

# Proposed FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

June 2022

Midland Area Transportation Study  
Metropolitan Planning Organization

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## Acknowledgements

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MATS' *FY 2023-2026 Transportation Improvement Program* was approved by the Midland Area Transportation Study Policy and Technical Committees on **June 7, 2022**. MATS' 2023-2026 TIP Resolution and Planning Process Certification are included at the end of this report.

This document partially fulfills work item 4.0 of MATS Unified Work Program (UWP) for FY 2022.

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# Introduction

Recognizing that many transportation decisions and their effects have regional implications, the transportation planning process aims to provide a forum for local, state, and federal agencies responsible for transportation improvement to collaborate. This strategy provides for the methodical and orderly development of transportation facilities and services. Any urbanized area with a population of more than 50,000 people must have a designated Metropolitan Planning Organization (MPO) for transportation infrastructure to qualify for federal highway or transit funding. MPOs are relied upon by the United States Department of Transportation (USDOT) to ensure that federally funded roadway and transit projects are the result of a thorough planning process and meet local needs. Unless they are on the MPO's program<sup>1</sup>, the USDOT will not authorize federal funding for urban roadway and transit projects. As a result, the MPO's job is to develop and maintain the area's transportation plan in order to ensure that federal funding is available to support these locally produced plans. All MPOs have also been charged with including the general public in the process through increased citizen involvement measures. Governor Snyder established the Midland Area Transportation Study (MATS) as the MPO for the Midland Urbanized Area on January 8, 2013, and it was redesignated to the present boundaries on May 2, 2018.

MATS' goal is to assist in the development and preservation of a safe, effective, well-maintained, efficient, and economical transportation system for the Midland metropolitan area while minimizing negative impacts on the physical and social environments and related land uses. Its primary role is the programming of transportation projects. The agency will ensure participation from the public and the affected agencies in the area to further develop and improve the planning process. MATS recognizes its responsibility to provide fairness and equity in all of its programs and activities, and that it must abide by and enforce federal and state legislation related to transportation. The MATS metropolitan planning area is defined as all of Midland County, the City of Auburn and Williams Charter Township in Bay County, and Tittabawassee Township in Saginaw County. A map of the MATS planning area is included on following page.

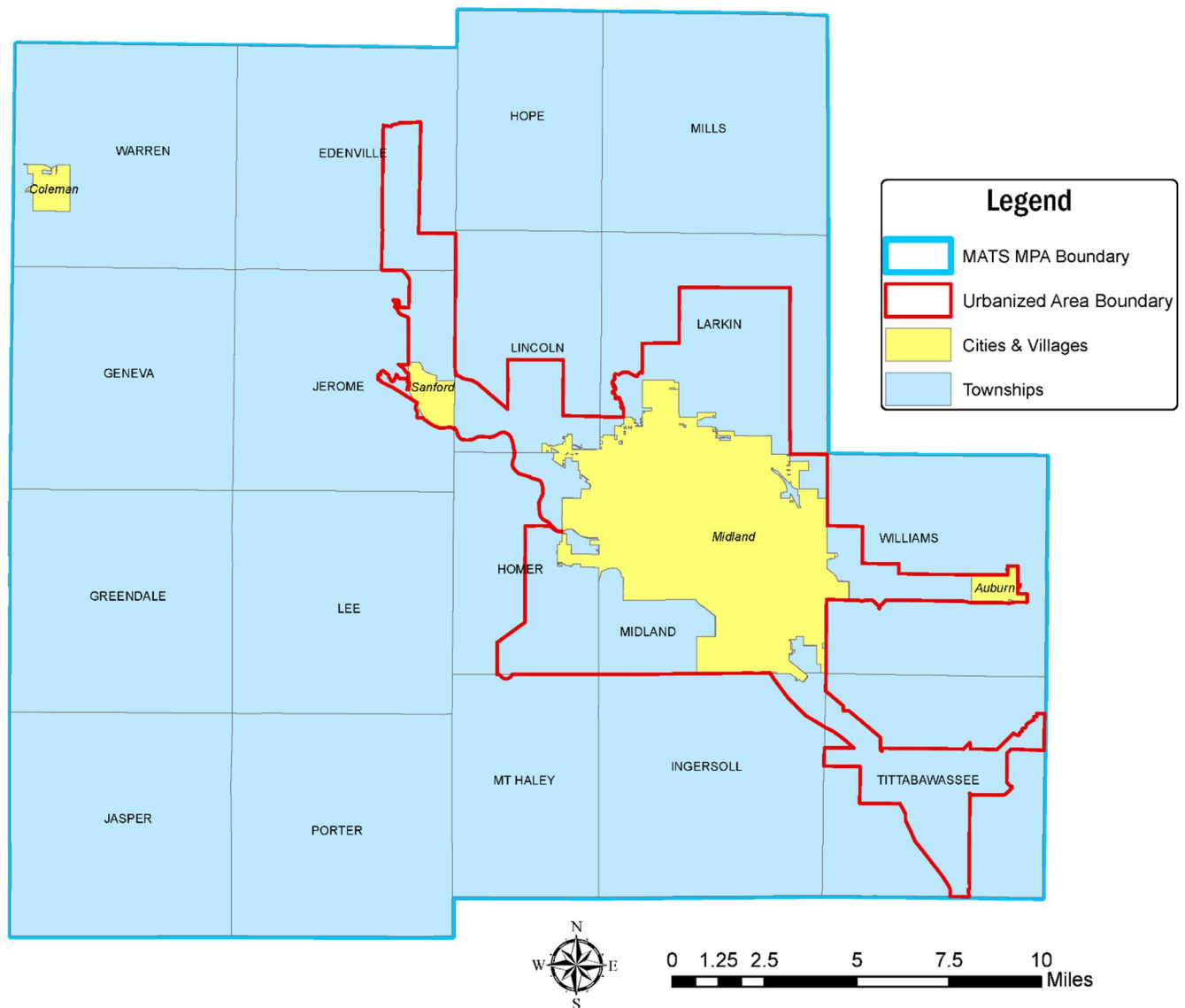
The Transportation Improvement Program (TIP) is an integral part of the planning process. According to joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the TIP is “a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53”. The major purpose of the TIP is to identify and prioritize Federal-Aid projects and programs in local urbanized areas. An equally important objective of the TIP is to ensure that scheduled transportation improvements are consistent with current and projected financial resources. A TIP developed in consideration of the purposes mentioned above provides for the efficient use of available financial resources in addressing the area's transportation needs in an orderly and efficient manner.

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<sup>1</sup>A project is “programmed” by appearing in the officially approved TIP document, as amended, for the MATS area.



# Midland Area Transportation Study (MATS) Jurisdiction



This document represents the Transportation Improvement Program (TIP) for MATS for Fiscal Years 2023 – 2026 (October 1, 2022 through September 30, 2026). It was approved by the Policy Committee on **June 7, 2022**. MATS Resolution regarding the FY 2023-2026 TIP, and Planning Process Certification are included at the end of this report.

## TIP Overview and Development Process

The Bipartisan Infrastructure Bill (BIL) known as the *Infrastructure Investment and Jobs Act of 2021 (IIJA)* and Title 23 USC Sec 134(a) and (h) /FTA-Sec 8(a) and (h) require that a TIP must be developed for each metropolitan area by its MPO in cooperation with the State, transit operators, and local road implementing agencies. It must include all projects to be funded under Title 23 and the Federal Transit Administration (FTA). This includes all federally funded highway, bridges, pavement, public transportation, safety, congestion, intermodal and non-motorized transportation projects, as well as any non-federally funded projects that are deemed regionally significant. The TIP must be updated and approved at least every four years by the MPO and State authority (Governor). Additionally, there must be a reasonable opportunity for public comment prior to TIP approval. The IIJA reauthorizes for FY2023-FY2026 several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs.

All transportation projects, or recognized phases of a project on the TIP (including pedestrian walkways, bicycle transportation facilities, transportation enhancement projects, para-transit plans and those projects that implement the plans), shall include descriptive material to identify the project or phase, estimated total cost, the amount of federal funds to be obligated during each program year, proposed source of federal and non-federal funds, identification of the recipient/sub-recipient and state and local agencies responsible for carrying out the project. If needed, projects included shall be specified in sufficient detail to permit air quality analysis in accordance with the U.S. EPA conformity requirements.

The TIP must cover a period of not less than four years and must include a priority list of projects to be carried out in the first four years. The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included. In developing the financial analysis, all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private contributions need to be taken into account.

The TIP must be consistent with the area's Long Range Metropolitan Transportation Plan. (The MATS Long Range Plan, *Towards 2045* can be found at this link: <https://www.midlandmpo.org/towards-2045>.) The approval of the TIP needs to be in accordance with the MATS Public Participation Plan, which among other things ensures consideration of Environmental Justice concepts. An analysis of these concepts is included in this document. For a more detailed description of the public participation process, see the MATS Public Participation Plan at this link: <https://www.midlandmpo.org/public-participation-plan/>.

The development of a new Transportation Improvement Program begins with the local road and transit agencies as well as the Michigan Department of Transportation (MDOT) recommending projects and programs that they identify as best meeting the transportation needs of their respective systems.

Projects potentially utilizing MATS' local urban funds (STUL/STP-Flex) are reviewed and selected in-house by a Project Selection Committee (comprised of representatives from each agency that submitted projects for urban funding). The merits of each project are examined, based on local needs, priorities, and importance within the area-wide transportation system, and also on factors delineated in current federal transportation legislation. The Project Selection Committee then makes a recommendation to the Technical and Policy Committees regarding which urban projects should be selected. All other projects (trunkline, local rural, safety, bridge, transit, etc.) are initiated through external processes and are provided to MATS for review and potential inclusion in the TIP.

The determination of all projects to be included in the TIP is primarily the responsibility of the Technical Committee in consultation with MATS staff. The Technical Committee evaluates the collection of proposed projects, and sets overall program strategies for the four-year program. The entire TIP project list (including the selected Federal-aid projects and recommendations established by the Technical Committee and staff) is released as the preliminary list for public comment. Following an appropriate comment period as required by law, it is then the responsibility of the Policy Committee to grant final approval of the project list that is included in the TIP document.

Implementing agencies in the MATS area include: the Cities of Midland and Auburn, the Midland County Road Commission (MCRC), the Bay County Road Commission (BCRC), the Saginaw County Road Commission (SCRC), Village of Sanford, Dial-a-Ride Transportation (DART), County Connection of Midland, Bay Metro Transportation Authority (BMTA), and the Michigan Department of Transportation (MDOT). MDOT is the implementing agency for all state highway projects. These agencies plus officials from local townships are represented on both the Policy and Technical Committees of MATS.

Amendments or administrative changes in the TIP may occur at scheduled intervals. When an amendment to the existing TIP is necessary, it must be drawn up and approved by both the MATS Technical and Policy Committees before it can be sent to MDOT/FHWA/FTA for their review and approval. MATS will seek public comment on all amendments before final approval. Conversely, administrative changes can be processed by MPO staff without prior approval by MATS Technical/Policy Committees. It is important to remember what constitutes an amendment and what represents an administrative change since each has a different process and approval procedures. The table on the following page provides guidance to assist local agencies and other interested parties in determining whether an amendment is needed for a project or if an administrative change is sufficient. Note: Refer to 23 CFR 450.104 for definitions of Amendments and Administrative Modifications.

Amendments	Administrative Changes
Adding new project(s). Include projects previously deleted from the TIP and then resubmitted at a later time for inclusion in the TIP.	Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first fiscal year of the new TIP.
Deleting projects.	A minor change in scope of work. Generally, anything that is not mentioned in the "Amendment" column.
Extending the length of a previously approved project one-half mile or greater. *	Cost increases of 25 percent or less without a major change to the scope of the work and without over programming the TIP.
Adding a travel or turn lane one-half mile or greater to a previously approved project.*	Changing the source of federal aid.
Adding federal funds to a previously non-federally funded project. *	Changing the order of approved projects by year within the TIP.
Adding a new project phase to a previously approved project.*	Changing a federally-funded project to advance construct. The project must be shown in both the advance construct and payback years.
Cost increases by more than 25 percent with or without a major change in scope of work.	<i>*= Major Change in Scope</i>

## MATS' FY 2023-2026 Transportation Projects

The orderly and efficient programming of prioritized transportation improvements is the primary reason for TIP development. A detailed listing of programmed projects within MATS planning area for fiscal years 2023-2026 is included on the following pages, grouped by year and containing funding sources and cost breakdowns.

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*Note: The following table is derived via the MDOT application JobNet, and thus for several projects may contain duplicate entries. These duplicates are due to various factors, such as multiple funding sources for a project, different phases (such as CON, ROW, PE and so forth) having both multiple funding sources and different fiscal years per phase, and other factors.*

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A map of the 2023-2026 TIP road projects is provided in the section on Environmental Justice. Note that the complete FY 2023-2026 TIP program includes such items as transit operating and capital funds, region-wide safety and pavement marking projects, as well as duplicate entries for the engineering and construction phases of a project or various funding sources for a project. This explains the discrepancy between the numbers of entries on the complete list (70) versus the smaller number of projects on the map (27). Only road and bridge rehabilitation, resurfacing and capital preventative maintenance and non-motorized projects were mapped.



## MATS Transportation Improvement Program FY 2023-2026

Note: Project list derived through  
MDOT JobNet application.

Fiscal Job Type Year	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Year(s)	Phase Status	S/STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP		
Local Bridge																				
2023	Local	212247	Midland Area Transportation Study (MATs)	Midland County	Gordonville Road/4 3/4 Mile Road - Midland County	Gordonville Road/4 3/4 Mile Road - Midland County	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	Programmed	23-26	\$116,850	\$0	\$6,150	\$123,000	BFPO	\$259,750.00		
2023	Local	212247	Midland Area Transportation Study (MATs)	Midland County	Gordonville Road/4 3/4 Mile Road - Midland County	Gordonville Road/4 3/4 Mile Road - Midland County	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	Programmed	23-26	\$100,700	\$0	\$5,300	\$106,000	BFPO	\$259,750.00		
2023	Local	212248	Midland Area Transportation Study (MATs)	Midland County	E Freeland Road / 9 Mile Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	E Freeland Road / 9 Mile Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	0.000	Bridge CPM	Capital Preventative Maintenance	CON	Programmed	23-26	\$76,800	\$14,400	\$4,800	\$96,000	BHT	\$232,250.00		
2023	Local	212248	Midland Area Transportation Study (MATs)	Midland County	E Freeland Road / 9 Mile Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	E Freeland Road / 9 Mile Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	0.000	Bridge CPM	Capital Preventative Maintenance	CON	Programmed	23-26	\$87,200	\$16,350	\$5,450	\$109,000	BHT	\$232,250.00		
GPA Type Subtotals:													\$381,550	\$30,750	\$21,700	\$434,000				
Local Livability and Sustainability																				
2023	Local	212097	Midland Area Transportation Study (MATs)	Midland County	Smiths Crossing Rd Bridge	Smiths Crossing Rd and bridge, Midland County	0.569	Roadside Facilities - Improve	Historic bridge restoration and nonmotorized path connectors	CON	Programmed	23-26	\$1,912,302	\$0	\$1,912,302	\$3,824,604	TAUL	\$4,797,914.00		
2023	Local	216555	Midland Area Transportation Study (MATs)	Midland County	Smiths Crossing Rd & Bridge	Smiths in Midland County	0.569	Roadside Facilities - Improve	Historic Bridge restoration and non-motorized path connectors	CON	Programmed	23-26	\$129,000	\$0	\$32,250	\$161,250	CRSM	\$177,376.00		
GPA Type Subtotals:													\$2,041,302	\$0	\$1,944,552	\$3,985,854				
Local Road																				
2023	Local	206357	Midland Area Transportation Study (MATs)	Midland County	E Titabawassee Rd	E Titabawassee Rd from Sasse to	2.998	Road Rehabilitation One Course Asphalt	Milling and Resurfacing	CON	Programmed	23-26	\$713,000	\$0	\$152,426	\$865,426	STL	\$1,140,000.00		
2023	Local	206357	Midland Area Transportation Study (MATs)	Midland County	E Titabawassee Rd	E Titabawassee Rd from Sasse to	2.998	Road Rehabilitation One Course Asphalt	Milling and Resurfacing	CON	Programmed	23-26	\$0	\$94,574	\$0	\$94,574	EDD	\$1,140,000.00		
2023	Local	215711	Midland Area Transportation Study (MATs)	Midland County	N Waldo Rd	N Waldo Rd from Monroe Rd. to 23 miles south of Wackerly Rd.	2.220	Road Rehabilitation Two Course Asphalt	Milling and Resurfacing	CON	Programmed	23-26	\$361,000	\$0	\$151,500	\$512,500	STUL	\$672,000.00		

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP
Local Road																			
2023	Local	215711	Midland Area Transportation Study (MATS)	Midland	Midland County	N Waldo Rd from Monroe Rd to 23 miles south of Wackerly Rd	2.220	2.220	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$38,000	\$0	\$9,500	\$47,500	ST	\$672,000.00
GPA Type Subtotals:														\$1,112,000	\$84,574	\$313,426	\$1,510,000		
Local Traffic Operations And Safety																			
2023	Local	213738	Midland Area Transportation Study (MATS)	Midland	Midland County	Countywide	Multiple Routes, Various Localities, Midland County	0.000	Traffic Safety	Intersection signing	CON	Programmed	23-26	\$200,000	\$0	\$50,000	\$250,000	HSIP	\$312,500.00
GPA Type Subtotals:														\$200,000	\$0	\$50,000	\$250,000		
S/TIP Line Items																			
2023	Trunkline	202649	Midland Area Transportation Study (MATS)	Bay	MDOT	M-84 N	Signing Upgrade	29.048	Traffic Safety	Non-freeway Signing	CON	Programmed	23-26	\$50,000	\$0	\$0	\$50,000	STG	\$577,000.00
2023	Trunkline	207356	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.494	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$1,098	\$122	\$0	\$1,220	HSIP	\$3,206,000.00
2023	Trunkline	207356	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.494	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$174,857	\$19,429	\$0	\$194,285	HSIP	\$3,206,000.00
2023	Trunkline	207357	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.554	Traffic Safety	Special pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$549	\$61	\$0	\$610	HSIP	\$840,000.00
2023	Trunkline	207357	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.554	Traffic Safety	Special pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$45,557	\$5,063	\$0	\$50,630	HSIP	\$840,000.00
2023	Trunkline	207374	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.187	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region	CON	Programmed	23-26	\$1,208	\$134	\$0	\$1,342	HSIP	\$22,000.00
2023	Trunkline	211731	Midland Area Transportation Study (MATS)	Midland	MDOT	M-20	West Midland County Line to Meridian Road, West Midland County line to Meridian Road	16.788	Traffic Safety	Installation of shoulder rumble strips	CON	Programmed	23-26	\$61,944	\$6,883	\$0	\$68,827	HSIP	\$106,940.00

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP			
S/TIP Line Items																						
2023	Local	212909	Midland Area Transportation Study (MATS)	Midland	Midland County	N Eastman Rd	Monroe Road to Mier Road	1.996	Road Capital Preventive Maintenance Overlay	Milling & One Course Asphalt	CON	Programmed	23-26	\$243,780	\$0	\$60,945	\$304,725	EMRP	\$1,560,000.00			
2023	Local	212909	Midland Area Transportation Study (MATS)	Midland	Midland County	N Eastman Rd	Monroe Road to Mier Road	1.996	Road Capital Preventive Maintenance Overlay	Milling & One Course Asphalt	CON	Programmed	23-26	\$59,983	\$0	\$0	\$59,983	HIC	\$1,560,000.00			
2023	Local	212909	Midland Area Transportation Study (MATS)	Midland	Midland County	N Eastman Rd	Monroe Road to Mier Road	1.996	Road Capital Preventive Maintenance Overlay	Milling & One Course Asphalt	CON	Programmed	23-26	\$438,220	\$0	\$388,716	\$826,936	STUL	\$1,560,000.00			
2023	Local	212909	Midland Area Transportation Study (MATS)	Midland	Midland County	N Eastman Rd	Monroe Road to Mier Road	1.996	Road Capital Preventive Maintenance Overlay	Milling & One Course Asphalt	CON	Programmed	23-26	\$55,949	\$0	\$12,407	\$68,356	HIPS	\$1,560,000.00			
GPA Type Subtotals:														\$1,173,155	\$31,692	\$462,068	\$1,666,914					
Transit Capital																						
2023	Multi-Modal	207205	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1801- preventative maintenance	FY2023 Section 5307 Transit Capital Preventive Maintenance, Bus Replacement	NI	Programmed	23-26	\$140,000	\$35,000	\$0	\$175,000	5307	\$460,000.00			

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP			
Transit Capital																						
2023	Multi-Modal	207205	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Capital	Areawide	0.000	SP1101--30 foot replacement bus with or without lift	FY2023 Section 5307 Transit Capital Preventive Maintenance, Bus Replacement	NI	Programmed	23-26	\$228,000	\$57,000	\$0	\$285,000	5307	\$460,000.00			
2023	Multi-Modal	207213	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Capital	Areawide	0.000	SP1101--30 foot replacement bus with or without lift	FY23 Section 5339 Bus Replacement	NI	Programmed	23-26	\$152,000	\$38,000	\$0	\$190,000	5339	\$190,000.00			
2023	Multi-Modal	207215	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Capital	Areawide	0.000	SP1101--30 foot replacement bus with or without lift	FY23 Section 5339 Bus Replacement	NI	Programmed	23-26	\$76,000	\$19,000	\$0	\$95,000	5339	\$95,000.00			
2023	Multi-Modal	207307	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Capital Improvement s	County-Wide	0.000	1110-Bus Rolling Stock	Purchase Buses (2) under the 5339 Program	NI	Abandoned	23-26	\$149,157	\$37,289	\$0	\$186,446	5339	\$0.00			
2023	Multi-Modal	215694	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Capital	Areawide	0.000	6410-5310 Projects	FY 2023 Section 5310 Program - mobility management (continuation)	NI	Programmed	23-26	\$72,000	\$18,000	\$0	\$90,000	5310	\$90,000.00			
GPA Type Subtotals:														Transit Capital	\$817,157	\$204,289	\$0	\$1,021,446				
Transit Operating																						
2023	Multi-Modal	206865	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	City-Wide	0.000	SP3000-operating except JARC and New Freedom	FY23 Sec 5307 Transit Operating, Project Administration (10% De Minimis)	NI	Abandoned	23-26	\$865,806	\$0	\$865,806	\$1,731,612	5307	\$0.00			
2023	Multi-Modal	206865	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	City-Wide	0.000	SP1811-misc. (explanation provided in work detail)	FY23 Sec 5307 Transit Operating, Project Administration (10% De Minimis)	NI	Abandoned	23-26	\$86,580	\$0	\$0	\$86,580	5307	\$0.00			
2023	Multi-Modal	207134	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	3000- Operating Assistance	FY 2023 Transit Operating Assistance (5311)	NI	Programmed	23-26	\$666,280	\$666,280	\$0	\$1,332,560	5311	\$1,332,560.00			
2023	Multi-Modal	215685	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	6470-New Freedom Projects	FY 2023 Section 5310 Operating Assistance/New Freedom Program	NI	Programmed	23-26	\$40,000	\$40,000	\$0	\$80,000	5310	\$80,000.00			



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP		
GPA Type Subtotals:			Transit Operating																		
			\$1,658,666																		
			\$865,806																		
			\$706,280																		
			\$3,230,752																		
Trunkline Traffic Operations And Safety																					
2023	Trunkline	204979	Midland Area Transportation Study (MATS)	Bay	MDOT	US-10 E	US-10 Between Bay City Rd Interchange and Flajole Rd, Bay County	0.490	Traffic Safety	Placement of a High Friction Surface	PE	Abandoned	20-23	\$9,000	\$1,000	\$0	\$10,000	HSIP	\$0.00		
GPA Type Subtotals:			Trunkline Traffic Operations And Safety																		
			\$9,000																		
			\$1,000																		
			\$0																		
			\$10,000																		
Grand Total:														\$7,392,830		\$1,058,585		\$3,657,552		\$12,108,966	

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP
Local Road																			
2024	Local	206515	Midland Area Transportation Study (MATS)	Bay	Bay County	W Midland Rd	Carter Road to Eleven Mile Road	0.998	Road Rehabilitation	Cold Milling	CON	Programmed	23-26	\$39,000	\$0	\$9,750	\$48,750	ST	\$2,160,000.00
2024	Local	206515	Midland Area Transportation Study (MATS)	Bay	Bay County	W Midland Rd	Carter Road to Eleven Mile Road	0.998	Road Rehabilitation	Cold Milling	CON	Programmed	23-26	\$132,000	\$0	\$33,000	\$165,000	CRSM	\$2,160,000.00
2024	Local	206515	Midland Area Transportation Study (MATS)	Bay	Bay County	W Midland Rd	Carter Road to Eleven Mile Road	0.998	Road Rehabilitation	Cold Milling	CON	Programmed	23-26	\$312,000	\$0	\$1,274,250	\$1,586,250	STUL	\$2,160,000.00
2024	Local	214571	Midland Area Transportation Study (MATS)	Midland	Midland County	N Saginaw Rd	Pinesboro Drive to Dublin Road	3.835	Road Rehabilitation	Milling and Asphalt	CON	Programmed	23-26	\$752,000	\$0	\$398,000	\$1,150,000	STUL	\$1,380,000.00
2024	Local	215638	Midland Area Transportation Study (MATS)	Midland	Midland County	Multiple Locations	7th Street, Webster Street, Shaffer Rd, Eastman Rd, 7 Mile Rd, Wackerly Rd	5.266	Road Rehabilitation	Milling and Asphalt, Resurfacing	CON	Programmed	23-26	\$0	\$66,266	\$0	\$66,266	EDD	\$1,170,000.00
2024	Local	215638	Midland Area Transportation Study (MATS)	Midland	Midland County	Multiple Locations	7th Street, Webster Street, Shaffer Rd, Eastman Rd, 7 Mile Rd, Wackerly Rd	5.266	Road Rehabilitation	Milling and Asphalt, Resurfacing	CON	Programmed	23-26	\$727,000	\$0	\$161,734	\$888,734	STL	\$1,170,000.00
GPA Type Subtotals:														\$1,962,000	\$66,266	\$1,876,734	\$3,925,000		

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP
STIP Line Items																			
2024	Trunkline	207154	Midland Area Transportation Study (MATS)	Isabella	MDOT	M-20	Non-Freeway	104.115	Traffic Safety	Non-freeway signing upgrade	PE	Programmed	23-26	\$20,000	\$0	\$0	\$20,000	STG	\$1,485,000.00
2024	Trunkline	207382	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	4.052	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$1,098	\$122	\$0	\$1,220	HSIP	\$3,205,000.00
2024	Trunkline	207382	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	4.052	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$174,857	\$19,429	\$0	\$194,285	HSIP	\$3,205,000.00
2024	Trunkline	207383	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.443	Traffic Safety	Special pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$549	\$61	\$0	\$610	HSIP	\$840,000.00
2024	Trunkline	207383	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.443	Traffic Safety	Special pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$45,567	\$5,063	\$0	\$50,630	HSIP	\$840,000.00
2024	Trunkline	207398	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	1.358	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region	CON	Programmed	23-26	\$1,208	\$134	\$0	\$1,342	HSIP	\$22,000.00
2024	Trunkline	208913	Midland Area Transportation Study (MATS)	Midland	MDOT	M-30	over US-10	0.000	Bridge Replacement	Bridge Replacement	CON	Programmed	23-26	\$6,231,242	\$1,361,761	\$0	\$7,613,000	NH	\$8,391,475.00
GPA Type Subtotals:														\$6,474,521	\$1,406,570	\$0	\$7,881,087		
Transit Capital																			
2024	Multi-Modal	215693	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Capital	Areawide	0.000	6410-5310 Projects	FY 2024 Section 5310 Program - mobility management (continuation)	NI	Programmed	23-26	\$72,000	\$18,000	\$0	\$90,000	5310	\$90,000.00
2024	Multi-Modal	215743	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2024 Section 5339 Program - Bus replacement	NI	Programmed	23-26	\$88,000	\$22,000	\$0	\$110,000	5339	\$110,000.00
2024	Multi-Modal	215752	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2024 5307 Program- Capital Preventive Maintenance, bus replacement, tablets	NI	Programmed	23-26	\$88,000	\$22,000	\$0	\$110,000	5307	\$300,400.00

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP			
Transit Capital																						
2024	Multi-Modal	215752	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1801- preventative maintenance	FY 2024 5307 Program- Preventive Maintenance, bus replacement, tablets	NI	Programmed	23-26	\$140,000	\$35,000	\$0	\$175,000	5307	\$300,400.00			
2024	Multi-Modal	215752	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1405- communication equipment	FY 2024 5307 Program- Preventive Maintenance, bus replacement, tablets	NI	Programmed	23-26	\$12,320	\$3,080	\$0	\$15,400	5307	\$300,400.00			
GPA Type Subtotals:														Transit Capital	\$400,320	\$100,080	\$0	\$500,400				
Transit Operating																						
2024	Multi-Modal	215705	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	6470-New Freedom Projects	FY 2024 Section 5310 Operating Assistance/Ne w Freedom Program	NI	Programmed	23-26	\$40,000	\$40,000	\$0	\$80,000	5310	\$80,000.00			
2024	Multi-Modal	215715	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	3000- Operating Assistance	FY 2024 Transit Operating Assistance (5311)	NI	Programmed	23-26	\$679,606	\$679,606	\$0	\$1,359,212	5311	\$1,359,212.00			
GPA Type Subtotals:														Transit Operating	\$719,606	\$719,606	\$0	\$1,439,212				
Trunkline Traffic Operations And Safety																						
2024	Trunkline	204979	Midland Area Transportation Study (MATS)	Bay	MDOT	US-10 E	US-10 Between Bay City Rd Interchange and Flajole Rd, Bay County	0.490	Traffic Safety	Placement of a High Friction Surface	CON	Abandoned	23-26	\$396,000	\$44,000	\$0	\$440,000	HSIP	\$0.00			
2024	Trunkline	214277	Midland Area Transportation Study (MATS)	Midland	MDOT	M-30	M-30 at EastWest Olson Road, Midland County	0.406	Minor Widening	Installation of a center left turn lane	EPE	Programmed	23-26	\$23,400	\$2,600	\$0	\$26,000	HSIP	\$1,441,020.00			
2024	Trunkline	214277	Midland Area Transportation Study (MATS)	Midland	MDOT	M-30	M-30 at EastWest Olson Road, Midland County	0.406	Minor Widening	Installation of a center left turn lane	PE	Programmed	23-26	\$136,040	\$15,116	\$0	\$151,156	HSIP	\$1,441,020.00			
GPA Type Subtotals:														Trunkline Traffic Operations And Safety	\$555,440	\$61,716	\$0	\$617,156				

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	
Grand Total:																\$10,111,887	\$2,374,238	\$1,876,734	\$14,362,855		

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Fund Source	Total Job Cost Incl Non LAP
Local Road																		
2025	Local	206507	Midland Area Transportation Study (MATS)	Midland	Midland	N Jefferson Ave	Wheeler Road to Chapel Lane	0.473	Road Rehabilitation	Crush & Shape asphalt resurfacing	CON	Programmed	23-26	\$422,000	\$0	\$358,000	STUL	\$936,000.00
2025	Local	215777	Midland Area Transportation Study (MATS)	Midland	Midland County	W Barden Rd	from Geneva to Saginaw, 9 Mile Road from Prairie to Olson	5.086	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Abandoned	23-26	\$0	\$87,991	\$0	EDD	\$0.00
2025	Local	215777	Midland Area Transportation Study (MATS)	Midland	Midland County	W Barden Rd	from Geneva to Saginaw, 9 Mile Road from Prairie to Olson	5.086	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Abandoned	23-26	\$780,204	\$0	\$131,805	STL	\$0.00
2025	Local	216505	Midland Area Transportation Study (MATS)	Midland	Midland County	Multiple Locations	Barden Road (Geneva Rd to Saginaw Rd), 9 Mile Road (Prairie Rd to Olson Rd)	5.086	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$742,000	\$0	\$170,009	STL	\$1,200,000.00
2025	Local	216505	Midland Area Transportation Study (MATS)	Midland	Midland County	Multiple Locations	Barden Road (Geneva Rd to Saginaw Rd), 9 Mile Road (Prairie Rd to Olson Rd)	5.086	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$0	\$87,991	\$0	EDD	\$1,200,000.00
GPA Type Subtotals:														\$1,944,204	\$175,982	\$659,814	\$2,780,000	
S/TIP Line Items																		
2025	Trunkline	207154	Midland Area Transportation Study (MATS)	Isabella	MDOT	M-20	Various Routes Non-Freeway Signing Updates	104.115	Traffic Safety	Non-freeway signing upgrade	CON	Programmed	23-26	\$115,000	\$0	\$0	STG	\$1,485,000.00
2025	Trunkline	208489	Midland Area Transportation Study (MATS)	Midland	MDOT	US10 BRIM-20	Jerome Street to Washington Street	1.954	Reconstruction	Reconstruction	CON	Programmed	23-26	\$30,079,875	\$5,919,736	\$750,389	NH	\$40,400,000.00
2025	Trunkline	209614	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	2.755	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$1,098	\$122	\$0	HSIP	\$3,325,000.00
2025	Trunkline	209614	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	2.755	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$181,445	\$20,161	\$0	HSIP	\$3,325,000.00

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP		
S/TIP Line Items																					
2025	Trunkline	209615	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	2.101	Traffic Safety	Special pavement marking application on trunklines in Bay Region	PE	Programmed	23-26	\$549	\$61	\$0	\$610	HSIP	\$540,000.00		
2025	Trunkline	209615	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	2.101	Traffic Safety	Special pavement marking application on trunklines in Bay Region	CON	Programmed	23-26	\$29,097	\$3,233	\$0	\$32,330	HSIP	\$540,000.00		
2025	Trunkline	209629	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes of MATS MPO	3.225	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region	CON	Programmed	23-26	\$1,208	\$134	\$0	\$1,342	HSIP	\$22,000.00		
2025	Local	215682	Midland Area Transportation Study (MATS)	Bay	Bay County	W Midland Rd	from Eleven Mile to Garfield Road	0.974	Reconstruction	Reconstruction	CON	Programmed	23-26	\$664,000	\$0	\$1,186,000	\$1,850,000	STUL	\$2,000,000.00		
2025	Local	215682	Midland Area Transportation Study (MATS)	Bay	Bay County	W Midland Rd	from Eleven Mile to Garfield Road	0.974	Reconstruction	Reconstruction	CON	Programmed	23-26	\$40,000	\$0	\$10,000	\$50,000	ST	\$2,000,000.00		
2025	Local	216567	Midland Area Transportation Study (MATS)	Midland	Midland County	Gordonville Rd/River Road NMT Path	from Midland Twp Trail to south of Bailey Bridge	2.781	New Facilities	Create Non-Motorized Facility along Gordonville and River Roads	CON	Programmed	23-26	\$134,000	\$0	\$33,500	\$167,500	CRSM	\$184,250.00		
GPA Type Subtotals:														\$31,246,272		\$5,943,447		\$1,979,889		\$39,169,607	
Transit Capital																					
2025	Multi-Modal	215702	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Capital	Areawide	0.000	6410-5310 Projects	FY 2025 Section 5310 Program - mobility management (continuation)	NI	Programmed	23-26	\$72,000	\$18,000	\$0	\$90,000	5310	\$90,000.00		
2025	Multi-Modal	215744	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2025 Section 5339 Program - Bus Replacement	NI	Programmed	23-26	\$68,000	\$22,000	\$0	\$110,000	5339	\$110,000.00		
2025	Multi-Modal	215749	Midland Area Transportation Study (MATS)	Midland	Midland, City of	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	FY 2025 Section 5307 Program- Capital Preventive Maintenance	NI	Programmed	23-26	\$140,000	\$35,000	\$0	\$175,000	5307	\$175,000.00		

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP							
GPA Type Subtotals:																			Transit Capital	\$0	\$75,000	\$300,000	\$75,000	\$0	\$375,000	
Transit Operating																										
2025	Multi-Modal	215709	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	6470-New Freedom Projects	FY 2025 Section 5310 Operating Assistance/Ne w Freedom Program	NI	Programmed	23-26	\$40,000	\$40,000	\$0	\$80,000	5310	\$80,000.00							
2025	Multi-Modal	215719	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2025 Transit Operating Assistance (5311)	NI	Programmed	23-26	\$693,198	\$693,198	\$0	\$1,386,396	5311	\$1,386,396.00							
2025	Multi-Modal	215753	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY25 Sec 5307 Transit Operating Project Administration (10% DeMinimis)	NI	Programmed	23-26	\$800,000	\$0	\$800,000	\$1,600,000	5307	\$1,680,000.00							
2025	Multi-Modal	215753	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	Areawide	0.000	SP1811-misc. (explanation must be provided in work detail)	FY25 Sec 5307 Transit Operating Project Administration (10% DeMinimis)	NI	Programmed	23-26	\$80,000	\$0	\$0	\$80,000	5307	\$1,680,000.00							
GPA Type Subtotals:																			Transit Operating	\$800,000	\$733,198	\$1,613,198	\$733,198	\$800,000	\$3,146,396	
Trunkline Traffic Operations And Safety																										
2025	Trunkline	214277	Midland Area Transportation Study (MATS)	Midland	MDOT	M-30	M-30 at East/West Olson Road, Midland County	0.406	Minor Widening	Installation of a center left turn lane	ROW	Programmed	23-26	\$94,500	\$10,500	\$0	\$105,000	HSIP	\$1,441,020.00							
GPA Type Subtotals:																			Trunkline Traffic Operations And Safety	\$0	\$10,500	\$94,500	\$10,500	\$0	\$105,000	
Grand Total:																				\$3,438,703	\$6,938,127	\$35,198,174	\$6,938,127	\$3,438,703	\$45,576,003	



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	S/TP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP
Local Road																			
2026	Local	214573	Midland Area Transportation Study (MATS)	Midland	Midland County	Monroe Rd	Sturgeon Road to Eastman Road	0.998	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay	CON	Abandoned	23-26	\$442,000	\$0	\$278,000	\$720,000	STUL	\$0.00
2026	Local	215701	Midland Area Transportation Study (MATS)	Saginaw	Saginaw County	Garfield Rd/Freeland Rd	from M-47 to N Garfield at Freeland Rd.	2.840	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$600,000	\$0	\$150,000	\$750,000	STUL	\$790,000.00
2026	Local	215716	Midland Area Transportation Study (MATS)	Midland	Midland County	Monroe Rd	from Sturgeon Rd. to Eastman Rd.	0.998	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$507,000	\$0	\$161,750	\$668,750	STUL	\$864,000.00
2026	Local	215716	Midland Area Transportation Study (MATS)	Midland	Midland County	Monroe Rd	from Sturgeon Rd. to Eastman Rd.	0.998	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$41,000	\$0	\$10,250	\$51,250	ST	\$964,000.00
2026	Local	215784	Midland Area Transportation Study (MATS)	Midland	Midland County	W Pine River Rd	from Kent to 8 Mile	4.570	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Abandoned	23-26	\$795,808	\$0	\$139,441	\$935,249	STL	\$0.00
2026	Local	215784	Midland Area Transportation Study (MATS)	Midland	Midland County	W Pine River Rd	from Kent to 8 Mile	4.570	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Abandoned	23-26	\$0	\$89,751	\$0	\$89,751	EDD	\$0.00
2026	Local	216506	Midland Area Transportation Study (MATS)	Midland	Midland County	W Pine River Rd	from Kent to 8 Mile	4.570	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$0	\$89,751	\$0	\$89,751	EDD	\$1,225,000.00
2026	Local	216506	Midland Area Transportation Study (MATS)	Midland	Midland County	W Pine River Rd	from Kent to 8 Mile	4.570	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	\$757,000	\$0	\$178,249	\$935,249	STL	\$1,225,000.00
GPA Type Subtotals:														\$3,142,808	\$179,502	\$917,690	\$4,240,000		
S/TP Line Items																			
2026	Trunkline	211183	Midland Area Transportation Study (MATS)	Bay	MDOT	US-10 W	8 Mile Road to Huron & Eastern Railway	6.998	Reconstruction	Reconstruct	CON	Programmed	23-26	\$29,267,873	\$6,490,066	\$0	\$35,757,939	NH	\$47,144,267.00
2026	Trunkline	213337	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes in MATS MPO	3.256	Traffic Safety	Application of longitudinal pavement markings on trunklines in Bay Region	PE	Programmed	23-26	\$1,098	\$122	\$0	\$1,220	HSIP	\$3,255,000.00
2026	Trunkline	213337	Midland Area Transportation Study (MATS)	Saginaw	MDOT	Regionwide	All trunkline routes in MATS MPO	3.256	Traffic Safety	Application of longitudinal pavement markings on trunklines in Bay Region	CON	Programmed	23-26	\$177,802	\$19,734	\$0	\$197,335	HSIP	\$3,255,000.00

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## Transit Operating

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase Status	S/TP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP				
Transit Operating																							
2026	Multi-Modal	215714	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	6470-New Freedom Projects	FY 2026 Section 5310 Operating Assistance/Ne w Freedom Program	NI	Programmed	23-26	\$40,000	\$40,000	\$0	\$80,000	5310	\$80,000.00				
2026	Multi-Modal	215721	Midland Area Transportation Study (MATS)	Midland	Midland County Board of Commissioners	Transit Operating	Areawide	0.000	3000- Operating Assistance	FY 2026 Transit Operating Assistance (5311)	NI	Programmed	23-26	\$707,062	\$707,062	\$0	\$1,414,124	5311	\$1,414,124.00				
2026	Multi-Modal	215755	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	Areawide	0.000	SP3000- operating except JARC and New Freedom	FY26 Sec 5307 Transit Operating, Project Administration (10% DeMinimis)	NI	Programmed	23-26	\$800,000	\$0	\$800,000	\$1,600,000	5307	\$1,690,000.00				
2026	Multi-Modal	215755	Midland Area Transportation Study (MATS)	Midland	Midland City of	Transit Operating	Areawide	0.000	SP1811-misc (explanation must be provided in work detail)	FY26 Sec 5307 Transit Operating, Project Administration (10% DeMinimis)	NI	Programmed	23-26	\$80,000	\$0	\$0	\$80,000	5307	\$1,690,000.00				
GPA Type Subtotals:														\$1,627,062	\$747,062	\$800,000	\$3,174,124						
Trunkline Traffic Operations And Safety																							
2026	Trunkline	214277	Midland Area Transportation Study (MATS)	Midland	MDOT	M-30	M-30 at East/West Olson Road, Midland County	0.406	Minor Widening	Installation of a center left turn lane	CON	Programmed	23-26	\$1,042,977	\$115,887	\$0	\$1,158,864	HSIP	\$1,441,020.00				
GPA Type Subtotals:														\$1,042,977	\$115,887	\$0	\$1,158,864						
Grand Total:																	\$2,180,690	\$43,885,504	\$55,506,664				

## Air Quality Conformity

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 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 Long Range Transportation Plan and the TIP must demonstrate that the implementation of projects does not result in greater mobile source emissions than the emissions budget.

The MATS area meets all USEPA Standards based on measured air quality and mobile source emissions. This means that a regional transportation conformity analysis for the LRP or TIP for the MATS area is not required under this classification. This is true until such time as EPA publishes a notice designating the area as non-attainment for any regulated pollutants, presuming large changes in emission levels.

## Public Participation

Throughout the MATS TIP development process, consideration needs to be given to public participation so that citizens, affected public agencies, transportation agency employees, private providers of transportation, and other interested parties have an opportunity to comment on the proposed TIP. The Public Participation Plan outlines who will be notified of MATS activities. It also provides an outline for participation activity within the context of the TIP development, the Long Range Transportation Plan, and for planning studies.

Per the requirements of the MATS Public Participation Plan, the development of the TIP must involve the general public throughout the entire process by providing a public comment period and addressing any general public inquiries regarding the draft TIP. These comments are taken into consideration while making changes to the draft TIP. Also, a public open house is held to solicit comments from the general public and affected agencies of the future transportation projects.

In accordance with requirements, MATS has solicited public comment on the proposed 2023-2026 Transportation Improvement Program and advertised the Open House related to this document. This was done by means of public notices in April and May of 2022 in the Midland Daily News as well as on the MATS website. MATS has also posted the TIP and other related documents on the MATS website.

A public review period took place from **April 23, 2022 - May 31, 2022**. The Open House to discuss the proposed TIP took place **May 11, 2022** from 5 to 7 PM in the Atrium of Midland County Services Building, 220 W. Ellsworth Street, Midland, MI 48640. Prior to adoption of the TIP, a public hearing

was held at the MATS Policy Meeting on June 7, 2022 in the Midland County Services Building, 220 West Ellsworth Street, Midland, MI 48640.

There were.....public comments received during the 30-day plus review period, during the May 11, 2022 TIP Open House or during the June 7<sup>th</sup> Public Hearing.

## Consultation

The newly adopted Federal legislation (IIJA) continues the FAST Act requirements by stating that all MPOs consult with federal, state, and local entities within their planning areas responsible for the following programs:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

The goal of this process is to eliminate or minimize conflicts with other agencies' plans and programs that impact transportation, or for which transportation decisions may impact them. As required, MATS will consult with all possible entities responsible for programs mentioned above and welcome their input on future transportation projects.

During the development of the 2023-2026 Transportation Improvement Program, MATS held discussions with various agencies responsible for carrying out transportation programs in the area as well as other interested and community agencies regarding any of their local plans and progress of the TIP. The agencies that were consulted include:

- |  |                                  |
|--|----------------------------------|
| • City of Midland                      | • Midland County Road Commission |
| • Bay County Road Commission           | • Saginaw County Road Commission |
| • Midland Dial-A-Ride Transportation   | • County Connection of Midland   |
| • Bay Metro Transit Authority          | • Midland Charter Township       |
| • Larkin Township                      | • Mount Haley Township           |
| • Homer Township                       | • Jerome Township                |
| • Lincoln Township                     | • Edenville Township             |
| • City of Auburn                       | • Village of Sanford             |
| • Williams Charter Township            | • Tittabawassee Township         |
| • Ingersoll Township                   | • Midland County                 |
| • East Michigan Council of Governments | • MBS Airport                    |

- Jack Barstow Airport
- Bay City Area Transportation Study
- MDOT – Statewide Planning Section
- MDOT – Mt. Pleasant TSC
- Midland Tomorrow
- Arnold Center
- Midland Faith Based Community
- Momentum Midland
- 211 Northeast Michigan
- Midland Area Community Foundation
- FHWA
- FTA – Region V
- MDOT – Bay Region
- MDOT – Transportation Services Section
- Saginaw Area Transportation Agency
- Midland Family and Children’s Services
- Disability Network of Mid-Michigan
- United Way of Midland
- Legacy Center for Community Success
- Midland DDA
- Midland Open Door

## Financial Plan

### Introduction

The MATS FY 2023-2026 Transportation Improvement Program (TIP) is a four-year scheduling document containing the projects that are planned to be obligated to implement the surface transportation policies contained in the MATS Long Range Transportation Plan Towards 2045. The TIP project list is required to be fiscally constrained; that is, the cost of projects programmed in the FY 2023-2026 TIP cannot exceed the amount of funding reasonably expected to be available for surface transportation projects during the time period covered by the TIP. This financial plan is the section of the TIP documenting the methods used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also estimates the cost of operating and maintaining the transportation system in the MATS area during the four-year period covered by the TIP.

### Cooperative Revenue Estimation Process

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

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

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

## **Part A: Highway Funding**

### **Sources of Federal Highway Funding**

Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is the Bipartisan Infrastructure Bill (BIL) known as the Infrastructure Investment and Jobs Act of 2021 (IIJA) and Title 23 USC Sec 134(a) and (h) /FTA-Sec 8(a) and (h). Through this law, Michigan receives approximately \$1.1 billion in federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

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

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

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

**Congestion Mitigation and Air Quality Improvement (CMAQ):** Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (TDM)



such a ride share and vanpools; transit; and non-motorized projects that divert non-recreational travel from single-occupant vehicles.

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

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

- **Rail-Highway Grade Crossings:** Intended to reduce hazards at rail-highway grade crossings. Michigan received approximately \$8.2 million for this program. MDOT selects and manages these projects statewide. These projects may be located on trunkline or local roads. Since this is a statewide program, individual MPOs cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY 2023-2026 TIP.
- **National Highway Freight Program:** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPOs, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan in order to use NHFP funding. This is a state program operated on a statewide basis by MDOT. NHFP funds apportioned to Michigan in FY 2020 totaled approximately \$39.7 million.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants. This is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended for planning and capital investments in road, bridge, transit, rail, port or intermodal transportation projects with significant local or regional impact.
- **Earmark Funding:** Earmarks are transportation projects selected by members of Congress and placed in federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark project as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent earmark funding, but this is being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).
- **Infrastructure for Rebuilding America (INFRA) Grant:** Also known as Nationally Significant Freight and Highway Projects, this is a nationwide competitive program operated directly by



the U.S. Department of Transportation (USDOT). Grants are intended to support economic vitality at the national and regional level; leverage federal dollars with non-federal governmental and private resources; and deploy and encourage innovative technology, financing, and project delivery.

### COVID-19 Pandemic Related Highway and Transit Funding

Even before the passage of the Infrastructure Investment and Jobs Act (IIJA), federal measures to address the impact of the pandemic on transportation funding were wide-ranging and varied. In particular, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) and the American Rescue Plan Act of 2021 (ARP) provided new resources to make up for the loss of, and enhance available Highway Infrastructure Programs. These programs, and predecessor programs like the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion in funding to support the transit industry response to COVID-19, have funds that are still available for obligation into the period covered by this TIP.

### Assumptions Used in Forecast Calculations of Federal Highway Funds

At least every two years, allocations are calculated for each of these programs, based on federal apportionments and rescissions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2022, as released by MDOT, are used as the baseline for this FY 2023-2026 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of federal-aid highway funds received will increase by 2% each year during the TIP period.

### Sources of Highway Funding Generated at the State Level

The basic sources of transportation funding in Michigan are motor fuel taxes and vehicle registration fees. Motor fuel is taxed at both the federal and state levels, the federal government at 18.4¢ per gallon on gasoline and 24.4¢ per gallon on diesel fuel, and the State of Michigan at 26.3¢ per gallon on both gasoline and diesel fuel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. These motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of any excise tax, unless the tax is adjusted to compensate for inflation.

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

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as Act 51. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are

then split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.<sup>2</sup>

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. These changes included:

1. Increasing the motor fuel tax to 26.3¢/gallon from 19¢/gallon (gasoline) and 15¢/gallon (diesel), effective January 1, 2017;
2. Raising vehicle registration fees by an average of 20%, effective January 1, 2017;
3. Transferring \$150 million from the state's General Fund to highways in fiscal year (FY) 2019;
4. Transferring \$325 million from the state's General Fund to highways in FY 2020;
5. Transferring \$600 million from the state's General Fund to highways in FY 2021 and subsequent years; and
6. Adjusting the motor fuel tax for inflation by up to 5% each year, starting in January 2022.

When these changes take full effect in the 2020-21 state fiscal year, which starts October 1, 2020, MTF revenue is anticipated to increase by approximately \$1.2 billion annually,<sup>3</sup> from the current \$2.856 billion (in fiscal year 2018-19, the most recent fiscal year completed)<sup>4</sup> to over \$4 billion annually.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies' main source for funding these items. Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

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

### Assumptions Used in Forecast Calculations of State-Generated Highway Funds

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding, or is non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in

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<sup>2</sup> Act 51 of 1951, Section 10(1)(j).

<sup>3</sup> Hamilton, William E. "Impact of the November 2015 Road Funding Package" (House Fiscal Agency, March 7, 2017), p.2. However, the effects of the COVID-19 quarantine, which did not start until the week after Mr. Hamilton's analysis was released, and which caused a sudden and dramatic decrease in motor vehicle traffic, will undoubtedly affect the amount of revenue collected in the near term. Because this is a unique and therefore unpredictable event, there is no way to determine if MTF revenue collection will be affected in the long term.

<sup>4</sup> Michigan Department of Transportation, MDOT Report 139 (Schedule A) at [https://www.michigan.gov/documents/mdot/Rpt139SchA\\_676118\\_7.pdf](https://www.michigan.gov/documents/mdot/Rpt139SchA_676118_7.pdf)

the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably expected available revenues.

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

Michigan has two programs that use both state funding and federal funding. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages, and county road commissions each year. These funds are distributed to urban and rural counties as defined in Act 51.

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

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

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

Funding targets for TEDF Category C and Category D funds (both federal and state) for fiscal years 2023-2026 are developed by MDOT. TEDF Category C and Category D projects programmed in the TIP are constrained to the targets provided, plus any carryforward of the state portion of these programs (the federally-funded portion does not carry forward).

Since the Local Bridge program is competitively-awarded, only those Local Bridge projects that have already been awarded for use in fiscal years 2023-2026 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

### Rebuilding Michigan Program

Rebuilding Michigan is a program to rapidly improve the condition of the state trunkline highway system throughout Michigan. Initiated by Gov. Whitmer's administration in January 2020, it contains a bonding component and an acceleration component. The \$3.5 billion bonding component, funded through sales of bonds on the market, will pay for 49 projects to rebuild or replace roads and bridges throughout the state. The \$954.4 million acceleration component, made possible through the bonding component's freeing up of previously-programmed federal-aid highway funding, allows 73 scheduled projects on the trunkline system to be moved up, completed years before they otherwise would have been.

## State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state and within the MATS area. Each highway with an I-, M-, or US- designation is part of this network, which is known as the State Trunkline System. MDOT is responsible for the State Trunkline System, and has provided MATS with a list of projects planned for the portion of the trunkline system within the MATS area over the FY 2023-2026 TIP period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to MATS is constrained to reasonably available revenues.

## Innovative Financing Strategies--Highway

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

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

**State Infrastructure Bank (SIB):** Established in a majority of states, including Michigan.<sup>5</sup> Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

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

**Bonding:** Bonding is a form of borrowing where the borrower issues (sells) IOUs for portions of the debt it is incurring, called bonds, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific

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<sup>5</sup> FHWA Office of Innovative Program Delivery. “Project Finance: An Introduction” (FHWA, 2012).

time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

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

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

**Public-Private Partnerships (P3):** Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.<sup>6</sup>

## Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. Operations and maintenance includes those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

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<sup>6</sup> [http://www.fhwa.dot.gov/ipd/p3/defined/design\\_build\\_finance\\_operate.htm](http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm).

Federal-aid highway funds cannot be used for operations and maintenance. Since the TIP only includes federally-funded capital highway projects (and non-federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses. While in aggregate, operations and maintenance activities are regionally significant, the individual projects do not rise to that level. However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2023-2026 TIP period. This section of the Financial Plan provides an estimate of the cost of operations and maintenance in the MATS area and details the method used in the estimation.

MDOT Bay Region estimates that its operations and maintenance costs were approximately \$5,298,964 in FY 2021. Using this estimate as a baseline, costs were increased 4% per year over the life of the FY 2023-2026 TIP to adjust for inflation (also known as year of expenditure adjustment—see Year of Expenditure (Inflation) Adjustment for Project Costs section below) to provide a total of \$22,488,029 million estimated operations and maintenance costs on the state trunkline system in the MATS area for FY 2023-2026. This is detailed in the table below.

**Forecast of Operations and Maintenance Costs on the Federal-Aid System in the MATS area**

<b>FY</b>	<b>Estimate - MDOT</b>	<b>Estimate - LOCAL</b>	<b>Total</b>
<b>2023</b>	\$5,480,660	\$5,735,880	\$11,216,540
<b>2024</b>	\$5,573,831	\$5,833,390	\$11,407,221
<b>2025</b>	\$5,668,586	\$5,932,558	\$11,601,144
<b>2026</b>	\$5,764,952	\$6,033,411	\$11,798,363
<b>Total</b>	\$22,488,029	\$23,535,239	\$46,023,268

### Sources of Locally-Generated Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally-funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the MATS area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and special assessment districts in force during each year of the TIP period, which is difficult to achieve. It is therefore assumed that locally-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

Local Act-51 road agencies (county road commissions, incorporated cities, and incorporated villages) are responsible for operating and maintaining the roads they own, including those roads they own that are designated as part of the federal-aid system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-mile of road in the system has an approximately equal operations and maintenance cost. Local O & M base year (FY 2022 in this case) funding projections for the MATS area were estimated in coordination with MCRC, City of Midland, and other agencies. Accordingly, this was derived as \$1,882,000 for City of Midland, plus \$3,337,000 for rest of Midland County, + \$421,000 for the City of Auburn,



Tittabawassee Township and Williams Township. In the MATS area the yields an annual maintenance cost of \$5,640,000 million in the base year of FY 2022, or a total of \$23,535,239 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

### Highway Commitments and Projected Available Revenue

The FY 2023-2026 TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the relevant plan period. MDOT issued each MPO in the state, including MATS, a local program allocations table covering the years of the FY 2023-2026 TIP. These allocations specify what is reasonably expected to be available to local agencies in the Surface Transportation Block Grant (STBG)—Urban and –Rural Program, National Highway Performance Program, Transportation Economic Development (TEDF) Category C Program (federal and state), and the TEDF Category D Program (federal and state). Projects using these funds are constrained to the amounts in the respective table.

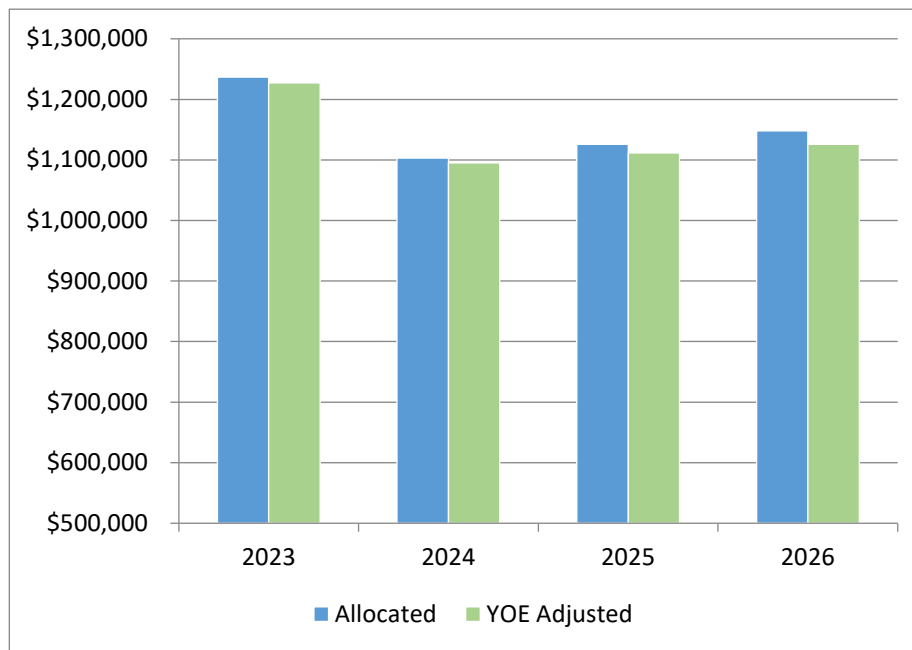
Funds for projects that are competitively awarded are considered to be reasonably expected to be available only after they have been officially awarded. This includes all Safety, CMAQ, TAP, and Bridge projects. The only projects using these funds in the TIP are those that have already been awarded. Therefore, these projects are self-constrained to available revenue.

### Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled Operations and Maintenance of the Federal-Aid Highway System, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same 4% annual inflation rate as MDOT to determine YOE costs.

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

### MATS Urban Program Allocations



	Allocated	YOE Adjusted
2023	\$1,236,932	\$1,227,455
2024	\$1,103,000	\$1,094,925
2025	\$1,126,000	\$1,111,477
2026	\$1,148,000	\$1,125,703
<b>TOTAL</b>	<b>\$4,613,932</b>	<b>\$4,559,560</b>

## Part B: Transit Funding

### Sources of Federally-Generated Transit Funding

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

**Section 5307:** This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the



transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 50,000 population or larger receive their own apportionment. In the MATS area Midland Dial A Ride Transportation receives 5307 funding.

**Section 5310, Elderly and Persons with Disabilities:** Funding for projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates activities from the former New Freedom program. Urbanized areas in the state with populations over 200,000 receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-project basis.

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

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

**Section 5339(a) Formula Grants, Bus and Bus Facilities:** Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives a fixed amount, with the remaining funding apportioned to transit agencies based on various population and service factors.

**Flex Funding.** Transit agencies can also apply for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. If a transit agency is awarded STBG or CMAQ funding, that funding must be flexed (transferred from the Federal Highway Administration to the Federal Transit Administration). Once flexing has occurred, the money from STBG and/or CMAQ follows the eligibility and accounting rules of the transit program to which it has been transferred.

**Other Federal-Aid Transit Funds:** In addition to the core federal-aid transit funds described above, there are other federal-aid funds for transit. These other programs are competitive funds that local public transit agencies apply for directly from the Federal Transit Administration (FTA) U.S. Department of Transportation (USDOT). Other Federal-Aid Transit Funds include, but are not limited to:

- BUILD program: (See information in Part A: Highway Funding section above)
- Grants for Buses and Bus Facilities (Section 5339(b)): Intended for capital investments in public transportation systems to replace, lease, and purchase buses and related equipment and to construct bus-related facilities, including upgrades or innovations to modify low- or no-emission vehicles or facilities.
- Low or No Emission Vehicle (Section 5339(c)): Intended for purchase or lease of low- or no-emission buses (including those with a leased power source), construction or lease of facilities and equipment for low- or no-emission buses, and new facilities or rehabilitation of existing facilities to accommodate these buses.
- New Starts/Small Starts (Section 5309): New Starts projects are limited to new fixed-guideway systems or extensions of existing fixed-guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 funds. Small Starts projects are limited to new fixed-guideway systems or extensions of existing fixed-guideway systems with a total estimated capital cost less than \$300 million, or that are seeking less than \$100 million in Section 5309 funds.

### Assumptions Used in Forecast Calculations of Federal Transit Funds

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2023-2026 TIP by each transit agency to be constrained to reasonably-expected available revenues.

### Sources of State-Generated Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).<sup>7</sup> This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.<sup>8</sup> Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

### Assumptions Used in Forecast Calculations of State Transit Funds

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purpose(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generated transit funding amounts programmed into the FY 2023-

<sup>7</sup> However, funding raised through enactment of the transportation laws mentioned earlier cannot be used for public transit, so this will most likely require adjustments to maintain the ten percent rule in Act 51.

<sup>8</sup> Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

2026 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

### Sources of Locally-Generated Transit Funding

Major sources of locally-generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. All transit agencies in the MATS area collect fares from riders. In addition, both Dial A Ride Transportation and County Connection of Midland are funded with local government provided dollars.

### Assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the FY 2020-2023 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

### Innovative Financing Strategies--Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the Innovative Financing Strategies—Highway section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.<sup>9</sup>

### Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses. This was true for the previous FY 2020-2023 TIP, and is also true of the FY 2023-2026 TIP. As both transit operators in the MATS area receive funds from a variety of FTA programs (such as 5303, 5307, and 5311 as appropriate), these are included in the complete list of TIP projects for FY 2023-2026.

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<sup>9</sup> FHWA Office of Innovative Program Delivery at [http://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/matching\\_strategies/toll\\_credits.htm](http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm).

## Demonstration of Fiscal Constraint of the FY 2023-2026 TIP— Highway and Transit Projects

This financial plan is required to show that the cost of projects contained in the FY 2023-2026 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as the demonstration of fiscal constraint.

The table below contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period, thus each funding source does not exceed the amount reasonably expected to be available from that funding source in any of the four years of the TIP. This demonstrates that the FY 2023 - 2026 TIP is fiscally constrained. Following that table is the detailed breakdown of fiscal constraint demonstration, for all funding sources and all years of the TIP.

### Overview of fiscal constraint (Federal, State & Local) for MATS FY 2023 - 2026 TIP

	2023	2024	2025	2026
<b>Estimated Available Highway Funding</b>	\$7,846,769	\$11,983,247	\$41,054,608	\$50,212,542
<b>Programmed Highway Projects</b>	\$7,846,769	\$11,983,247	\$41,054,608	\$50,212,542
<b>Estimated Available Transit Funding</b>	\$3,347,709	\$3,341,364	\$4,121,069	\$4,184,091
<b>Programmed Transit Projects</b>	\$2,247,560	\$1,939,612	\$3,521,396	\$3,549,124
<b>Estimated Available Total Funding</b>	\$11,194,478	\$15,324,611	\$45,175,677	\$54,396,633
<b>Programmed Total Projects</b>	\$10,094,329	\$13,922,859	\$44,576,004	\$53,761,666

Differences regarding transit estimated versus programmed are primarily due to FTA allowing obligation after the year of allocation.

Also, operations and maintenance funding is not included in this table due to not being programmed in the TIP.

Detailed Demonstration of Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2023</b>						
<b>Fiscal Year - 2023, Local MPO Based Constraints</b>						
Carbon Reduction - Small Mpo	\$161,250	\$129,000		\$0	\$32,250	\$161,250
HIP - Small MPO	\$168,339	\$155,932		\$0	\$12,407	\$168,339
STP - Small MPO	\$1,339,436	\$799,220		\$0	\$540,216	\$1,339,436
Stp Flex - Small Mpo	\$47,500	\$38,000		\$0	\$9,500	\$47,500
<b>FY 2023, Local MPO Based Constraints Total</b>	<b>\$1,716,525</b>	<b>\$1,122,152</b>	<b>\$1,122,152</b>	<b>\$0</b>	<b>\$594,373</b>	<b>\$1,716,525</b>
<b>Fiscal Year - 2023, Local RTF Based Constraint</b>						
STP - Rural/Flexible	\$865,426	\$713,000		\$0	\$152,426	\$865,426
TEDF Category D	\$84,574	\$0		\$84,574	\$0	\$84,574
<b>FY 2023, Local RTF Based Constraint Total</b>	<b>\$950,000</b>	<b>\$713,000</b>	<b>\$713,000</b>	<b>\$84,574</b>	<b>\$152,426</b>	<b>\$950,000</b>
<b>Fiscal Year - 2023, Local Projects from Statewide Sources</b>						
HIP - Bridge	\$229,000	\$217,550		\$0	\$11,450	\$229,000
Safety	\$250,000	\$200,000		\$0	\$50,000	\$250,000
STP - Flexible (Bridge)	\$205,000	\$164,000		\$30,750	\$10,250	\$205,000
Transportation Alternatives	\$3,824,604	\$1,912,302		\$0	\$1,912,302	\$3,824,604
Other	\$304,725	\$243,780		\$0	\$60,945	\$304,725
<b>FY 2023, Local Projects from Statewide Sources Total</b>	<b>\$4,813,329</b>	<b>\$2,737,632</b>	<b>\$2,737,632</b>	<b>\$30,750</b>	<b>\$2,044,947</b>	<b>\$4,813,329</b>
<b>Fiscal Year - 2023, MDOT Project Templates</b>						
Traffic & Safety	\$366,915	\$335,223		\$31,692	\$0	\$366,915
<b>FY 2023, MDOT Project Templates Total</b>	<b>\$366,915</b>	<b>\$335,223</b>	<b>\$335,223</b>	<b>\$31,692</b>	<b>\$0</b>	<b>\$366,915</b>
<b>FY 2023, Transit Project Categories</b>						
5307	\$460,000	\$368,000		\$92,000	\$0	\$460,000
5310	\$170,000	\$112,000		\$58,000	\$0	\$170,000
5311	\$1,332,560	\$666,280		\$666,280	\$0	\$1,332,560
5339	\$285,000	\$228,000		\$57,000	\$0	\$285,000
<b>FY 2023, Transit Project Categories Total</b>	<b>\$2,247,560</b>	<b>\$1,374,280</b>	<b>\$1,374,280</b>	<b>\$873,280</b>	<b>\$0</b>	<b>\$2,247,560</b>
<b>Fiscal Year - 2023 Grand Total</b>	<b>\$10,094,329</b>	<b>\$6,282,287</b>	<b>\$6,282,287</b>	<b>\$1,020,296</b>	<b>\$2,791,746</b>	<b>\$10,094,329</b>
<b>Fiscal Year - 2024</b>						
<b>Fiscal Year - 2024, Local MPO Based Constraints</b>						
Carbon Reduction - Small Mpo	\$165,000	\$132,000		\$0	\$33,000	\$165,000
STP - Small MPO	\$2,736,250	\$1,064,000		\$0	\$1,672,250	\$2,736,250
Stp Flex - Small Mpo	\$48,750	\$39,000		\$0	\$9,750	\$48,750
<b>FY 2024, Local MPO Based Constraints Total</b>	<b>\$2,950,000</b>	<b>\$1,235,000</b>	<b>\$1,235,000</b>	<b>\$0</b>	<b>\$1,715,000</b>	<b>\$2,950,000</b>
<b>Fiscal Year - 2024, Local RTF Based Constraint</b>						
STP - Rural/Flexible	\$888,734	\$727,000		\$0	\$161,734	\$888,734
TEDF Category D	\$86,266	\$0		\$86,266	\$0	\$86,266
<b>FY 2024, Local RTF Based Constraint Total</b>	<b>\$975,000</b>	<b>\$727,000</b>	<b>\$727,000</b>	<b>\$86,266</b>	<b>\$161,734</b>	<b>\$975,000</b>



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STP - Rural/Flexible	\$935,249	\$757,000	\$757,000	\$0	\$178,249	\$935,249
TEDF Category D	\$89,751	\$0	\$0	\$89,751	\$0	\$89,751
	<b>FY 2026, Local RTF Based Constraint Total</b>	<b>\$1,025,000</b>	<b>\$757,000</b>	<b>\$89,751</b>	<b>\$178,249</b>	<b>\$1,025,000</b>
	<b>Fiscal Year - 2026, MDOT Project Templates</b>					
Bridge Replacement and Preservation	\$9,974,001	\$8,163,720	\$8,163,720	\$1,810,281	\$0	\$9,974,001
Road - Rehabilitation and Reconstruction	\$35,757,939	\$29,267,873	\$29,267,873	\$6,490,066	\$0	\$35,757,939
Traffic & Safety	\$1,385,602	\$1,247,041	\$1,247,041	\$138,561	\$0	\$1,385,602
	<b>FY 2026, MDOT Project Templates Total</b>	<b>\$38,678,634</b>	<b>\$38,678,634</b>	<b>\$8,438,908</b>	<b>\$0</b>	<b>\$47,117,542</b>
	<b>Fiscal Year - 2026, Transit Project Categories</b>					
5307	\$1,855,000	\$1,020,000	\$1,020,000	\$35,000	\$800,000	\$1,855,000
5310	\$170,000	\$112,000	\$112,000	\$58,000	\$0	\$170,000
5311	\$1,414,124	\$707,062	\$707,062	\$707,062	\$0	\$1,414,124
5339	\$110,000	\$88,000	\$88,000	\$22,000	\$0	\$110,000
	<b>FY 2026, Transit Project Categories Total</b>	<b>\$3,549,124</b>	<b>\$1,927,062</b>	<b>\$822,062</b>	<b>\$800,000</b>	<b>\$3,549,124</b>
	<b>Fiscal Year - 2026 Grand Total</b>	<b>\$53,761,666</b>	<b>\$42,647,696</b>	<b>\$9,350,721</b>	<b>\$1,763,249</b>	<b>\$53,761,666</b>



## FY 2023-2026 GPA Target Report

In its Transportation Improvement Program (TIP), MATS will group certain types of projects together. A TIP will usually identify these in a General Program Account (GPA). GPAs are groups of similar projects that take place each fiscal year. GPA processes make it easier for local implementing agencies to complete projects by streamlining project development and review.

MATS FY 2023-2026 TIP GPA Target Report

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Threshold Amount	Fed Usage Amount	State Usage Amount	Local Usage Amount	Total Usage Amount	Fed Proposed Amount	State Proposed Amount	Local Proposed Amount	Total Proposed Amount
2023	MATS	Local	Local Bridge	Proposed	\$0	\$381,550	\$30,750	\$21,700	\$434,000	\$381,550	\$30,750	\$21,700	\$434,000
2023	MATS	Local	Local Livability and Sustainability	Proposed	\$0	\$2,041,302	\$0	\$1,944,552	\$3,985,854	\$2,041,302	\$0	\$1,944,552	\$3,985,854
2023	MATS	Local	Local Road	Proposed	\$0	\$1,112,000	\$84,574	\$313,426	\$1,510,000	\$1,112,000	\$84,574	\$313,426	\$1,510,000
2023	MATS	Local	Local Traffic Operations And Safety	Proposed	\$0	\$200,000	\$0	\$50,000	\$250,000	\$200,000	\$0	\$50,000	\$250,000
2023	MATS	Multi-Modal	Transit Capital	Proposed	\$0	\$668,000	\$167,000	\$0	\$835,000	\$668,000	\$167,000	\$0	\$835,000
2023	MATS	Multi-Modal	Transit Operating	Proposed	\$0	\$706,280	\$706,280	\$0	\$1,412,560	\$706,280	\$706,280	\$0	\$1,412,560
2023	MATS	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2024	MATS	Local	Local Road	Proposed	\$0	\$1,962,000	\$86,266	\$1,876,734	\$3,925,000	\$1,962,000	\$86,266	\$1,876,734	\$3,925,000
2024	MATS	Multi-Modal	Transit Capital	Proposed	\$0	\$400,320	\$100,080	\$0	\$500,400	\$400,320	\$100,080	\$0	\$500,400
2024	MATS	Multi-Modal	Transit Operating	Proposed	\$0	\$719,606	\$719,606	\$0	\$1,439,212	\$719,606	\$719,606	\$0	\$1,439,212
2024	MATS	Trunkline	Trunkline Traffic Operations And Safety	Proposed	\$0	\$159,440	\$17,716	\$0	\$177,156	\$159,440	\$17,716	\$0	\$177,156
2025	MATS	Local	Local Road	Proposed	\$0	\$1,164,000	\$87,991	\$528,009	\$1,780,000	\$1,164,000	\$87,991	\$528,009	\$1,780,000
2025	MATS	Multi-Modal	Transit Capital	Proposed	\$0	\$300,000	\$75,000	\$0	\$375,000	\$300,000	\$75,000	\$0	\$375,000
2025	MATS	Multi-Modal	Transit Operating	Proposed	\$0	\$1,613,198	\$733,198	\$800,000	\$3,146,396	\$1,613,198	\$733,198	\$800,000	\$3,146,396
2025	MATS	Trunkline	Trunkline Traffic Operations And Safety	Proposed	\$0	\$94,500	\$10,500	\$0	\$105,000	\$94,500	\$10,500	\$0	\$105,000
2026	MATS	Local	Local Road	Proposed	\$0	\$1,905,000	\$89,751	\$500,249	\$2,495,000	\$1,905,000	\$89,751	\$500,249	\$2,495,000
2026	MATS	Multi-Modal	Transit Capital	Proposed	\$0	\$300,000	\$75,000	\$0	\$375,000	\$300,000	\$75,000	\$0	\$375,000
2026	MATS	Multi-Modal	Transit Operating	Proposed	\$0	\$1,627,062	\$747,062	\$800,000	\$3,174,124	\$1,627,062	\$747,062	\$800,000	\$3,174,124
2026	MATS	Trunkline	Trunkline Traffic Operations And Safety	Proposed	\$0	\$1,042,977	\$115,887	\$0	\$1,158,864	\$1,042,977	\$115,887	\$0	\$1,158,864

# Environmental Justice

## Introduction

In 1997, the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes public participation plans and activities as well as the development of transportation plans and improvement programs prepared and adopted by MATS. There are three fundamental concepts of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

MATS has identified Census block groups where low-income and minority populations live so that their needs can be recognized and addressed, and the benefits and burdens of transportation investments can be fairly distributed. However, this cannot be achieved without the involvement of the public, community groups, and other organizations. These individuals and groups advance the intent of environmental justice in transportation when involved in public participation activities (meetings, hearings, advisory groups) to help MATS understand community needs, perceptions, and goals. In order for the MPO to better understand the needs of everyone in the community, members of various respective groups are invited to participate in meetings and other gatherings to voice their opinions and to offer their input.

## Definitions

For the purposes of Environmental Justice analysis and understanding, a couple of terms need to be defined; these are “low-income” and “minority”.

“Low-income” is defined as a household income at or below the Department of Health and Human Services (HHS) poverty guidelines. These guidelines change every year due to inflation and vary with the number of people residing in the household. According to the US DOT Order 5610.2, the following groups are defined as a “minority”:

1. African American (a person having origins in any of the black racial groups of Africa).
2. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, or the Indian subcontinent).
4. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
5. Native Hawaiian and Other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).
6. Other minorities (a person having origins from the regions not included in "African American," "American Indian and Alaskan Native," "Asian American," "Hispanic," or "Native Hawaiian and Other Pacific Islander") and Two or More Racial Groups (Persons who identify with more than one race may choose to provide multiple races in response to the race question.)

## Development

For the purpose of the environmental justice analysis, MATS has identified areas within the MPO boundaries where the percentage of minority populations and percentage of households below the poverty level (2020 Redistricting data, and Census Bureau projections for 2022) are higher than the overall MATS average. The minority populations that are considered are African-American, Native American, Asian, Hispanic, and Hawaiian. All other minority groups are combined into one and a category has been included that describes a person of two or more races. To measure minority population, Census blocks were utilized, and block groups utilized for poverty data. The maps in this chapter portray blocks with higher than average minority or low-income populations.

The data that was used in the minority maps is based on individuals, while the data for low-income is based on households. In order to show if there are minority populations or households below poverty within a certain distance of each road project, those census blocks or block groups are indicated on the map in yellow. Utilizing census blocks for the minority population, and only utilizing block groups for the poverty calculation better matches the scale of the typical road project to that of the potentially affected population by geographic area. Thereafter, the percentage of each group was calculated for all of the blocks (again, block groups for the poverty calculation). Once the percentage of minorities and below-poverty households were calculated within the impact area, it was compared to the average of the whole MATS area and shown graphically based on how much the actual value differed from the average. The results of this analysis are shown in the maps following this section.

## Analysis and Results

The MATS area is predominately white in terms of race (88.72%) with minorities representing 11.28%. Further, there are 4,280 below-poverty-level households in the MATS area representing 10.68% of all households.

The following table shows the summary of the minority populations and households below poverty level for the MATS area and the percentages of each group located within the census blocks adjacent to the 2023-2026 TIP projects. Each percentage was calculated by taking the actual number of each minority group within the impact area and dividing it by the total population number in the impact area. The impact area percentages can be compared across column to overall MATS data to determine how the population makeup matches. **As the data shows, there are not any groups that are disproportionately neglected or overexposed in terms of proposed transportation projects.** For each minority group, the percentage within the Impact Area is roughly equal to or higher than the percentage in the whole MATS area. This shows that the minorities' needs are being taken into consideration with respect to future transportation improvements. The same is true for low-income population. The 11.80% of below-poverty-level households are within the Impact Area of proposed transportation projects, which is roughly equal to the overall percentage in the whole MATS area (10.68%). **This shows that the low-income population within the MATS area is neither disproportionately burdened nor neglected with respect to future transportation improvements.**

Population Breakdown within MATS area and proximity to TIP projects

2022 Population	MATS MPO			2023-2026 EJ Census Blocks
Area	598.8 sq. Miles	100%	91.5 sq. miles	15.28%
Total Population	103,435	100%	7,225	6.90%
White	91,774	88.72%	6,641	91.91%
African American	1,130	1.09%	36	0.49%
American Indian/Alaska Native	451	0.34%	38	0.52%
Asian	1,819	1.75%	39	0.53%
Hispanic (any race)*	3,370	3.25%	199	2.75%
Hawaiian	92	0.09%	2	0.02%
Other Races	373	0.36%	26	0.35%
Two or More Races	4,522	4.37%	244	3.37%
Total Households	40,062	100.00%	6708	16.74%
Households Below Poverty Level	4,280	10.68%	792**	11.80%

\*Note: Hispanic can be of any race, and thus do not add in total population or percentages. \*\*Estimated based on area calculations

27 road projects within the MATS area were evaluated for Environmental Justice, which does not include projects relating to transit operating and capital funds, region-wide safety and pavement marking projects, as well as entries on the larger list for engineering phases or various funding sources for a single project. In total, there are 6 projects that are in or adjacent to an area of "significant"

minority population, for the purposes of this TIP defined as over twice the average density in the MATS area. In addition, there are 7 projects that are located in or adjacent to block groups with above average households below the poverty level. Therefore, we conclude that the road projects presented in this TIP will improve way of life of all residents including low-income and minority populations.

The following table shows a slightly different assessment; it compares the minority populations within the Impact Area to the total population within the Impact Area. In this case, the impact area percentages should be compared up & down the column to the Total Population percentage to see if any minority group or low-income population is more concentrated therein. This analysis shows that similar percentages of most minority groups and low-income population are represented within impact areas of proposed transportation projects. **Accordingly, it is concluded that imminent transportation system investments are affecting all involved in a similar manner. These projects do not disproportionately burden nor fail to meet the needs of any segment of the population.**

**Percent Concentrations within Projects' Impact Area**

	MATS MPO	2023-2026 EJ Census Blocks	% Concentration per Category within Impact Area
Area	598.8 sq. miles	91.5 sq. miles	15.28%
Total Population	103,435	7,225	6.99%
White	91,774	6,641	7.24%
African American	1,130	36	3.19%
American Indian/ Alaska Native	451	38	8.43%
Asian	1,819	39	2.14%
Hispanic (any race)*	3,370	199	5.91%
Hawaiian	92	2	2.17%
Other Races	373	26	6.97%
Two or More Races	4,522	244	5.40%
Households Below Poverty Level	4280	792**	18.50%
Total Households	40062	6708	16.74%

\*Note: Hispanic can be of any race, and thus do not add into total population or percentages. \*\* Estimated

In summary, MATS' programmed 2023-2026 transportation projects are located throughout the MATS planning area; no population groups are disproportionately neglected or overexposed in light of these projects. The minorities' and low-income populations' needs are being taken into consideration with respect to future transportation improvements.

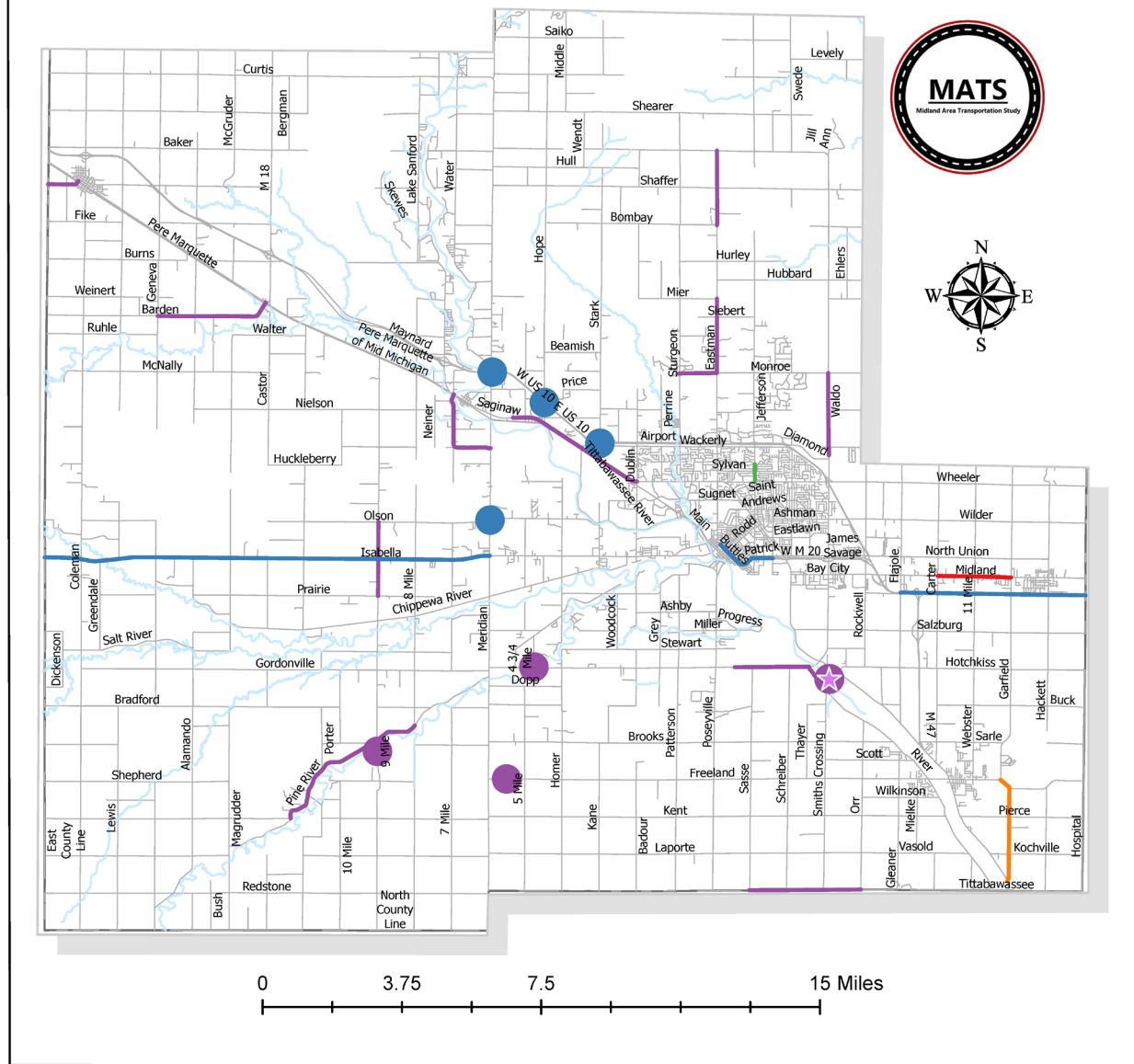
The following maps show the analysis that was described above geographically. The first map shows the location of all the 2023-2026 programmed road projects chosen for Environmental Justice evaluation, and the implementing agency responsible for each project. The maps following show each minority group in relation to the TIP projects. For every Census block within MATS planning area,

minority group population percentages were calculated and are represented in three colors (i.e. below average, between average and twice average, and more than twice the average - compared to the overall average for the entire MATS area). The final map shows below poverty level households in relation to TIP projects. It is clear that some of the block groups with higher poverty percentages will have transportation improvements within their areas.

In addition to the programmed road projects, there are also multiple projects for the County Connection of Midland and Dial-a-Ride agencies that involve replacing old buses and vans to allow for efficient and adequate public transportation in the area. The described projects are presented on the complete list of projects as previously shown. County Connection and Dial-A-Ride provide transit services within the MATS area for a minimal cost to the user.

MATS will continue to address environmental justice issues throughout the life of the Transportation Improvement Program, and will continue to work in coordination with MDOT and FHWA to help improve efforts in the future.

# Midland Area Transportation Study (MATS) 2023-2026 TIP Projects for EJ Analysis

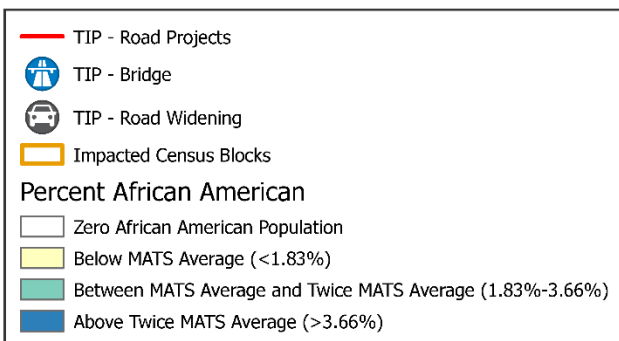
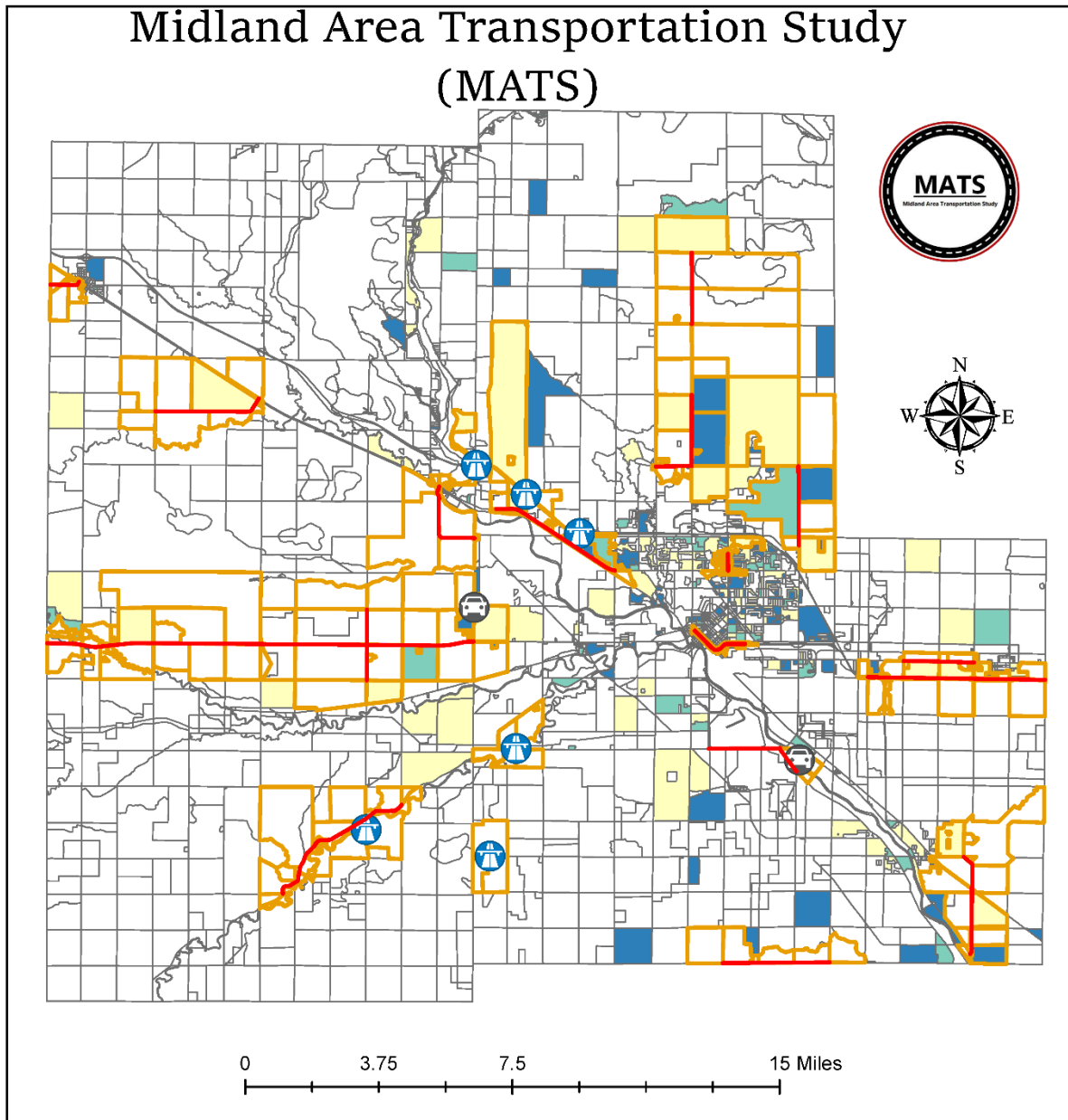


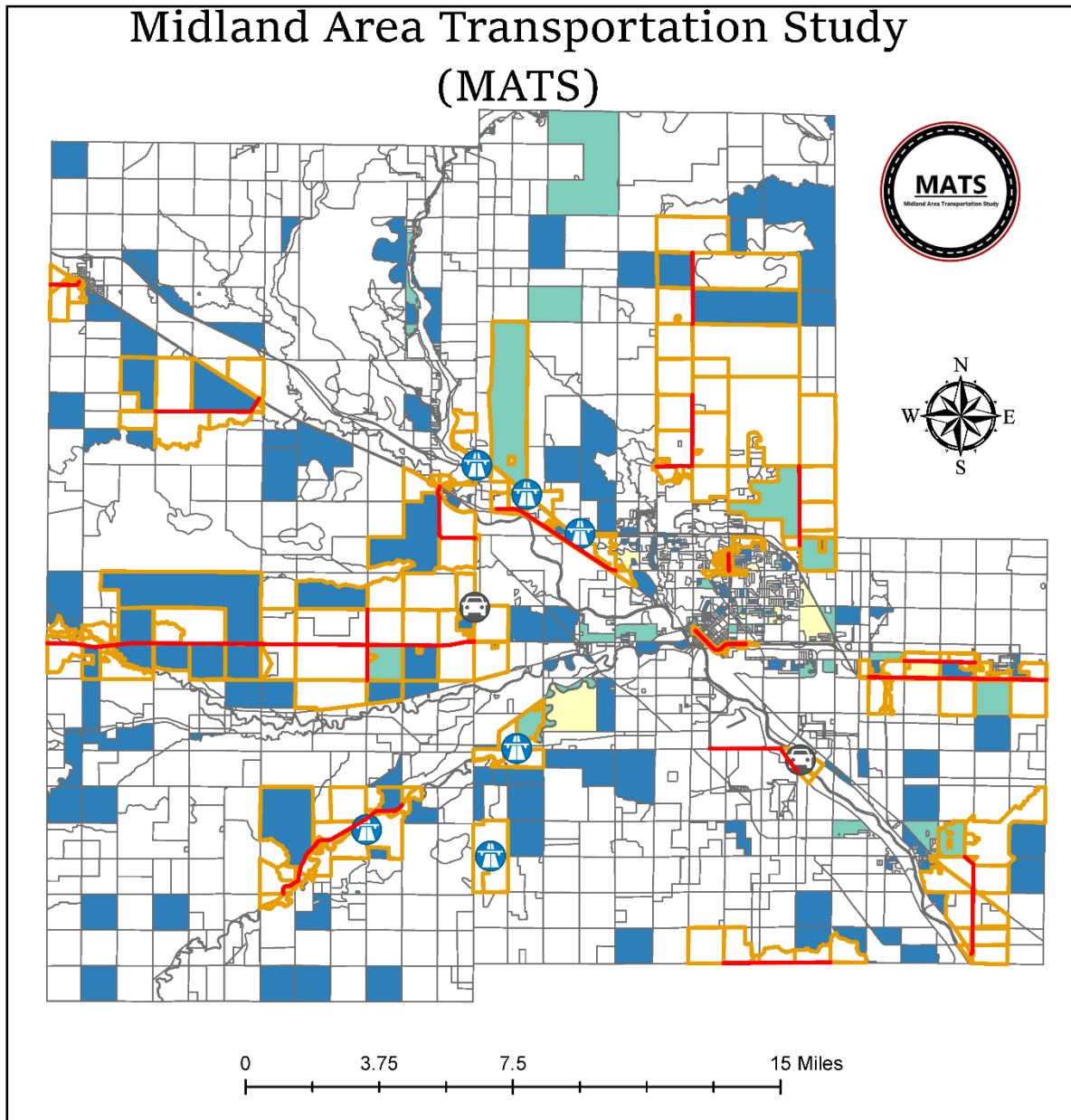
**TIP Projects by Agency**



●	MDOT - Bridge and Safety Projects
●	Midland County - Bridge and Safety Projects
☆	Midland County - Non-motorized Projects
—	Bay County - Road Projects
—	MDOT - Road Projects
—	City of Midland - Road Projects
—	Midland County - Road Projects
—	Saginaw County - Road Projects
—	Roads

