

Since its MPO designation in 2013, MATS has contributed towards transportation infrastructure in the area. MATS' annual allocation has funded or will fund the following projects:

Project Name	Federal \$ Allocated	Year	Status
Garfield Rd/Freeland Rd cutoff	\$137,000	2026	programmed
E. Prairie Rd/Pine River Rd (Homer Rd to Woodcock Rd)	\$302,000	2026	programmed
Garfield Road (M-47 to Freeland Road)	\$846,000	2026	programmed
Gordonville Rd/River Rd NMT Path	\$134,000	2025	programmed
Monroe Road (Eastman Road to Sturgeon Road)	\$616,000	2025	programmed
Swede Rd. (Ashman St to Wheeler Rd)	\$510,000	2025	programmed
Midland Road (Carter Road to Garfield Road)	\$1,103,000	2024	programmed
Saginaw Road (Pinesboro Drive to Dublin Road)	\$746,249	2023	programmed
Smith's Crossing Rd/NMT Bridge	\$128,244	2023	programmed
Waldo Road (Monroe Road to .23 mi. S of Wackerly Road)	\$399,000	2023	programmed
Eastman Road (Monroe Road to Mier)	\$837,932	2023	programmed
Freeland Road (N. Gleaner Road to River Road)	\$287,832	2022	completed
Sugnet Road extension (Main Street to Northwood Drive)	\$1,227,596	2022	completed
Poseyville Road (Gordonville Road to Midland City Limits)	\$707,642	2021	completed
Saginaw Road (Dartmouth Drive to Patrick Road)	\$344,000	2021	completed
Eastman Avenue (Commerce Drive to Monroe Road)	\$960,851	2020	completed
Garfield Road (US 10 off ramp to Midland Road)	\$290,111	2019	completed
Auburn Road (Jaycee Drive to Midland Road)	\$194,756	2018	completed
Saginaw Road (Waldo Road to Saginaw Co. Line)	\$268,042	2018	completed
Saginaw Road (Oak Street to Pinesboro Drive)	\$284,247	2018	completed
W. Feeland Road/River Road roundabout	\$51,156	2018	completed
Wackerly Road (Sturgeon Road to Schade Drive)	\$276,384	2017	completed
Saint Andrews Road (Washington Street to Sugnet Road)	\$320,000	2017	completed
Airport Road (Perrine Road to Hicks Road)	\$240,000	2017	completed
Gordonville Road (0.34 W of Badour to 0.11 E of Badour)	\$793,142	2016	completed
Sugnet Road extension (Northwood Drive to Dublin Road)	\$655,254	2015	completed
Garfield Road (Midland Road north to railroad tracks)	\$188,698	2015	completed
James Savage Road (Washington Street to Saginaw Road)	\$110,466	2014	completed
W. River Road (Saginaw Road to Burns Road)	\$239,972	2014	completed
Burns Road (W. River Road to Lake Sanford Road)	\$40,925	2014	completed
Lake Sanford Road (Burns Road to 1 mile north)	\$81,850	2014	completed
Saginaw Road (8 Mile to 7 Mile Road)	\$100,676	2014	completed
Stark Road (Price Road to Beamish Road)	\$81,850	2014	completed
Gordonville Road (Badour Road to Poseyville Road)	\$135,000	2014	completed
E. Ashman Street (Cambridge Street to Swede Avenue)	\$493,000	2013	completed
Washington Street (Patrick Road to E. Ashman Avenue)	\$661,000	2013	completed
<b>TOTAL</b>	<b>\$14,793,875</b>		

Want to know more? Visit MATS website at [midlandmpo.org](http://midlandmpo.org) for much more!

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## What to Know About



## Your Metropolitan Planning Organization

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[www.midlandmpo.org](http://www.midlandmpo.org)

## What is a Metropolitan Planning Organization?

Federal law requires that areas with urbanized populations of 50,000 or more have a Metropolitan Planning Organization (MPO). Congress vests MPOs with authority to plan for regional transportation needs and to set funding priorities for roads, transit, bridges, active transportation and other projects receiving federal funding. MPOs represent local and area interests in the transportation planning process.



Metropolitan transportation planning is a cooperative process of examining transportation issues and needs involving public, local agencies, transit providers, state and federal agencies. The main objective is to provide a safe and efficient transportation system for everyone across jurisdictional boundaries while not creating adverse impacts to the environment.

