

Metropolitan Planning Organization
Midland Area Transportation Study



2022 ANNUAL OBLIGATION REPORT

INTRODUCTION

Because transportation impacts everyone, a safe, accessible, economical, and dependable transportation system is essential. To qualify for federal highway or transit funding, an urbanized region with a population of more than 50,000 people must have a designated Metropolitan Planning Organization. MPOs are critical in planning local and regional transportation systems, conducting public outreach, developing transportation plans, and assisting in the prioritization of federal funding. MPOs play an important role in ensuring that federally funded roadway and transit projects fulfill local needs. Because MPOs are made up of the agencies in charge of implementing transportation programs in the region, this collaborative, comprehensive, and continuous process brings them all together to carry out the programs.

Midland Area Transportation Study (MATS) is the MPO for the Midland Urbanized area, designated by Governor Snyder on January 8, 2013, and redesignated to the current boundary on May 2, 2018. This area includes all of Midland County, the City of Auburn and Williams Charter Township in Bay County, and Tittabawassee Township in Saginaw County. Three public transit agencies operate within the MATS planning area; they are Dial-A-Ride Transportation (DART), County Connection of Midland and Bay Metro Transportation Authority (BMTA). MATS is a single purpose agency that focuses specifically on transportation planning issues, with the main role to develop and maintain a transportation plan for the area. MATS is governed by a Policy Committee that includes elected and appointed officials who represent various transportation interests in the area plus members from the Michigan and U.S. Departments of Transportation. The combined work of MPO staff and the participating staff of other member organizations provides the information needed to make program and policy decisions. MATS operates primarily with funds provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The Fixing America's Surface Transportation Act (FAST) was passed into law in 2015, and it provided funding for current programs to be continued and improved, as well as new efforts to address future transportation concerns. The Metropolitan Planning Organizations (MPOs) had been assigned a significant role in the programming of transportation projects to be completed in any given year under the transportation bills preceding the FAST Act, and this was further enhanced by subsequent bills. This includes the recently passed Infrastructure Investment and Jobs Act (IIJA) of 2021. Each MPO produces and maintains a short-term (4-year) Transportation Improvement Program (TIP), and a long-term (20+ years ahead) Metropolitan Transportation Plan. The development and administration of these two documents is an important duty of MPOs, helping to plan future transportation system investments within

the MPO planning area. After the conclusion of each programming year, MPOs must disclose to local governments and the public "an annual listing of obligated projects."

MATS 2022 LISTING OF OBLIGATED TRANSPORTATION PROJECTS

It is crucial to understand the difference between *obligated* and *completed/constructed*. Obligation is a term used in federal budgeting and financial management that refers to a legally enforceable commitment that will result in outlays, either now or in the future. When a government agency signs a contract to build a road, for example, it takes on an obligation. Some projects that were completed in 2022 were "obligated" in previous fiscal years and will not appear on this list. On the other hand, certain projects that were "obligated" in 2022 may not be completed until 2023 or 2024. A project might have been "planned" (scheduled) in a previous fiscal year, with financing "obligated" in fiscal year 2022.

Several categories of federal funding are available to the MATS area for projects, including: surface transportation, safety, highway improvement, local bridge, and economic development. Transit agencies within the MATS area receive operating and transit capital funding from Sections 5307, 5310, 5311 and 5339 federal grants. The Michigan Department of Transportation (MDOT) uses numerous categories of federal funds to maintain and improve the state trunkline roads and bridges in the area. All categories represent federal gas tax revenues coming back to the local community. MATS receives funding from FHWA and FTA for the conduct of transportation planning activities and its administration. MATS receives state funding from the Transportation Asset Management Council as assistance towards costs of rating Federal Aid roads within the MATS planning area and promoting asset management principles.

The listing of all 2022 obligated projects/transportation activities for the MATS area is shown in the attached table.

Overall, transportation funding totaling nearly \$14.2 million was invested into the MATS area transportation network, comprised of \$9.25 million in Federal funds, \$4.0 million in State funds and \$0.9 million in Local funds. Over \$7.8 million in Federal funds was obligated on road and bridge projects within MATS area. Obligated transit projects totaled \$1.4 million in federal funds for FY 2022.

Any questions may be addressed to Maja Bolanowska, MATS Director, at 989-832-6813 or at majab@midlandmpo.org.

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FY 2022 Listing of Obligated Federally Funded Transportation Projects

Project Name	Work Type	Responsible Agency	Fund Source	Fed. Programmed Amount	Fed. Obligated Amount	State Programmed Amount	State Allocated Amount	Local Programmed Amount	Local Allocated Amount
W. Freeland Road (Orr Road to N. Gleaner Road)	Road Rehabilitation - Milling and Two Course Asphalt Resurfacing	Saginaw County	STL/EDD	\$300,000	\$341,146	\$75,000	\$85,286	\$0	\$0
	Road Rehabilitation - Milling and Two Course Asphalt Resurfacing	Midland County	STL/EDD	\$735,204	\$735,204	\$82,916	\$82,916	\$106,880	\$259,596
W. Freeland Road (N. Gleaner Road to River Road)	Road Rehabilitation - Milling and Two Course Overlay	Saginaw County	STUL	\$95,443	\$136,922	\$0	\$0	\$23,930	\$24,049
W. Freeland Road (N. Gleaner Road to River Road)	Road Rehabilitation - Milling and Two Course Overlay	Saginaw County	ST-Flex	\$192,389	\$152,504	\$0	\$0	\$48,238	\$48,477
W. Sugnet Road (Main Street to Northwood Drive)	New Roads - New Road Construction	City of Midland	STUL	\$927,596	\$679,841	\$0	\$0	\$253,302	\$199,352
W. Sugnet Road (Main Street to Northwood Drive)	New Roads - New Road Construction	City of Midland	HIC	\$300,000	\$300,000	\$0	\$0	\$0	\$0
N. Eastman Rd (Hubbard Rd. to Hurley Rd.)	Permanent Repairs - Restoration, Rehabilitation	Midland County	ER	\$149,734	\$141,258	\$0	\$0	\$37,434	\$35,315
W. River Rd (Gilhaven Rd. to Mier Rd.)	Permanent Repairs - Restoration, Rehabilitation	Midland County	ER	\$100,892	\$95,694	\$0	\$0	\$25,224	\$23,924
Midland County - countywide	HIP - CRRSAA Special Eligibility - Coverage for Other Revenue Losses	Midland County	CRSA	\$212,909	\$212,909	\$0	\$0	\$0	\$0
M-20 (M-30 to east of Currie Parkway)	ROW Phase - Road Rehabilitation - Milling and Two Course HMA Overlay	MDOT	NH	\$163,700	\$133,988	\$32,216	\$36,300	\$4,084	\$0
Various Locations	Traffic Safety - Pavement markings retroreflectivity readings on trunklines	MDOT	M	\$0	\$0	\$2,132	\$2,132	\$0	\$0
Various Locations	PE & CON Phases - Traffic Safety - Longitudinal pavement marking application on trunklines	MDOT	HSIP	\$202,032	\$210,096	\$22,448	\$25,938	\$0	\$0
Various Locations	PE & CON Phases - Traffic Safety - Special pavement marking application on trunklines	MDOT	HSIP	\$29,646	\$22,856	\$3,294	\$2,822	\$0	\$0
US-10 BR at Wackerly Road	Modernize signal & construct new thru/right turn lane	MDOT	NH	\$856,535	\$517,698	\$168,586	\$167,163	\$380,062	\$333,093
US-10 W (8 Mile Rd to Huron & Eastern Railway)	PE Phase - Road Reconstruction	MDOT	NH	\$3,917,447	\$3,206,430	\$868,683	\$868,683	\$0	\$0
US-10 W (EB & WB M-18 to Bay County Line)	Road Capital Preventive Maintenance - HMA Crack Treatment	MDOT	ST	\$372,484	\$273,825	\$82,597	\$74,184	\$0	\$0
M-20 (West Midland County Line to Meridian Road (M-30))	Traffic Safety - Installation of shoulder mumble strips	MDOT	HSIP	\$61,944	\$56,022	\$6,883	\$6,917	\$0	\$0
Bridge #6914 (Stark Rd over US 10), Bridge #6913 (Hope Rd over US 10)	PE & PES Phases - Bridge Replacement/Deck Replacement	MDOT	BFP	\$766,117	\$627,067	\$169,885	\$169,885	\$0	\$0
Bridge #6913 (Hope Rd over US 10), Bridge #6926 (US 10 over Snake Creek)	Bridge CPM - Miscellaneous repairs to address RFAs	MDOT	M	\$0	\$0	\$462,735	\$544,197	\$0	\$0
Bridge Structure #6924 (Coleman Road over US 10)	PE & PES Phases - Bridge Rehabilitation - Superstructure Repair (Steel)	MDOT	M	\$0	\$0	\$42,780	\$42,780	\$0	\$0
Total (Road and Bridge)				\$9,384,072	\$7,843,460	\$2,020,155	\$2,109,203	\$879,154	\$923,806
Transit Operating	FY22 Section 5310 Operating Assistance/New Freedom program	CCM	5310	\$80,000	\$80,000	\$0	\$0	\$0	\$0
Transit Operating	Transit Operating Funds (5311) - additional funds per FY 2015 Expense Audit	CCM	5311	\$10,001	\$10,001	\$0	\$0	\$0	\$0
Transit Operating	Operating assistance under the FY22 CRRSAA	CCM	CR11	\$1,138,939	\$1,138,939	\$0	\$0	\$0	\$0
Transit Operating	FY22 Local Bus Operating	DART	CTF	\$0	\$0	\$829,673	\$829,673	\$0	\$0
Transit Operating	FY22 Local Bus Operating	CCM	CTF	\$0	\$0	\$996,155	\$996,155	\$0	\$0
Transit Project - Study	FY22 Section 5304 Transit Study	DART/CCM	5304	\$52,000	\$52,000	\$18,000	\$18,000	\$0	\$0
Transit Capital	Purchase Van (1) under the 5339 Program	CCM	5339	\$57,183	\$57,183	\$14,296	\$14,296	\$0	\$0
Transit Capital	FY22 Section 5310 program - mobility management (continuation)	CCM	5310	\$72,000	\$72,000	\$18,000	\$18,000	\$0	\$0
Total (Transit)				\$1,410,123	\$1,410,123	\$1,876,124	\$1,876,124	\$0	\$0
MPO - Transportation & Transit Planning	FY2022 (10/01/2021 - 9/30/2022) Consolidated Planning Funds for MATS	MATS	PL112/ FTA 5303	\$181,873	\$157,509	\$0	\$0	\$45,018	\$45,018
MPO - Transportation & Transit Planning	FY2023 (10/01/2022 - 9/30/2023) Consolidated Planning Funds for MATS	MATS	PL112/ FTA 5303	\$213,808	\$209,558	\$0	\$0	\$47,411	\$47,411
MPO - Asset Management	FY 2023 Asset Management Program within MATS area	MATS	MTF	\$0	\$0	\$21,000	\$21,000	\$0	\$0
Funding Codes:								PE - Preliminary Engineering	CON- Construction
NH - National Highway System	BFP, BHT, BRT - Bridge Rehabilitation, Replacement, other								
ST or ST Flex - Surface Transportation	CRSA or CR11 - FY 2022 CRRSAA								
STL - Surface Transportation Rural	M - Michigan State Funding (Roads, Bridges, Other)								
STUL - Surface Transportation Urban	CTF - Michigan State Funding (Transit)								
EDD - Economic Development	5307 - Urban Transit Assistance (Operating or Capital)								
ER - Emergency Transportation Improvement Funding	5310 - Older adults and persons with disabilities transportation assistance								
HSIP - Highway Safety Improvement Program	5311 - Rural Operating Assistance								
HIC or HIP - Highway Improvement Program	5339 - Transit Capital Improvements								