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March 2022

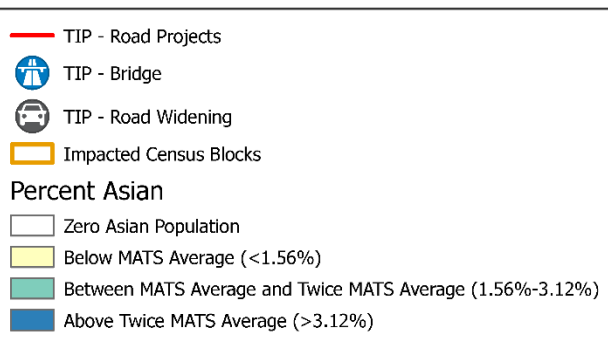
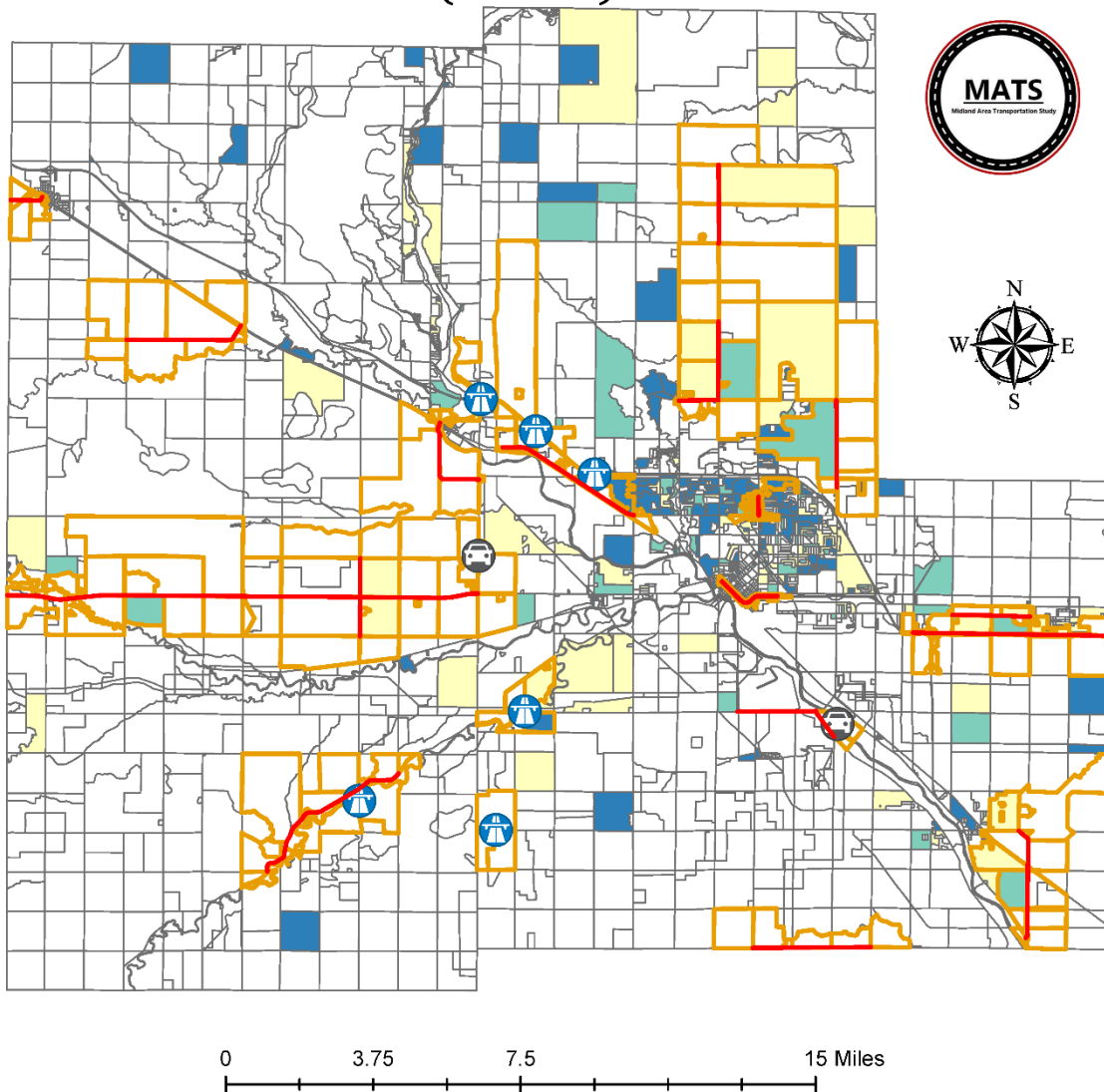




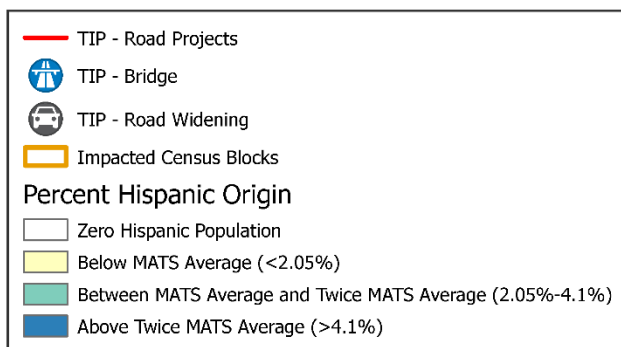
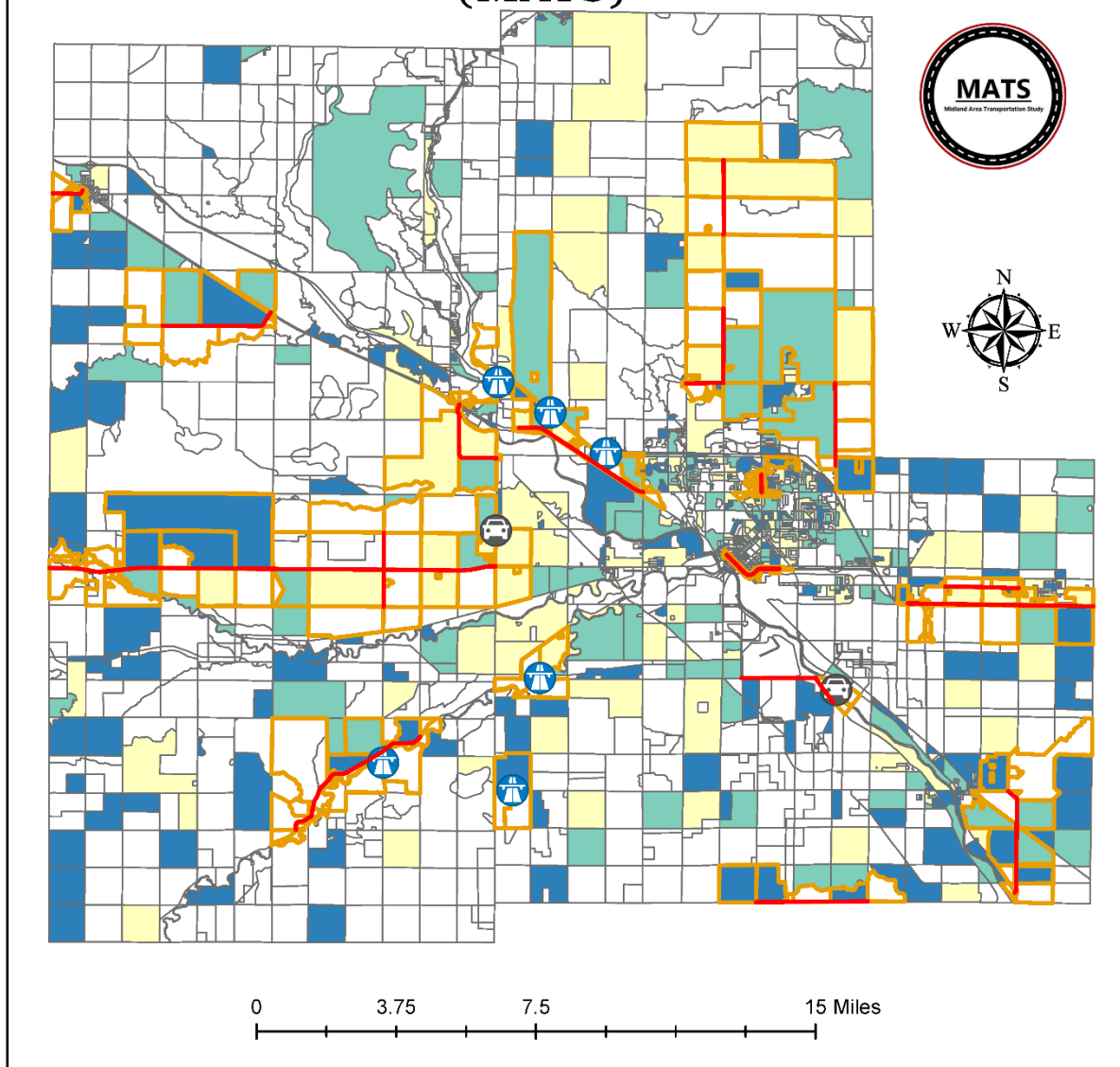


- TIP - Road Projects
-  TIP - Bridge
-  TIP - Road Widening
- Impacted Census Blocks
- Percent American Indian or Alaska Native**
- Zero American Indian/Alaska Native Population
- Below MATS Average (<.43%)
- Between MATS Average and Twice MATS Average (.43%-.86%)
- Above Twice MATS Average (>.86%)

# Midland Area Transportation Study (MATS)

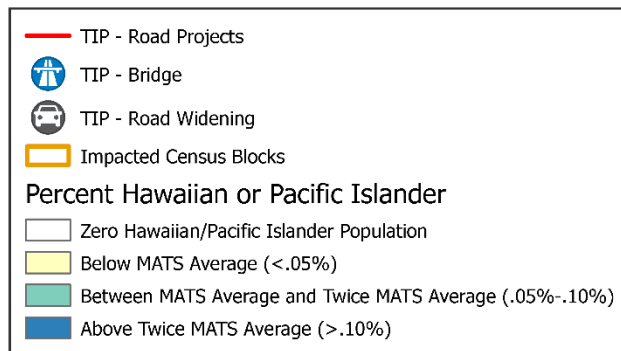
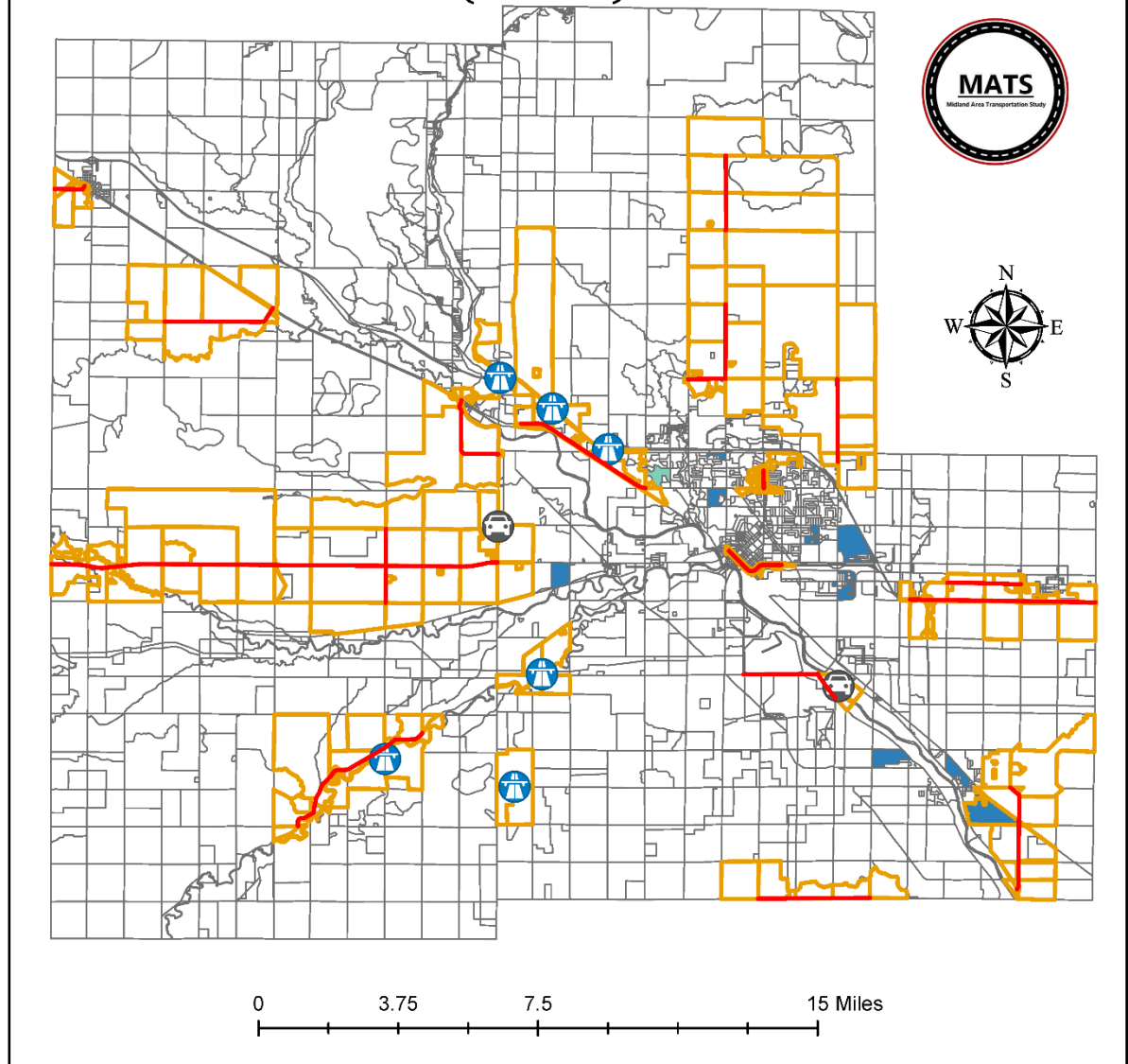


## Midland Area Transportation Study (MATS)

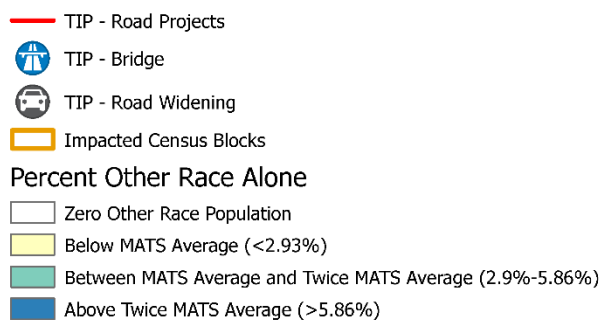
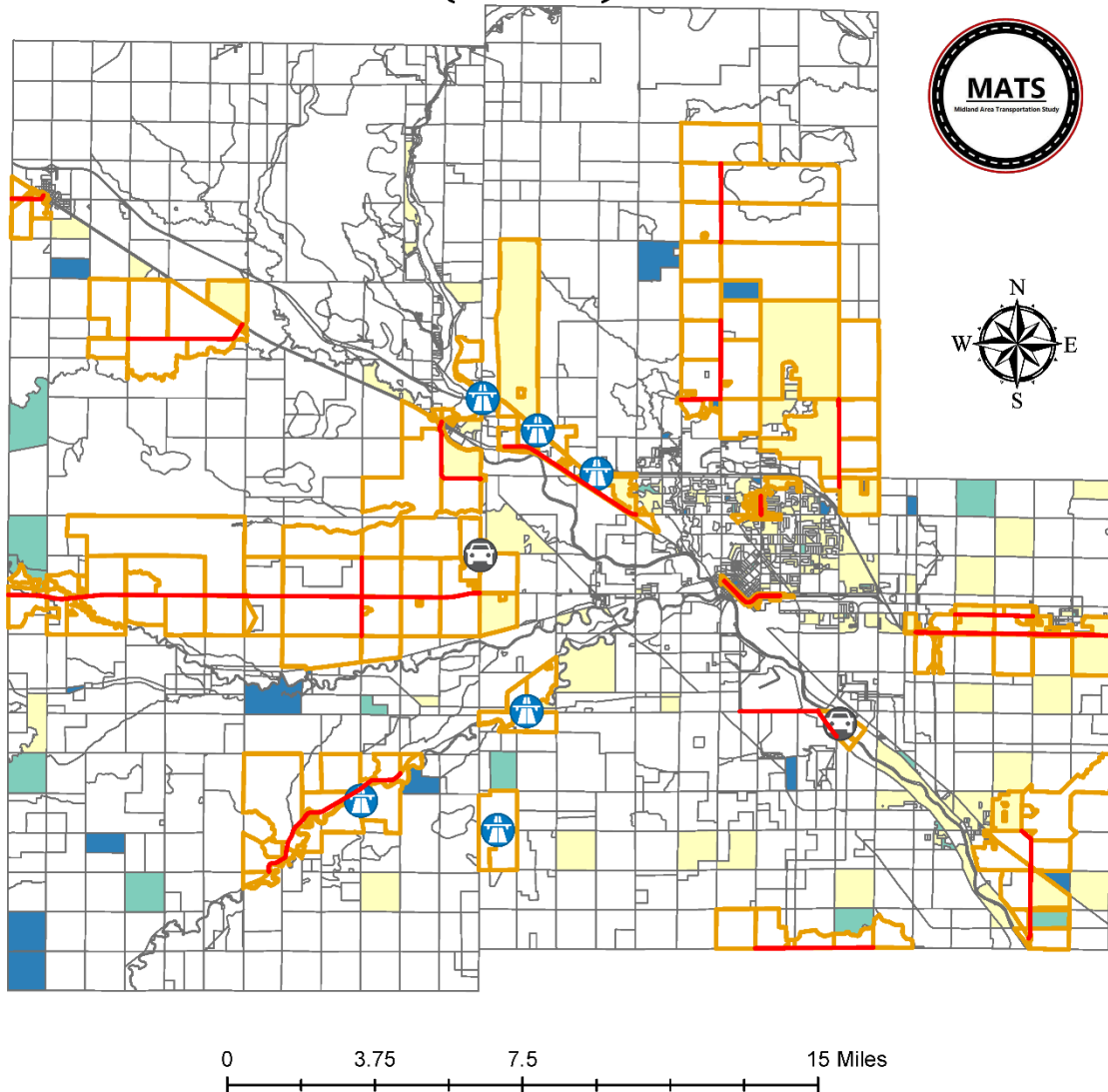


