RATE =	76.60%	\$92,793	\$9,789	\$37,978	\$4,747	\$4,747	\$3,198	\$0	\$153,253
TOTAL DIRECT		\$213,933	\$22,569	\$87,558	\$10,944	\$10,944	\$7,373	\$0	\$353,322
INDIRECT RATE =	18.67%	\$39,941	\$4,214	\$16,347	\$2,043	\$2,043	\$1,377	\$0	\$65,965
SUBTOTAL		\$253,875	\$26,783	\$103,905	\$12,987	\$12,987	\$8,750	\$0	\$419,287
PASS THRU		\$0	\$62,493	\$0	\$0	\$0	\$17,500	\$0	\$79,993
AUDIT AGENCY		\$0	\$0	\$0	\$0	\$0	\$0	\$10,950	\$10,950
TOTAL EXPENDITURES		\$253,875	\$89,276	\$103,905	\$12,987	\$12,987	\$26,250	\$10,950	\$510,230
FHWA	81.85%	\$207,796	\$0	\$85,047	\$10,630	\$10,630	\$0	\$0	\$314,103
FTA	81.85%	\$0	\$73,073	\$0	\$0	\$0	\$0	\$0	\$73,073
LOCAL AGENCY MATCH	18.15%	\$46,078	\$0	\$18,859	\$2,357	\$2,357	\$0	\$0	\$69,651
STARS MATCH	18.15%	\$0	\$16,204	\$0	\$0	\$0	\$0	\$0	\$16,204
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		\$253,875	\$89,276	\$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 Staf 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.

FY 2026

City of Saginaw Cash Contribution Notification & Assurances

Page 2

Printed Name: Timothy Morales	Date: 05/13/2025
Signature: 	Agency: City of Saginaw
Title: City Manager	Department: Manager's Office

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

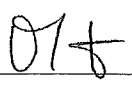
1. **Notification** – In executing the subject unified planning work program (UPWP), the Saginaw Area Transportation Agency (SATA), the MPO for the Saginaw urbanized area, proposes to use cash contributions provided by the Saginaw County Road Commission to a portion of the nonfederal match on a total 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:

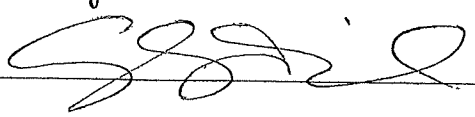
Cash Contributions Notification and Assurances
Saginaw Transit Authority Regional Services (STARS)
FY 2026 Unified Planning Work Program
Saginaw Urbanized Area

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: