



MATs New Committee Members Frequently Asked Questions



**MIDLAND AREA
TRANSPORTATION STUDY**

What is MATS?

MATS is the Metropolitan Planning Organization for the Midland area, encompassing all of Midland County, the City of Auburn and Williams Charter Township in Bay County, and Tittabawassee Township in Saginaw County. MATS is a standalone, non-profit inter-municipal agency with a staff of two.

MATS' Vision: Striving for a safe and efficient transportation system which promotes the region's attractiveness to live, work, and visit.

Benefits of MATS:

MATS long range planning process helps achieve outcomes that move toward the regional vision.

Comprehensive planning through MATS considers all modes of transportation, including non-motorized facilities, transit, aviation, roads and bridges.

MATS meetings facilitate consensus-based decision making regarding future transportation projects and policies.

MATS receives a dedicated allocation of over \$1M in federal funds for transportation projects annually.

DART became an Urban Transit Agency with MPO designation, and receives an increased federal funding allocation.

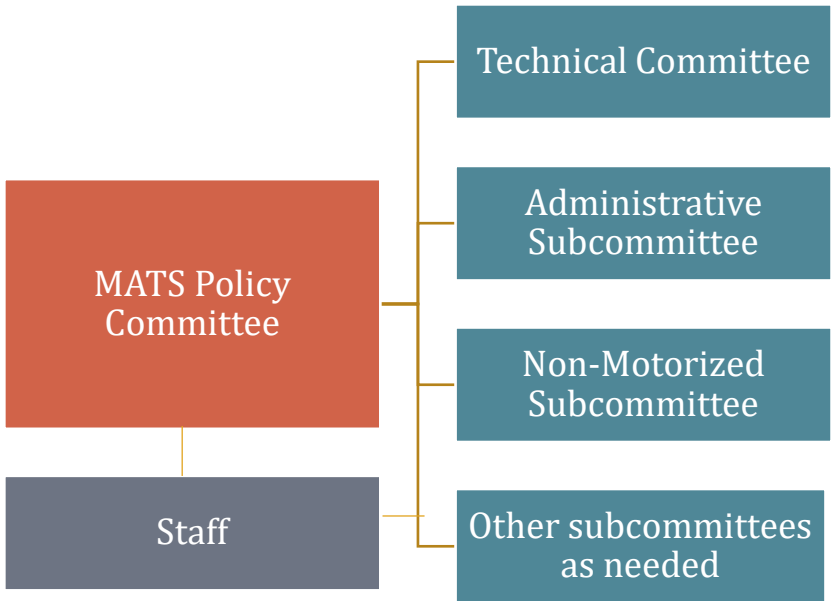
Since its MPO designation in 2013, MATS has contributed towards transportation infrastructure in the area. MATS' allocation funded or will fund the following projects:

Project Name	Federal \$ Allocated	Year	Status
Monroe Road (Eastman Road to Sturgeon Road)	\$548,000	2026	programmed
Garfield Road (M-47 to Freeland Road)	\$600,000	2026	programmed
Midland Road (11 Mile Road to Garfield Road)	\$704,000	2025	programmed
Jefferson Ave. (Wheeler Road to Chapel Lane)	\$422,000	2025	programmed
Saginaw Road (Pinesboro Drive to Dublin Road)	\$752,000	2024	programmed
Midland Road (Carter Road to 11 Mile Road)	\$351,000	2024	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	programmed
Sugnet Road extension (Main Street to Northwood Drive)	\$1,227,596	2022	underway
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
	\$13,648,382		

A complete listing of all federally funded projects administered through MATS can be found at midlandmpo.org.

MATS is you!

It is the job of an MPO to develop a regional transportation vision, direct planning, allocate federal funds, and engage the public and other stakeholders in this process.



MATS is governed by a Policy Committee that includes various elected and appointed officials from the transportation planning area plus members from MDOT, FHWA, and FTA. Policy Committee meetings are open to the public. At these meetings current transportation issues are discussed and status reports on transportation studies and projects are given. Policy actions are taken related to the Unified Work Program (UWP), Transportation Improvement Program (TIP) and Long-Range Metropolitan Transportation Plan (MTP), and other transportation matters.

The MATS Technical Committee reviews transportation issues in detail, oversees the work products staff develop, and provides recommendations to the Policy Committee. The Technical Committee is composed of technically-oriented delegates who represent various transportation, planning, engineering and other interests in the area. The Technical Committee meetings are open to the public.

The Administrative Committee meets annually and as needed to review items associated with staff salaries and benefits, issues related to the physical offices of MATS, and other matters.

A Non-Motorized Subcommittee meets periodically to update the MATS Non-Motorized Plan and discuss NMT projects and topics.

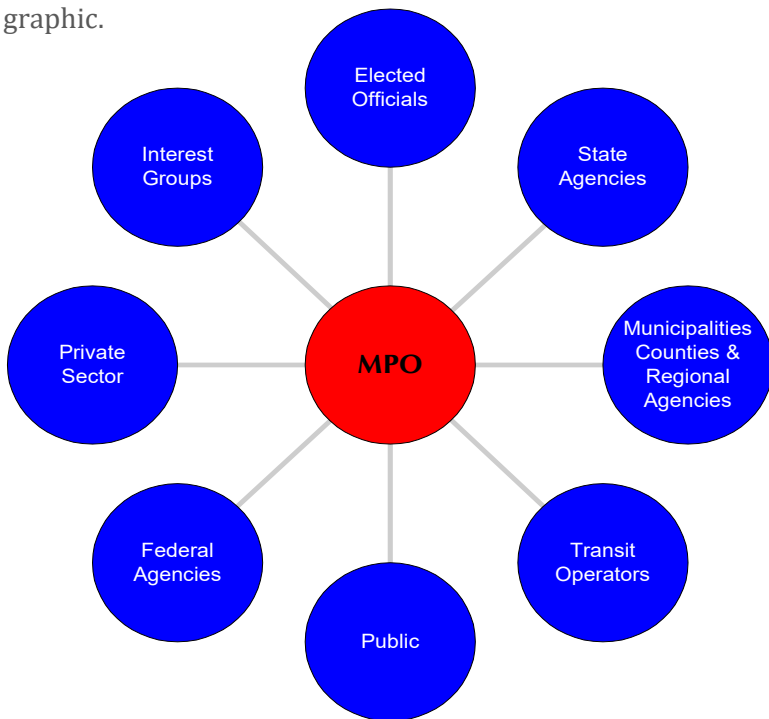
Continuing technical and administrative support to the transportation planning program is provided by the MPO staff. Staffing for MATS consists of one full-time (1 FTE) professional as the MATS Director and one full time Transportation Planner. The team oversees MATS operations, performs all tasks related to the MATS work program, and prepares various reports as directed by the MATS Policy Committee and Technical Committee.

The combined work of MATS member agencies and MATS staff provides the information needed for the committees to make program and policy decisions.

*You're part *of* the process because
you have a part *in* the process!*

Responsibilities

MATS Committee members are appointed by the jurisdictions they represent in order to facilitate regional transportation policies and programs in a comprehensive, cooperative and continuing manner. This is of course accomplished through consistent representation at meetings and other MATS events, but also involves interaction with stakeholders as seen in the graphic.



These interactions, along with study of the provided meeting materials, and familiarity with transportation activities in the area, are powerful tools for informed and effective decision making on the part of MATS committees.

Commitments

There is significant overlap in the membership, representation, and information requirements between the MATS Policy Committee and the Technical Committee.

With few exceptions, Policy Committee meetings are held on the first Tuesday of the month, while Technical Committee meetings are on the third Wednesday of the month. All meetings begin at 10:00 am, and are located at the Midland County Services Building, 220 W. Ellsworth Street, in the 4th floor conference room.

While meeting notices are posted publically in the Midland Daily News, the MATS Facebook page and Twitter feed, they are also found on the MATS website at www.midlandmpo.org.

Importantly, meeting notices are sent individually to each committee member and other interested stakeholders, along with a link to the MATS cloud folder containing all supplemental information for that particular meeting. This will include the agenda, minutes, documents for review, and other information needed to have substantive discussion and make informed decisions.

You're a part of it now. Knowing is half the battle.

In addition, subcommittees such as the project selection subcommittee, administrative subcommittee, and non-motorized subcommittee, may meet as needed.

What is an MPO?

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 and safety receiving federal funding. MPOs represent local and regional interests in the transportation planning process.

Metropolitan transportation planning is a process of examining travel and related issues and needs in metropolitan areas. The planning process includes demographic analysis, examination of travel patterns and trends in order to provide a safe and efficient transportation system for everyone while not creating adverse impacts to the environment.

What does an MPO do?

- 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.



Midland Area Transportation Study

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