Federal	Federal Highway Administration/Federal Transit Administration
Statewide	State Department of Transportation
	Council of Governments/Regional Planning Organizations
Regional	Metropolitan Planning Organizations (MPOs)
	Counties/County Road Commissions
Local	Cities, Villages, and Townships

While MPOs are the bridge between the federal government and local municipalities, they are largely advisory intergovernmental bodies and lack the powers inherent in formal units of government such as land use regulation and ownership of infrastructure.

## Transportation Funding

**Primary sources of MPO funding include:**

- Federal Highway Administration (FHWA) PL 112 Metropolitan Planning Funds – Primary federal funding source for MATS.
- Federal Transit Administration (FTA) Section 5303 Transit formula grants – Secondary funding source designated for transit planning and assistance.
- State of Michigan Asset Management funds –Activities related to PASER road rating and reporting functions as required by the Transportation Asset Management Council.



**Primary sources of federal funding for transportation projects due to MATS existence include:**

- FHWA – Surface Transportation Block Grant (STUL and STP Flex), Carbon Reduction Program;
- FHWA – 5307 Transit Operating and Capital Funds.

**Other sources of federal and state funds for transportation projects include:**

- Transportation Alternatives Program,
- Local Bridge funding,
- HSIP and HRRR Safety funding,
- Rural Task Force funds;
- FTA 5339, 5310, 5311 and 5304 transit funding programs,
- a variety of discretionary grants via IIJA/BIL.

## MATS Accomplishments

MATS has developed several major documents. These include:

- ***Towards 2045 – A Long Range Transportation Plan***, last updated in March 2022;
- ***MATS Non-Motorized Transportation Plan***, last updated in September 2022;
- ***FY 2023-2026 Transportation Improvement Program***, adopted in June 2022;
- ***FY 2023 Unified Work Program***, adopted June 2022;
- ***MATS Public Participation Plan***, adopted Sept. 2018.
- ***MATS Annual Obligation Report***, presented to the public every December.

Principally, MATS provides a forum for local agencies to set priorities and objectives regarding transportation improvements, and to determine projects that satisfy those priorities. MATS programs those projects utilizing MPO allocations of federal funding.

In addition, staff annually collects, maps, and publishes PASER pavement condition ratings for federal-aid eligible roads over the entire planning area.

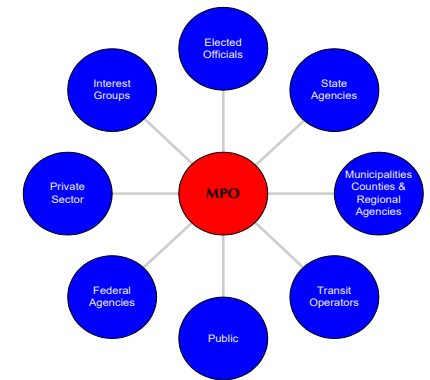
MATS has developed a comprehensive public-facing website ([midlandmpo.org](http://midlandmpo.org)), which contains a significant amount of information regarding the agency and transportation infrastructure in the area, data collection and reporting, and interactive mapping tools. Notably, it provides public notification of MATS committee meetings as well as open house events and other public input opportunities.

Finally, MATS collaborates with other MPOs in the state, including with the Bay City Area Transportation Study and the Saginaw Area Transportation Agency. The strong relationship between MATS and other area MPOs allows for more effective and responsive transportation planning efforts between Midland, Bay, and Saginaw counties.

## What functions does an MPO serve?

- Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area,
- Focus on regional transportation planning services,
- Facilitate intergovernmental cooperation, by providing a forum for cooperative decision making involving local agencies, the public, and key stakeholders,
- Program federal-aid transportation projects,
- Provide public outreach regarding transportation issues

An MPO is ideally suited to obtain input from a balanced cross-section of transportation stakeholders, implementing agencies, and the public. The geography and service areas of MPOs influences their work plan.

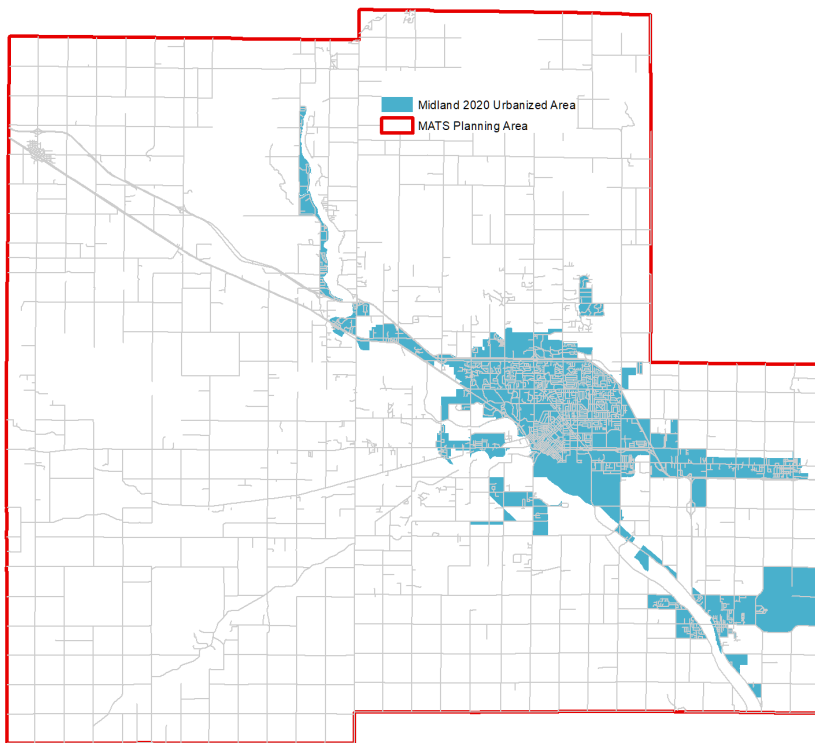


Three documents, prepared by each MPO, are key to the cooperative process for transportation planning.

- **Long Range Transportation Plan (LRTP)**
  - Pinpoints transportation-related needs of the region, states the vision and goals of the plan, and recommends strategies and projects over at least a 20-year time horizon.
- **Transportation Improvement Program (TIP)**
  - 4-year program of federally funded projects, with identified funding sources, year and agency in the MATS area.
- **Unified Planning Work Program (UWPW)**
  - Administrative document that lists the work activities to be carried out by the MPO, over the coming fiscal year.

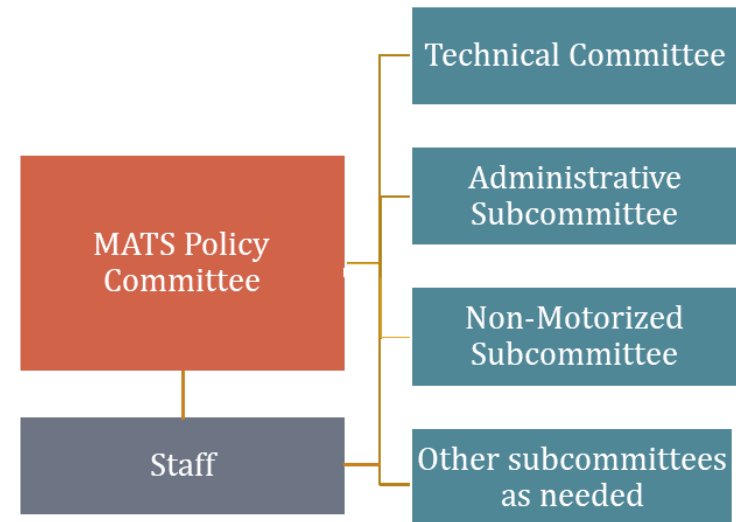
## Midland Area MPO

The **Midland Area Transportation Study (MATs)** is the Metropolitan Planning Organization (MPO) for the Midland Urbanized Area. MATs has a responsibility for metropolitan transportation planning over a specific area encompassing all of Midland County, the City of Auburn and Williams Charter Township in Bay County, and Tittabawassee Township in Saginaw County. The area shaded in blue is the 2020 Census Urbanized Area for Midland, and the red boundary shows the limits of the MATs planning area.



MATs is a standalone, non-profit inter-municipal agency with a staff of two. MATs is required to perform all the essential functions of an MPO described earlier. MATs was designated by the Governor after qualifying for MPO status via the 2010 Census, and established in 2013.

MATs is comprised of a governing Policy Committee, and several advisory committees. Elements of the annual work program are carried out by professional staff.



## MATs Voting Members

City of Midland  
 Midland County Road Commission  
 Bay County Road Commission  
 Saginaw County Road Commission  
 MDOT Statewide Planning  
 Midland Dial-A-Ride Transit  
 County Connection of Midland  
 Midland Charter Township  
 Larkin Township  
 Mt. Haley Township  
 Homer Township

Jerome Township  
 Lincoln Township  
 Edenville Township  
 Ingersoll Township  
 City of Auburn  
 Village of Sanford  
 Williams Charter Township  
 Tittabawassee Township