

**Applicant Information**

Application Number: 2023061  
 Section: 01  
 Applicant Agency: MPO/RPO  
 Grant Applicant: Midland Area Transportation Study (MATS)

**Project Description**

Project Name: MATS Pilot TAP Trail Route Feasibility and Planning Program  
 Type of Work: Trail Route Feasibility Analysis and EPE  
 Length (miles): 10.4

**Project Location**

County: Midland  
 Region: Bay  
 Prosperity Region: East Central Michigan Prosperity Region  
 City/Village or Township: Midland  
 Zip Code: 48640  
 Route/Street Name/Facility Name: Multiple Projects  
 Project Limits (use nearest cross streets): MATS areawide  
 MPO (Metropolitan Planning Organization): Midland Area Transportation Study  
 TMA (Transportation Management Area): Not in TMA area

**Legislative Information**

State Senator: Kristen McDonald Rivet (35)  
 State Representative: Bill Schuette (95)  
 U.S. Representative: Daniel Kildee (8)

**Project Category**

Facilities for pedestrians and bicyclists, including traffic calming and other safety improvements

**Contacts**

Prefix Contact Type	Name Title	Phone Organization	Cell	Email
Mr Application Preparer	Bryan Gillett Transportation Planner	(989) 832-6812 Midland Area Transportation Study		bryan@midlandmpo.org
Ms Chief Administrative Official	Maja Bolanowska Director	(989) 832-6813 Midland Area Transportation Study		majab@midlandmpo.org
Mr Chief Elected Official	C. Bradley Kaye City Manager	(989) 837-3301 City of Midland		bkaye@midland-mi.org
Mr Contact Person	Bryan Gillett Transportation Planner	(989) 832-6812 Midland Area Transportation Study		bryan@midlandmpo.org

**Narrative**

**1. In a brief narrative, describe the proposed work and how the project will benefit the affected community(ies):**

The Transportation Alternatives Program or TAP has received a significant increase in annual funding due to the Bipartisan Infrastructure Law or BIL. This TAP pilot program would explore ways to increase the amount of funding that is awarded to TAP projects in a given year by introducing grants for planning, as opposed to just construction as has been the case previously.

The approach would be to view project implementation with a more regional outlook and undertake the initial stages of project application preparation in that light. As such, a regional pilot program would allow for initial screening of groups of projects for constructability, early preliminary engineering work including preliminary NEPA work, and assembling the material needed to the implementing agencies to apply for TAP construction funding. This pilot planning work will all be performed with federal dollars, with a 20% local match requirement. This would greatly expand the geographic scope of successful project applications and introduce economies of scale into the preparation of those applications via use of a single consultant, thus freeing up local funds for other purposes.

The result would enable local agencies to reduce the burden of the application process for specific NMT projects in terms of both time and money by utilizing 80% federal funding and a consultant to perform the majority of the work.

Prior to application, project lists were developed by the implementing agencies in the MATS area and then screened for feasibility and alignment with TAP program goals and local needs. This pilot program would take a pre-screened priority list of implementable projects that have committed local agency support, and develop the necessary supporting materials, resulting in approximately 5 TAP application packages including preliminary engineering, environmental review, and evaluation of cost and constructability. These packages would then be finalized and submitted by the local implementing agencies for TAP construction funding.

The proposed projects, selected by the TAP Pilot Program Steering Committee are:

1. E. Patrick Rd. /W. North Union Rd. /Flajole Rd. Path
  - a. 0.51 mi. west of Midland City Limits to Bay County line; 0.51 mi. (City of Midland)
  - b. Bay County line to Flajole Rd., W. North Union Rd. to Midland Rd; 1.4 miles (Bay County Road Commission)
2. Stratford Woods Connector; Patrick Rd. to East Ashman Street; 1.40 miles (City of Midland).
3. Freeland Path to Dow Path connector; Freeland Road to Gleaner Rd - via west side of M-47; 2.01 miles (Tittabawassee Township/Great Lakes Bay Regional Trail)
4. Gordonville/N. River Road Connector; 3.60 miles (Midland County Road Commission)
5. Rodd St. NMT Route Pere Marquette Trail to Cambridge Street; 1.43 miles (City of Midland)

If a particular route is found to be infeasible early in the process, an alternate route will be jointly developed by the consultant and implementing agency, to the extent possible given available pilot funding. As of this application date, we expect these projects to be very suitable and competitive for TAP construction funding. The selected consultant will further evaluate the feasibility for construction, NEPA ramifications of the selected route, and other aspects of each project including EPE prior to submittal of an actual application for construction funding. They will do this by developing required documents for each project application that include but are not limited to:

1. Detailed project location map
2. Plan view drawings
3. Cross section drawings
4. Engineer's construction cost estimate, via MERL
5. Photo documentation of the project, existing conditions, and captions for each.
6. Resolutions of support gathered from each implementing agency.
7. Letters of support as required

**2. Describe how this project is competitive for funding:**

This pilot program creates a model format unique in Michigan. It increases the amount of competitive project applications by removing barriers to application and improving the quality of the resultant applications.