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# Midland Area Transportation Study (MATS)

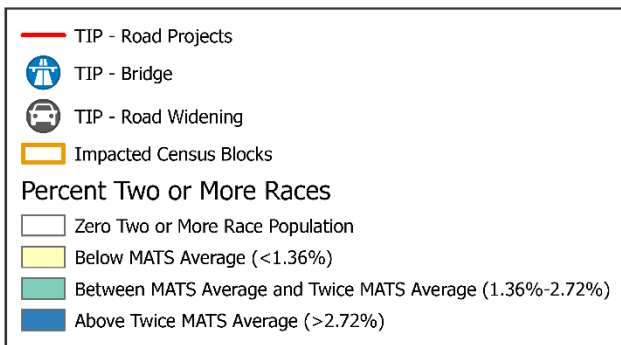
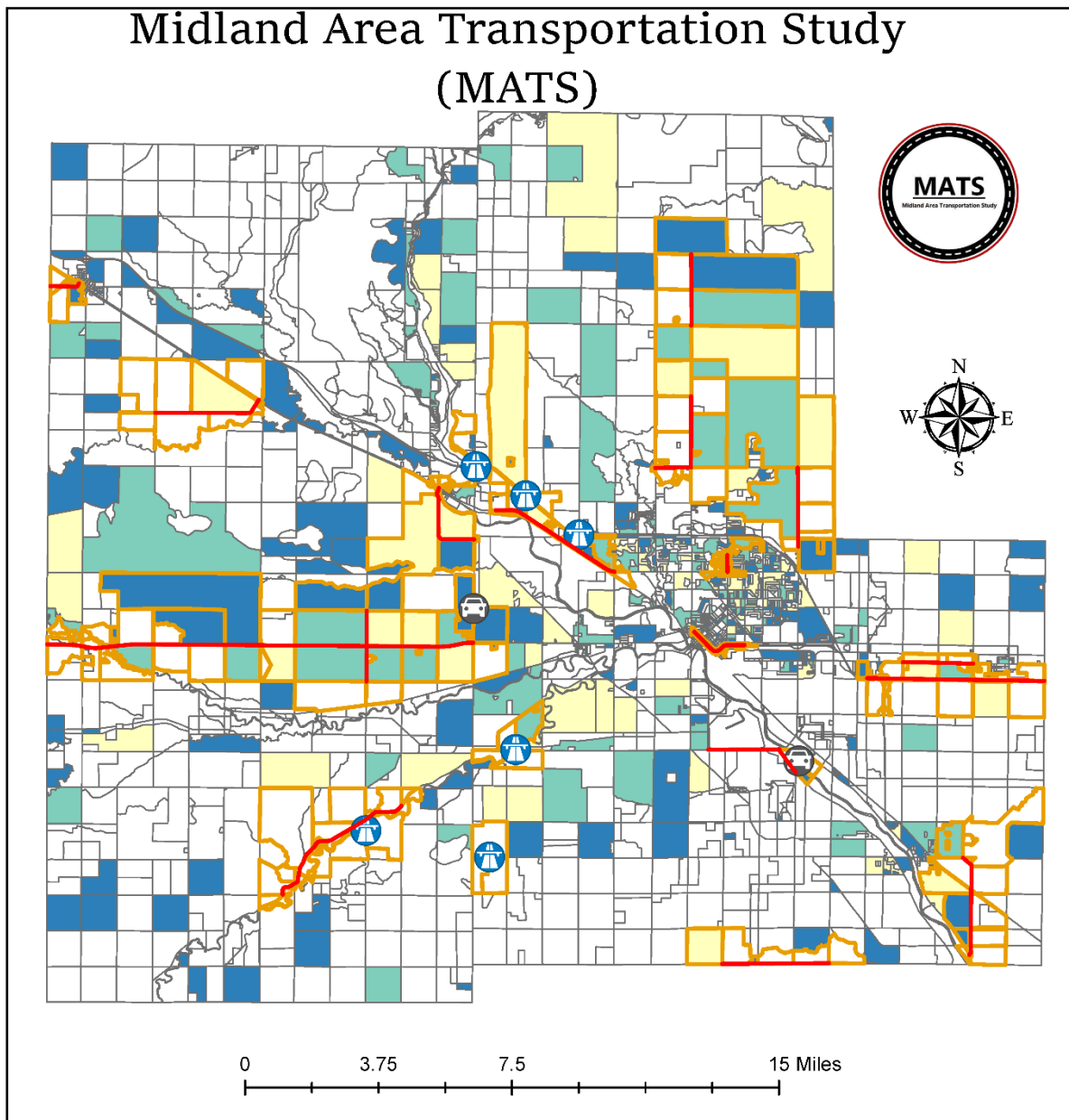


# Midland Area Transportation Study (MATS)



  
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March 2022

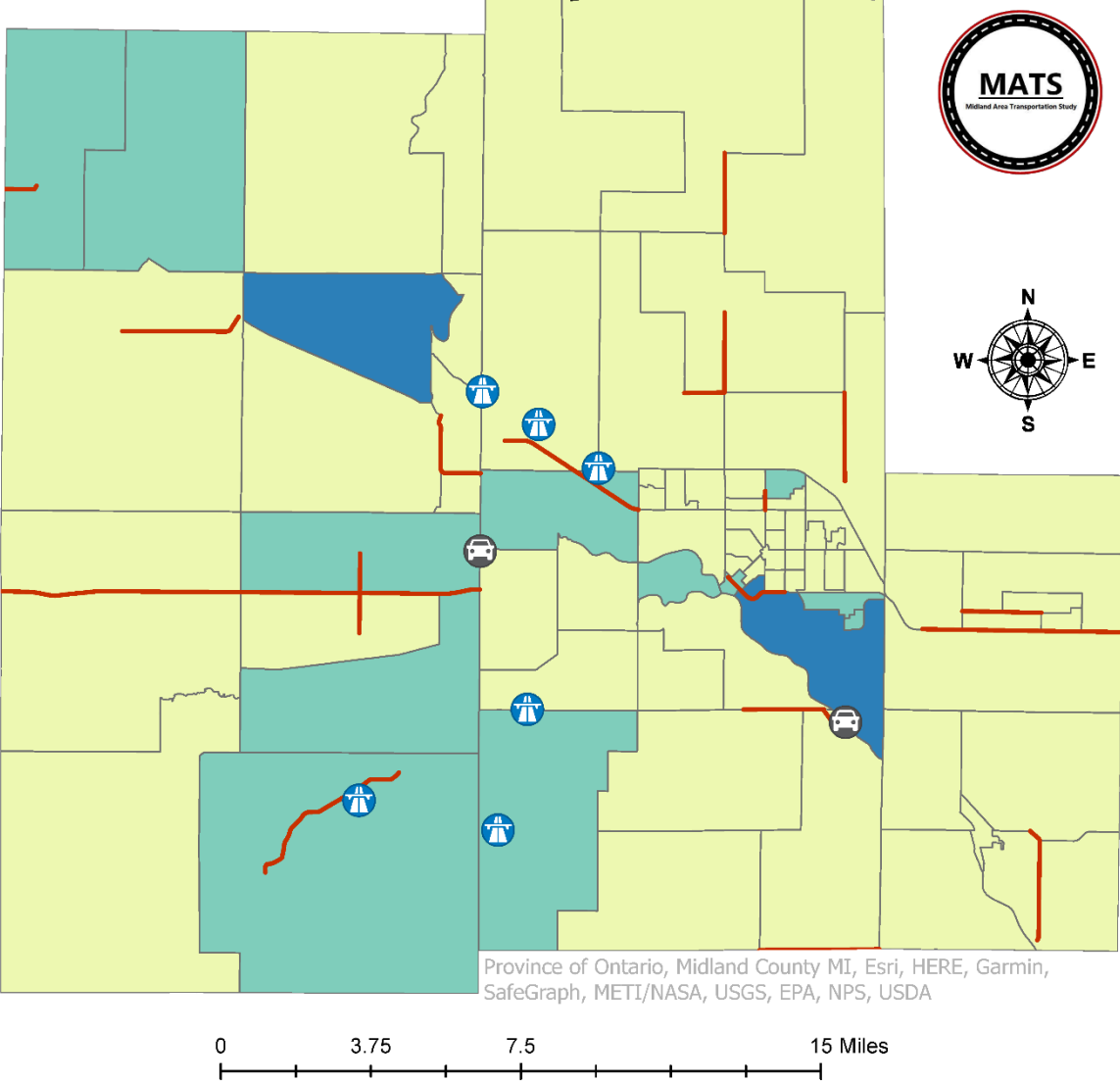
## Census Blocks by Percent Two or More Races



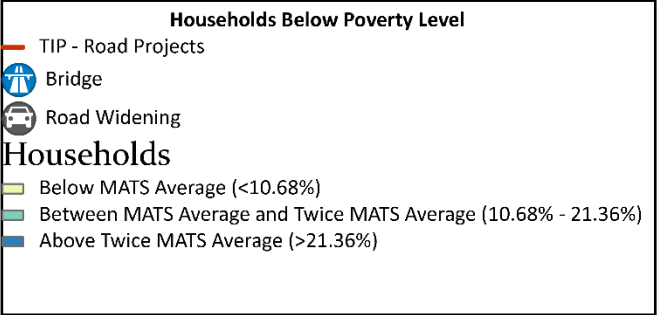
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# Midland Area Transportation Study (MATS) MPO Area 2023-2026



Based on 2019 ACS block groups.  
ACS data has a margin of error.



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March 2022



# Performance Measures

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## Part One: Federal Aspects of the Process

### Legislation, Background, and Goals

A key feature of the Infrastructure Investment and Jobs Act (IIJA) is the continuation of a performance and outcome-based program originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of this performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national transportation goals.

### **National Goal Areas for Performance Management for Roads and Highways**

23 CFR 490 outlined the national goals for the federal aid highway program around which the federally required performance measures were created. Below is a listing of those seven areas followed by a brief description of each goal. They are:

- 
1. **Safety:** To achieve a reduction in fatalities and serious injuries on all public roads.
  2. **Infrastructure Condition:** To maintain highway infrastructure assets in a state of good repair.
  3. **Congestion Reduction:** To achieve a reduction in congestion on the National Highway System.
  4. **System Reliability:** To improve the efficiency of the surface transportation system.
  5. **Freight Movement and Economic Vitality:** To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
  6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the environment.
  7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MAP-21 focused on national goals, increasing accountability, and improving transparency. These changes improved decision-making through better-informed planning and programming. In general, performance measures must be directly relatable to goals, utilize available data that is trackable over time, and measure progress. According to the Federal Highway Administration (FHWA), “Performance measures are a qualitative or quantitative measure of outcomes, outputs, efficiency, or cost-effectiveness.” Under MAP-21, U.S. DOT was to establish performance measures and state DOTs then develop performance targets in consultation with metropolitan planning organizations (MPOs) and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and Long Range Transportation Plans.

A specific sequence of events is necessary to convert Federal transportation authorization legislation into action. First, the Federal Highway Administration and/or the Federal Transit Agency takes the legislative goals enumerated by Congress and proceeds to rulemaking, issued via the Federal Register. The result of the rulemaking is specific Performance Measures for each area covered by the rules as they are issued. For each Performance Measure, as applicable, State DOT’s and MPOs create targets, set up a methodology to evaluate progress towards those targets through assessment of data, and review and/or update the targets according to a cycle indicated in each rule.

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

The following table lays this out broadly, showing the Performance Rule (called a Final Rule), specifically what measures were included in the rule, when the Michigan Department of Transportation was required to promulgate initial targets, and when MATS will need to adopt targets.

TMP Rules Overview and Deadlines			
Performance Rule	Measures	Targets	
		MDOT	MATS
Safety Performance	Fatalities, Serious Injuries, Non-Motorized Fatalities and Serious Injuries	Initial Targets due 8/31/2017	Initial Targets Due 2/27/2018 MATS Adoption 12/06/2017 Annual Cycle
Pavement and Bridge Condition	Bridges in Good & Poor cond., Interstate Pavement in Good & Poor cond., non-Interstate NHS pavement in Good & Poor cond.	Initial Targets due 5/20/2018	Initial Targets Due 11/16/2018 2 to 4 year cycle
Statewide and Non-Metro Planning; Metro Planning	TIP & LRTP must be compliant with the rule after May 27, 2018. TIP Report to be revised to include Performance Measures chapter.	Compliant by 5/27/2018	No Targets, MPO process to be compliant by 5/27/2018 TIP Report - 3 year cycle LRTP - 4 to 5 year cycle
Performance of the NHS, Freight, and CMAQ;	Interstate Travel Time reliability Measure, Non-Interstate Travel Time reliability Measure, Truck Travel Time Reliability Index,	Initial Targets due 5/20/2018	Initial Targets Due 11/16/2018 2 to 4 year cycle
Greenhouse Gas	% Change in tailpipe CO2 Emissions (NHS Only)	Initial Targets due 9/27/2018	Initial Targets Due 3/27/2019 2 to 4 year cycle
Highway Asset Management Plans for NHS	Development of MDOT NHS Asset Management Plan	Compliant by 4/30/2018	Not Applicable
Transit Asset Management (State of Good Repair)	Rolling Stock ULB, Infrastructure, Equipment, Facilities	Initial Targets due 1/1/2017	Initial Targets Due 6/2017 MATS Adoption 7/11/2017 Annual Cycle

## Rulemaking Areas and Performance Measures

Rulemaking is the process that Federal agencies use to create or promulgate regulations. In general, legislatures first set broad policy mandates by passing statutes, then agencies create more detailed regulations through rulemaking. These specific rulemaking areas then, serve to fulfill the goals established in MAP-21 and the FAST Act. It is expected that in the coming years these rules will be amended, or added to, reflecting the passage of authorities contained in the IIJA.

### **Safety Performance**

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule, effective April 14, 2016, establishes five performance measures, presentable as five-year rolling averages. They include:

- 
1. Number of Fatalities
  2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
  3. Number of Serious Injuries
  4. Rate of Serious Injuries per 100 million VMT
  5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. In addition, the Safety PM Final Rule establishes a common national definition for serious injuries.

### **Pavement and Bridge Condition Performance**

On May 20, 2017, the FHWA's Final Rule on pavement and bridge condition performance measures took effect. This Pavement and Bridge Condition Performance Measures final rule establishes measures for State DOTs to carry out the NHPP and to assess the condition of pavements on the non-Interstate NHS; pavements on the Interstate System; and bridges carrying the NHS, including on- and off-ramps connected to the NHS.

This final rule includes six measures which are:

- 
1. Percentage of pavements on the Interstate System in Good condition
  2. Percentage of pavements on the Interstate System in Poor condition
  3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
  4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
  5. Percentage of NHS bridges in Good condition
  6. Percentage of NHS bridges in Poor condition

### **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**

This Final Rule, effective June 27, 2016, updates and modifies a rule originally issued as part of MAP-21. Jointly issued by FHWA and FTA, it updates regulations concerning the Long Range Transportation Plan (LRTP), a new mandate for States and MPOs like MATS to take a performance-based approach to planning and programming; a new emphasis on the nonmetropolitan

transportation planning process, by requiring States to have a higher level of involvement with nonmetropolitan local officials and providing a process for the creation of regional transportation planning organizations (RTPO); a structural change to the membership of the larger MPOs; a new framework for voluntary scenario planning; new authority for the integration of the planning and environmental review processes; and a process for programmatic mitigation plans.

Any Transportation Improvement Program (TIP) and Long Range Plan (LRTP) document must comply with performance reporting requirements beginning on May 27, 2018.

### **Performance of the NHS, Freight, and CMAQ**

On May 20, 2017, a Federal Highway Administration (FHWA) final rule took effect regarding Performance of the NHS, Freight, and CMAQ. The rule establishes performance measures that State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) will use to report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. Specific measures associated with this rule are:

- 
1. Percent of the Interstate System Providing for Reliable Travel;
  2. Percent of the Interstate System Where Peak Hour Travel Times Meet Expectations;
  3. Percent of the Non-Interstate NHS Providing for Reliable Travel; and
  4. Percent of the Non-Interstate NHS Where Peak Hour Travel Times Meet Expectations.

### **Highway Asset Management Plans for the NHS**

The FHWA issued this Final Rule, effective October 2, 2017, to address three new requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21). First, as part of the National Highway Performance Program (NHPP), MAP-21 adopted a requirement for States to develop and implement risk-based asset management plans for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. Second, for the purpose of carrying out the NHPP, MAP-21 requires FHWA to establish minimum standards for States to use in developing and operating bridge and pavement management systems. Third, to conserve Federal resources and protect public safety, MAP-21 mandates periodic evaluations to determine if reasonable alternatives exist to roads, highways, or bridges that repeatedly require repair and reconstruction activities. This rule establishes requirements applicable to States in each

of these areas. The rule also reflects the passage of the Fixing America's Surface Transportation (FAST) Act, which added provisions on critical infrastructure to the asset management portion of the NHPP statute.

### **Transit Asset Management Performance**

MAP-21 mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016, and established four performance measures, also known as State of Good Repair. The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more sophisticated analysis expertise are allowed to add additional transit performance measures and utilize those advanced techniques in addition to the required national performance measures.

- 
1. Rolling Stock - means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services
  2. Equipment - means an article of non-expendable, tangible property has a useful life of at least one year
  3. Facilities - means a building or structure that is used in providing public transportation
  4. Infrastructure - means the underlying framework or structures that support a public transportation system

## Part Two: MDOT Aspects of the Process

### Data, Baselines, and Targets

In order to implement the various rules promulgated by the FHWA and the FTA, the Michigan Department of Transportation will ultimately need to disseminate targets for measures found under many of the individual rules issued. The rules clearly delineate a process for States and MPOs to establish and report targets, as well as a process for FHWA to assess whether a State has met or made significant progress toward achieving those targets.

#### **Data and Factors**

The process of establishing targets must be a data-driven one. Data-driven means informed by a systematic review and analysis of quality data sources when making decisions related to planning, target establishment, resource allocation and implementation.

In addition, other data is gathered, relating to external factors that may affect the accuracy of any forecast. This data includes such things as the relationship between vehicle miles of travel and fatalities, modal split tracking over time, and household income distribution. The data gathered may apply to one or more individual performance measure target setting processes across the various performance rule areas.

This level of complexity is utilized because while basic trends provide a way of looking at the direction current data, these trends do not account for external factors and variations between data sources. In this way, larger and more comprehensive data sets create a clearer picture of events.