The quality of applications will be improved because prior to application, project lists are developed by the implementing agencies in the MATS area and then screened for feasibility and alignment with TAP program goals and local needs. The number of applications will be increased because they can be developed at greatly reduced expense and time to local agencies. Furthermore, this frees up local funds for implementation, maintenance, or other uses that create sustainable projects. In this way several TAP applications can be developed that have the highest potential for subsequent TAP funding, having been developed with clear project goals and objectives, in an inclusive and collaborative process, utilizing this innovative approach.

### Documents

Document	Document Type	Description	User	Date
1	Map	MATS MPO Planning Area	gillett1962	03/27/2023
2	Map	Future Detailed Project Location map	gillett1962	06/29/2023
3	Plan View Sketch	Future Plan View Drawings	gillett1962	06/29/2023
4	Cross Section	Future Cross Section Drawings	gillett1962	06/29/2023
5	Engineer's Estimate	Future Engineer's Construction Cost Estimate	gillett1962	06/29/2023
6	Photograph	Future Photo Documentation	gillett1962	06/29/2023
7	Resolution	Future Resolutions of support for local match	gillett1962	06/29/2023
8	Letter of Support	Future Letters of support	gillett1962	06/29/2023
9	Other	Methodology for pilot application development	gillett1962	06/28/2023
10	Map	revised map of proposed TAP projects	gillett1962	07/10/2023

### Budget

#### Participating Items of Work

Item of Work	Quantity	Unit	Unit Cost	Item Cost
Develop project-specific application packages	5.00	Project	\$11,000.00	\$55,000.00
Survey and other field data collection	5.00	Project	\$12,500.00	\$62,500.00
Permitting, Environmental, ROW investigation	5.00	Project	\$7,500.00	\$37,500.00
Study Coordination & meetings with staff	5.00	Project	\$3,500.00	\$17,500.00
Final report to grantor and MATS Policy Committee	1.00	Report	\$5,000.00	\$5,000.00
Early Preliminary Engineering (EPE)	5.00	Project	\$12,500.00	\$62,500.00
<b>Total:</b>				<b>\$240,000.00</b>

#### Non-Participating Items of Work:

Item of Work	Quantity	Unit	Unit Cost	Item Cost
<b>Total:</b>				

#### Participating Match Details:

Source	Type	Amount	Match Percentage
City of Midland	City/Village	\$15,489.86	6.45%
Midland County Road Commission	County Road Commission	\$16,695.65	6.96%
Tittabawassee Township	Township	\$9,321.74	3.88%
Bay County Road Commission	County Road Commission	\$6,492.75	2.71%

<b>Total:</b>	<b>\$48,000.00</b>	<b>20.00%</b>
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## Source of Non-Participating Funds:

### Project Summary

Participating Items:	\$240,000.00
Non-Participating Items:	\$0.00
<b>Project Total:</b>	<b>\$240,000.00</b>

### Request Summary

Grant Funds:	\$192,000.00	80.00%
Match:	\$48,000.00	20.00%
<b>Participating Costs:</b>	<b>\$240,000.00</b>	<b>100.00%</b>

## Schedule

**Project Type:** Other/Operations/Transit

### Milestones

### Date

1. Financing in Place:	08/01/2023
2. Project Listed on Approved TIP/STIP:	09/12/2023
3. Project Start Date:	10/02/2023
4. Project Completion Date:	09/30/2024

**Will this project be paired with any future construction projects?** No

### Additional comments about the project schedule:

Since this pilot grant would be for planning and feasibility analysis of a proposed program of projects, certain elements of a construction-focused grant application process are not applicable, since this is not an application for project-specific funding.

Should this grant application be funded, it will result in specific project grant applications that will be for construction funding, and those elements will be produced at that time.

## Environment/Community

### 1. Check all that apply:

<input type="checkbox"/> ROW/Construction Access Permit	<input type="checkbox"/> Recreational Lands	<input type="checkbox"/> State Historic Preservation Office Clearance
<input type="checkbox"/> Inland Lakes or Streams Permit	<input type="checkbox"/> Tree Removal	<input type="checkbox"/> Contaminated Sites
<input type="checkbox"/> Wetlands Permit	<input type="checkbox"/> Endangered Species	<input checked="" type="checkbox"/> Other MATS Policy and Technical (
<input type="checkbox"/> Floodplains Permit	<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Other

### Please describe:

Monthly meetings of the MATS Technical and Policy Committees will provide the public with an opportunity to comment on the authorization to proceed with the application, the specific projects proposed for the pilot program, and the final application documents.

### 2a. Describe the anticipated impact of the project on adjacent property owners, your efforts to inform them of the project, and responses to these efforts:

Since this pilot grant would be for planning and feasibility analysis of a program of projects, certain elements of a construction-focused grant application process are not applicable, since this is not an application for project-specific funding.

Should this grant application be funded, it will result in specific project grant applications that will be for construction funding, and those elements will be produced at that time.

**2b. Is property acquisition necessary?** No

**(Select all that apply and describe below.)**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Donation        | <input type="checkbox"/> Willing Seller     | <input type="checkbox"/> Appraisal Completed |
| <input type="checkbox"/> Purchase Option | <input type="checkbox"/> Purchase Agreement |  |

**Please describe:**

**3a. How did you facilitate stakeholder engagement in the development of this project concept and what stakeholders were involved?**

Monthly meetings of the MATS Technical and Policy Committees were held, that provided an opportunity to comment on the authorization to proceed with the application, the specific projects proposed for the pilot program, and the final application documents. In addition, meetings were held with the City of Midland, Bay County Road Commission, Midland County Road Commission, the Non-Motorized Representative to the MATS Technical Advisory Committee, and the Great Lakes Bay Regional Trail Initiative.

**3b. Describe the stakeholder input you received. How did this input help shape this project concept?**

In meetings with implementing agencies, project proposals were adjusted, i.e. knowing the limitations on funding and the conceptual guidance for projects of this nature put a constraint on the number of projects that were put forth. This in turn focused attention on the projects with the least number of impediments to fruition, leading to the number of projects put forward here, i.e. 5.

**4. If this project is identified in an adopted community, county, and/or region-wide plan, please describe (such as master plan, comprehensive plan, trail plan, downtown development plan, etc.):**

All of the proposed projects have been previously identified either in the MATS Non-Motorized Plan, the MATS Long Range Transportation Plan, City of Midland Master Plan, or the Great Lakes Bay Regional Trail Initiative plans.

**5. Has your community adopted a Complete Streets policy?**

Yes

**a. What type of document is your policy? (Select all that apply.)**

- |  |                                      |  |
|--|--------------------------------------|--|
| <input checked="" type="checkbox"/> Policy | <input type="checkbox"/> Ordinance   | <input type="checkbox"/> Capital Improvement Program |
| <input type="checkbox"/> Resolution        | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Other                       |

**b. How does this project support this policy?**

This pilot program would generate applications for project funding, and thus potential constructed projects, that would advance the goals and objectives of the MATS non-motorized plan, and consequently assist in fulfilling the stated goals of the MATS Complete Streets Policy. They are:

1. Ensure that the safety and mobility needs of all users of transportation system are accommodated;
2. Recognize the diverse needs of different transportation users;
3. Create a comprehensive and connected transportation network that promoted integrated, sustainable development and attractive and economically vibrant communities;
4. Ensure the use of best design standards and guidelines, encouraging the appropriate use of a range of non-motorized facility types to improve the ease of mobility for those users;
5. Ensure that planning and design solutions fit in within their local contexts.

**c. Describe what investment your community has made and/or activities you conducted to support your complete Streets policy.**

All federally funded projects that are proposed for placement on the MATS TIP must undergo a Complete Streets review. This examines:

1. Local context and recognizes that needs vary according to regional urban, suburban, and rural settings;
2. The functional classification of the roadway, as defined by the Federal Highway Administration;
3. The safety and varying mobility needs of all legal users of the roadway, of all ages and abilities, as well as public safety;
4. The cost of incorporating complete streets facilities into the project and whether that cost is justifiable based on overall project cost, as well as proportional to the current or future need or probable use of the complete streets facility;
5. Whether additional funding needed to incorporate the complete streets facility into the project is available from federal, state, local, or private sources.

Each of the project funding applications that would be produced subsequent to the funding of this pilot program would undergo this Complete Streets review prior to application.

## **Maintenance**

**1. What agency is responsible for operation and maintenance of the completed project and what source of funds will be used?**

Since this pilot grant would be for planning and feasibility analysis of a program of projects, certain elements of a construction-focused grant application process are not applicable, since this is not an application for project-specific funding.

Should this grant application be funded, it will result in specific project grant applications that will be for construction funding, and those elements will be produced at that time.

**2. Describe anticipated maintenance needs by task. (Indicate frequency of maintenance and estimated annual cost.)**

Since this pilot grant would be for planning and feasibility analysis of a program of projects, certain elements of a construction-focused grant application process are not applicable, since this is not an application for project-specific funding.

Should this grant application be funded, it will result in specific project grant applications that will be for construction funding, and those elements will be produced at that time.