#### **Baseline Generation and Target Promulgation**

For setting the original targets, States used data from 2016 and prior years where available. This iterative and ongoing process was used to create a data trend line. The trend line was then extrapolated and used to forecast 5-year averages for each, to set the CY 2018 target. In future years the same process will be followed.

In addition to this, model data such as that from the University of Michigan Transportation Research Institute (UMTRI) can be used to better refine various factors and the resulting baseline.

Once the baseline has been established and projections made, MDOT issues the targets and the MPOs begin to finalize their deliberations regarding support of MDOT targets or development of MPO-specific targets.

## Part Three: MPO Aspects of the Process

### Performance-Based Planning

Projects that MATS programs via the TIP can be categorized as either a MATS-selected project (utilizing STUL, STL-Flex, or Carbon Reduction funding), or one selected by another agency through their respective process. Currently, MATS policy is that each project proposed through the MPO funding process will be reviewed and prioritized based on the following factors:

- 
1. Safety,
  2. Condition (PASER),
  3. Economic Vitality/Congestion Relief,
  4. Traffic Volume/Functional Classification,
  5. Non-Motorized Capabilities,
  6. Local Priority/Funding Support.

The 2020-2023 TIP was the first developed subsequent to official federal guidance regarding performance based planning, and the initial sets of targets being released. Following these developments, MATS has supported the targets promulgated by MDOT, and utilized performance measures in the planning process. To that end, MATS has analyzed the projects programmed for this TIP to review their linkage with recent compliance requirements.

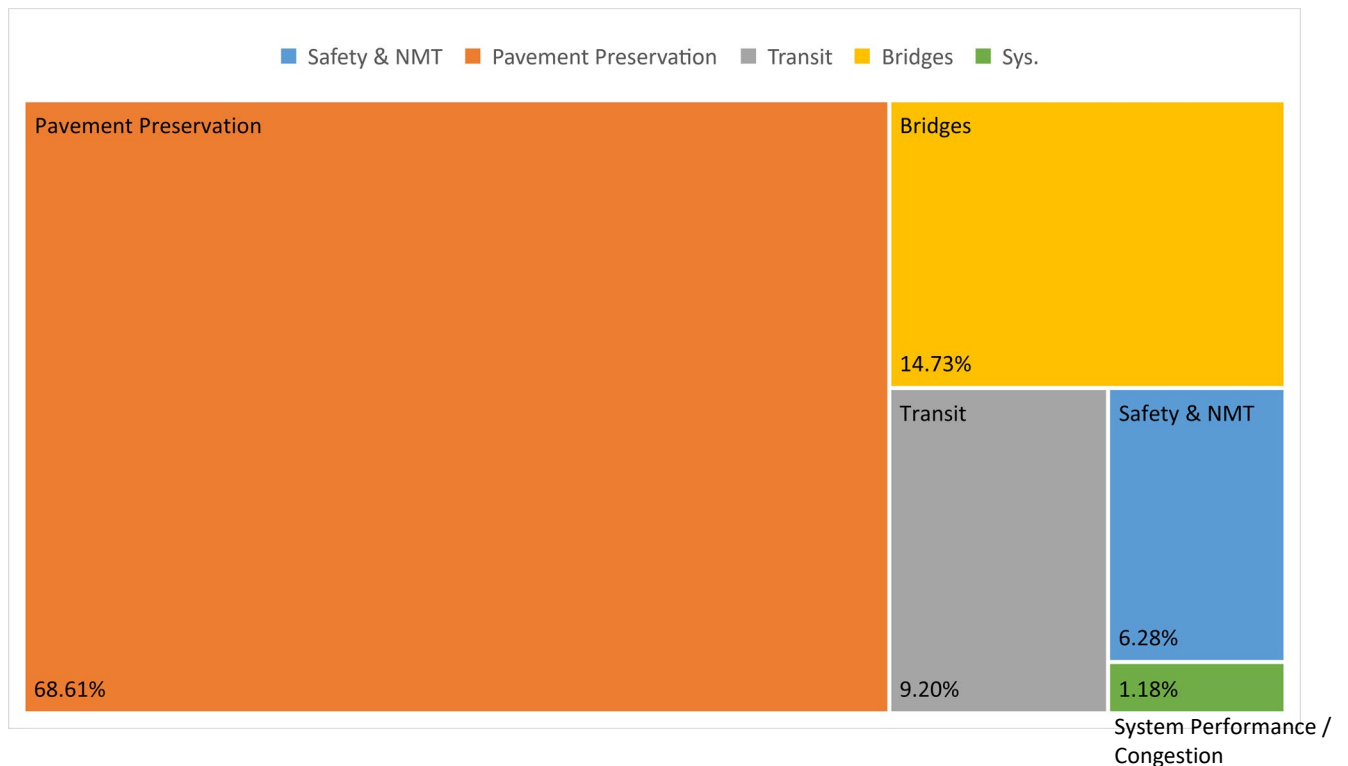
Following is a simplified listing of all projects programmed for the FY 2023–2026 TIP, presented by project category. It should be noted that the funding in these categories can rise and fall in any given year due to varying levels of grants and discretionary funds awarded. For example, local agencies apply for funds for bridge, transit, safety, system performance, and non-motorized programs which are competitive on a statewide level. These annual grants would then be added to the amounts in the categories shown in the table.

Therefore, our list of prioritized projects, and the funding associated with the list, demonstrates that targets for all performance rules are being pursued. This illustrates our understanding of the importance of these performance rules, and the targets promulgated thereby. In addition, through the LRTP and TIP, MATS will endeavor to broadly correlate future funding projections with the various projects proposed and the applicable performance rule areas.



Project Category	Projects Programmed	Impact on Condition
<b>Safety</b> <b>\$2,083,845</b>	Multiple Routes, Various Locations, Midland County: Intersection Signage M-84/M-47: Signing Upgrade M-20: Non-Freeway Signage Regionwide: All Trunkline Routes in MATS MPO Area: Longitudinal pavement marking application on trunklines in Bay Region Regionwide: All Trunkline Routes in MATS MPO Area: Special pavement marking application on trunklines in Bay Region M-20: West Midland County Line to Meridian Road Garfield/Freeland Cutoff: Roundabout Construction  Smiths Crossing Rd Bridge: Historic bridge restoration and nonmotorized path connectors Gordonville Rd/River Road NMT Path: Create Non-Motorized Facility along Gordonville and River Roads	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
<b>Non-Motorized</b> <b>\$4,143,354</b>		
<b>Pavement Preservation</b>  <b>\$83,915,000</b>	E Tittabawassee Rd from Sasse to Orr N Eastman Rd Monroe Road to Mier Road N Waldo Rd from Monroe Rd. to .23 miles south of Wackerly Rd. Multiple Locations 7th Street, Webster Street, Shaffer Rd, Eastman Rd, 7 Mile Rd, Wackerly Rd N Saginaw Rd Pinesboro Drive to Dublin Road W Midland Rd Carter Road to Eleven Mile Road Multiple Locations Barden Road (Geneva Rd to Saginaw Rd), 9 Mile Road (Prairie Rd to Olson Rd) N Jefferson Ave Wheeler Road to Chapel Lane US10 BR/M-20 Jerome Street to Washington Street W Midland Rd from Eleven Mile to Garfield Road Garfield Rd/Freeland Rd from M-47 to N. Garfield at Freeland Rd. Garfield/Freeland Cutoff Garfield/Freeland Cutoff Monroe Rd from Sturgeon Rd. to Eastman Rd. US-10 W 8 Mile Road to Huron & Eastern Railway W Pine River Rd from Kent to 8 Mile	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
<b>Transit</b>  <b>\$11,257,692</b>	Operating Assistance: CCM Operating Assistance: DART Additional Transit Vehicles Bus Replacement:s	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
<b>Bridges</b>  <b>\$18,021,000</b>	US-10 2 Structures in Midland County M-30 over US-10 Gordonville Road/4 3/4 Mile Road, Midland County E Freeland Road / 9 Mile Road E freeland Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	Reduce number of structurally deficient and functionally obsolete bridges
<b>System Performance / Congestion</b> <b>\$1,441,020</b>	M-30 at East/West Olson Road, Midland County	Network improvements and system connectivity enhancements

## TIP Projects by Performance Measure



Going forward, each new TIP will demonstrate the amount of investment being made towards each performance goal on either a per-project basis or more broadly across multiple rule areas. As can be seen in the table above, MATS has begun to analyze progress toward the performance goals and has implemented this analysis utilizing the project selection process. Each programmed project has thus been evaluated to determine to which performance area it may contribute. Furthermore, ongoing utilization of this 2023-2026 TIP will place continued emphasis on meeting the targets and using this performance-driven project selection process. MATS staff will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data.

In addition, through the LRTP and TIP, MATS will endeavor to broadly correlate future funding projections with the various projects proposed and the applicable performance rule areas. Goals were initially established in the recent LRTP (Towards 2045), and evaluation of progress towards them will begin with this TIP amendment. Finally, MATS will also continue to gather selected primary data for the development of performance measures such as pavement and bridge condition, and secondary data from a variety of sources (such as MDOT) for traffic volumes, traffic flow, level of congestion, and safety.

## Targets & Evaluation

The key decision to be made by the MPO once State targets have been released is whether to adopt those targets, either on a per-measure basis or for an entire performance area, or to develop targets that are specific to the MPO planning area. This initial process is based on three variables.

- 
1. Availability of data, i.e. can data be gathered and meaningfully used at the appropriate geographic scale that represents the planning area, even if assembled from smaller geographic areas.
  2. Availability of manpower, i.e. does the MPO have the staff available and capable in the appropriate time frame to create the targets.
  3. Local distinctiveness i.e. is there sufficient differentiation between data quintiles, trend lines, and projected results for the planning area versus the State as a whole.

In addition, an MPO should coordinate on target development with MDOT to ensure consistency. MPOs, therefore, have the flexibility to establish targets using the methodology and data sets they determine are most appropriate.

Based on this assessment, MATS Policy Committee determined that support of state targets for each of the performance areas was the right approach for MATS.

### **Transit Asset Management State of Good Repair Targets**

As of Nov. 2021, MATS Policy Committee supported the Transit Asset Management State of Good Repair Targets as shown below. Targets were developed with the cooperation of both DART and CCM. DART targets were self-derived (as required for each urban transit provider), whereas MDOT derived group and individual targets for rural transit providers and thus CCM. MATS group targets were essentially an average between the DART targets and the CCM targets in the applicable target areas.

	2022 Transit Asset Management Targets
<b>Rolling Stock:</b>	<b>Overall, not more than 10% will meet or exceed the FTA ULB (For each transit agency: not more than 20% will meet or exceed the FTA ULB)</b>
<b>Infrastructure:</b>	<b>Not Applicable, not owned by CCM or DART</b>
<b>Equipment (support service or maintenance vehicles)</b>	<b>50% may meet or exceed the FTA ULB</b>
<b>Facilities:</b>	<b>Not Applicable, not owned by CCM or DART</b>

Note: Current and historical targets are maintained on file at MATS, and on our website at [www.midlandmpo.org](http://www.midlandmpo.org).

### Transit Performance Measures Role in the TIP Process

There has been no significant change in the active rolling stock for either DART or CCM, and the condition of both equipment and facilities is unchanged. Both DART and CCM currently meet the targets for all 4 measures. This shows that these targets are being supported by the systems in the MATS area.

During deliberations regarding future transit efforts, MATS will refer to, and measure progress towards each of these performance measure targets. This will be done via the process utilized to determine the group targets, and ongoing coordination and consultation. These performance measures and their associated targets will be taken into account both by the individual transit systems, and by MATS as future efforts are evaluated.

### Transit Asset Management Plan

Federal regulations require urban transit systems to prepare Transit Asset Management Plans, and to present these documents to the local MPO. In our case, DART has transmitted its Transit Asset Management Plan to MATS, where it will be kept on file, and utilized when making project selections for future TIP documents. It can be found on the MATS website at [www.midlandmpo.org](http://www.midlandmpo.org).

### Safety Performance Targets

As of November 2021, MATS Policy Committee supported the state Safety Targets as shown below. To support these targets, MATS will continue ongoing coordination with the State and other safety

stakeholders to address areas of concern, and agreeing to plan and program projects that contribute toward meeting the State safety targets.

Calendar Year 2022 Safety Targets (5-year rolling average)	Baseline Condition (2016-2020)	2022 Targets (2018-2022)
Fatalities	1,028.2	1,065.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate per 100 million VMT	5.778	5.892
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	762.8	791.6

Note: Current and historical targets are maintained on file at MATS, and on our website at [www.midlandmpo.org](http://www.midlandmpo.org).

### Safety Performance Measures Role in the TIP Process

As the previous section pointed out, MATS takes safety into account when preparing the TIP project list via the policy utilized to assist in the selection of projects. While all projects inevitably have some safety component or benefit, numerous projects such as Eastman Road improvements, various roundabouts such as the Monroe/Waldo intersection, M-20, US-10, M-47, and numerous region-wide MDOT projects have all explicitly focused on safety or been funded with safety targeted resources. Another instance is for Non-Motorized projects currently listed in the Non-Motorized Plan, as safety and compliance with the American Disabilities Act were also considered during the project evaluation process. This includes factoring in the project's potential to eliminate conflict points between vehicles and the various forms of non-motorized travel. Such projects should minimize the potential for crashes, injuries, and fatalities as well.

In addition to this, the East Michigan Council of Governments Regional Safety Data Plan presents key emphasis areas and systematic approaches that can be utilized by local agencies as they apply for safety-specific funding for identified projects. This enables MATS to continue to focus on the priority emphasis areas identified in the safety plan, such as intersection, lane departure, and pedestrian and bicycle safety. Therefore, MATS is continuing to support MDOT targets through a variety of methods.

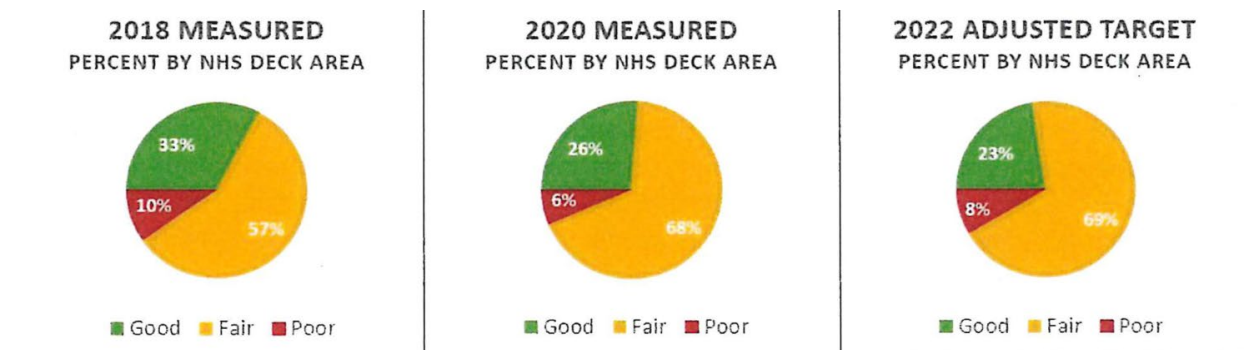
Furthermore, the MPO will continue to use its Project Prioritization Policy document as well as the collaborative process for ranking and selecting non-motorized projects to incorporate safety targets as well as the remaining performance measures in the project selection process as part of the development of this FY 2023-2026 TIP.

## Pavement Performance/Bridge Condition/Travel Time Reliability Targets

As of November 2021 (i.e. 2-Year and 4-Year reporting cycle), MATS Policy Committee elected to support the MDOT targets for the areas of Pavement Performance, Bridge Condition, and Travel Time Reliability. These targets are shown below in Table 12. To support these targets, MATS will continue ongoing coordination with the State and other safety stakeholders to address areas of concern, and agreeing to plan and program projects that contribute toward meeting these State targets.

Performance Area	Measures	Baseline (Calendar Year 2017)	2-Year	4-Year
Bridge	% NHS Deck Area in Good Condition;	32.7%	27.2%	26.2%
	% NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%
Pavement	% of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	% of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
	% of Non-Interstate NHS in Good Condition	49.7%	46.7%	43.7%
	% of Non-Interstate NHS in Poor Condition	18.6%	21.6%	24.6%
Reliability	Interstate Travel Time Reliability Level	85.1%	75.0%	75.0%
	Non-Interstate Travel Time Reliability Level,	85.8%	N/A	70.0%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75

Please note that the graphic below represents the revised state 4-year bridge targets, as supported by MATS.



Note: Current and historical targets are maintained on file at MATS, and on our website at [www.midlandmpo.org](http://www.midlandmpo.org).

## Pavement Performance/Bridge Condition/Travel Time Reliability Performance Measures Role in the TIP Process

As the previous section pointed out, MATS takes these targets into account when preparing the TIP project list via the policy utilized to assist in the selection of projects. Through annual PASER surveys, MATS maintains a close partnership with local implementing agencies with regard to monitoring pavement performance. In addition, bridge preservation is an important consideration for the MATS area. There have been numerous bridge projects in our area, such as the M-20 bridge replacement project, which have resulted in an overall improvement in bridge condition in the MATS region.

## MIDLAND AREA TRANSPORTATION STUDY

### **MATS Resolution regarding FY2023-2026 Transportation Improvement Program**

**WHEREAS**, the Midland Area Transportation Study (MATS), as the state designated Metropolitan Planning Organization (MPO) for the Midland urbanized area, conducts the continuing, cooperative, and comprehensive planning process and also is a forum for transportation decision-making developed under federal guidelines for the purposes of urban transportation planning and conduct, and

**WHEREAS**, the Midland Area Transportation Study is responsible for the development of a Transportation Improvement Program (TIP) which is required by both the Federal Transit Administration and Federal Highway Administration, and

**WHEREAS**, the Midland Area Transportation Study *"FY 2023-2026 Transportation Improvement Program"* has been developed pursuant to Section 134 of title 23, United States Code, and

**WHEREAS**, the Midland Area Transportation Study *"FY 2023-2026 Transportation Improvement Program"* includes a "Financial Constraint Demonstration" that lists categories of anticipated revenue and estimated funding amounts for the identified projects each fiscal year, with the total of proposed commitments not exceeding the total estimated revenue in any category in any fiscal year, and thus is financially constrained, and

**WHEREAS**, the Midland Area Transportation Study *"FY 2023-2026 Transportation Improvement Program"* was developed with the opportunity for public input and comment;

**NOW THEREFORE BE IT RESOLVED**, it is the finding of the Midland Area Transportation Study that its *"FY 2023-2026 Transportation Improvement Program"* is consistent with local, state and federal planning policies and principles, and

**BE IT FURTHER RESOLVED**, that the Midland Area Transportation Study approves its *"FY 2023-2026 Transportation Improvement Program"*.

\_\_\_\_\_  
Brad Kaye, Chair  
Midland Area Transportation Study Policy Committee

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

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(For Attainment Areas)

In accordance with 23 CFR 450.336, the Michigan Department of Transportation and the **Midland Area Transportation Study (MATS)**, the Metropolitan Planning Organization for *Midland*, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq. ) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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*MPO Director*  
*Midland Area Transportation Study*

\_\_\_\_\_  
Todd White, Director  
Bureau of Transportation

Date:



