



FY 2017-2020

TRANSPORTATION

IMPROVEMENT PROGRAM

June 2016
Amended May 2019

Midland Area Transportation Study
Metropolitan Planning Organization

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MATS' *FY 2017-2020 Transportation Improvement Program* was approved by the Midland Area Transportation Study Policy and Technical Committees on June 7, 2016. The minutes of the June 7, 2016 Policy Committee meeting, including discussion of the TIP and motion regarding resulting approval, are included in Appendix A, together with MATS' 2017-2020 TIP Resolution and Planning Process Certification.

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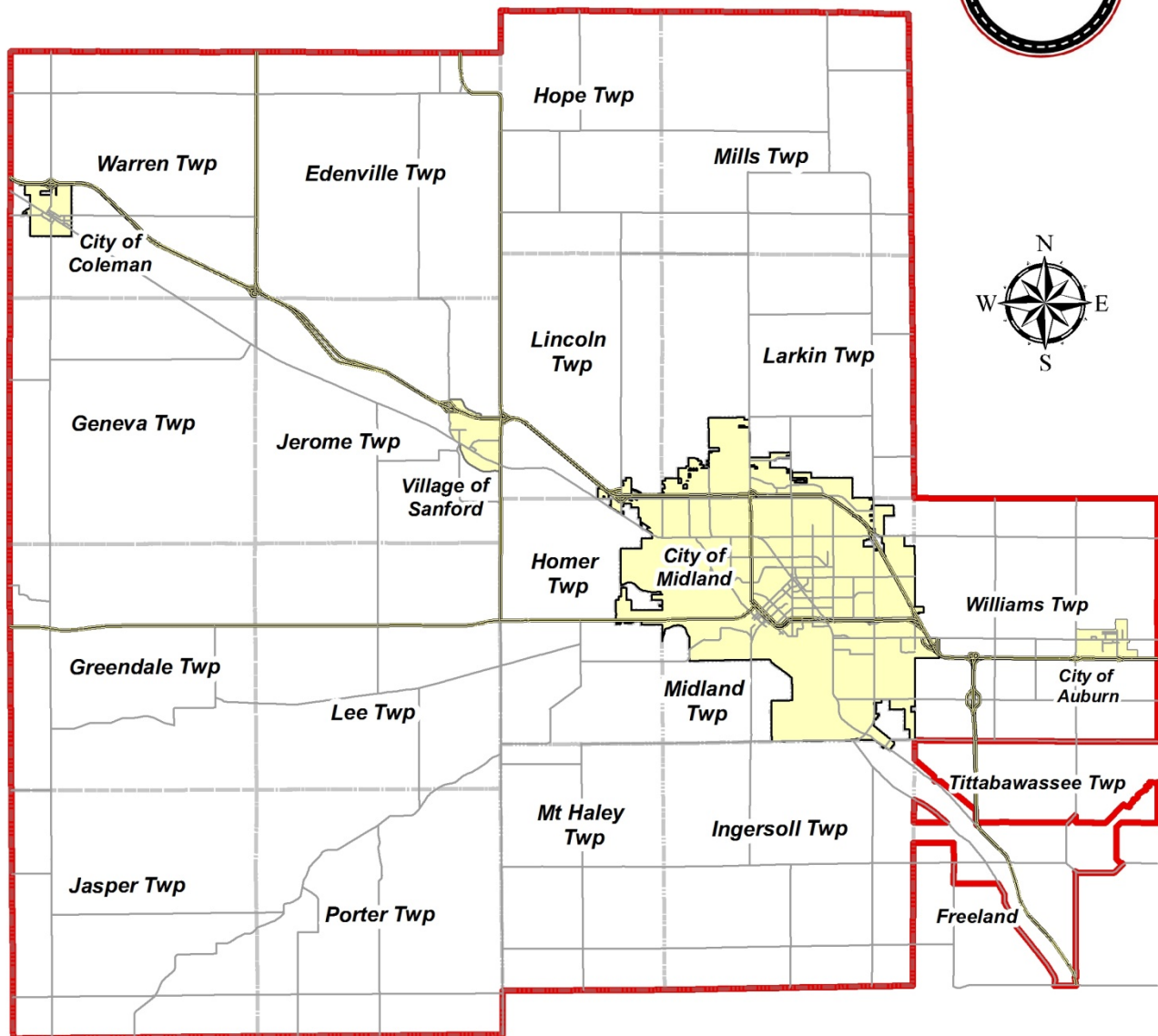
Introduction

Recognizing that many transportation actions and their impacts are by nature regional in scope, the transportation planning process is aimed at creating a forum in which local, State and Federal agencies responsible for developing transportation improvements can act in a coordinated manner. This approach facilitates comprehensive and orderly development of transportation facilities and services. Every urbanized area with a population of more than 50,000 must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway or transit assistance. The United States Department of Transportation (USDOT) relies on the MPOs to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. USDOT will not approve federal funding for urban highway and transit projects unless they are on the MPO's program. Thus, the MPO's role is to develop and maintain the necessary transportation plan for the area to assure that federal funds support these locally developed plans. The MPOs have also been given the responsibility to involve the public in this process through expanded citizen participation efforts. Midland Area Transportation Study (MATS) is the MPO for the Midland Urbanized area, designated by Governor Snyder on January 8, 2013.

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 the entire geographic County of Midland, the geographic area of the City of Auburn and Williams Township within Bay County, and the Freeland area in Saginaw County identified as part of the 2010 Midland Federal Adjusted Urban Boundary. A map of the MATS planning area is included on following page.

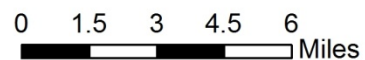
The Transportation Improvement Program (TIP) is an integral part of the planning process. According to joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the TIP is "a prioritized listing/program of transportation projects covering a period of 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.

Midland Area Transportation Study (MATS) MPO Area



Map Features

- MATS MPO Boundary
- Townships
- State Trunklines
- Primary Roads



This document represents the Transportation Improvement Program (TIP) for MATS for Fiscal Years 2017 – 2020 (October 1, 2017 through September 30, 2020). It was approved by the Policy and Technical Committees on June 7, 2016. The minutes of the June 7, 2016 Policy Committee meeting, including discussion of the TIP and motion regarding resulting resolution, are included in Appendix A, together with MATS Resolution regarding FY 2017-2020 TIP, and Planning Process Certification.

TIP Overview and Development Process

The Federal Transportation Bill, *Fixing America's Surface Transportation Act (FAST) of 2015* 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 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. (Note: since MATS was designated in 2013, a Long Range Plan is still being developed; it is expected to be completed in March 2017.) 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.

The selection of all projects to be included in the TIP is primarily the responsibility of the Technical Committee in consultation with MATS staff. 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 Technical Committee evaluates the collection of proposed projects, selects, schedules, 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 forwarded to the Policy Committee for review before release of 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), 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 have representation on both the Policy and Technical Committees of MATS.

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) are reviewed and selected in-house based on prioritization factors by an Initial Review Committee (comprised of representatives from each agency that submitted projects for urban funding). The Initial Review 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.

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.

Amendments or administrative changes in the TIP may occur at scheduled bi-monthly time 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 transmitted to DOT/FHWA/FTA 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.

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.	

Refer to 23 CFR 450.104 for definitions of Amendments and Administrative Modifications

MATS' FY 2017-2020 Transportation Projects

The orderly and efficient programming of prioritized transportation improvements is the primary reason for TIP development. The summary of programmed projects within MATS planning area for fiscal years 2017-2020 is included below, grouped by year and responsible agency. A map of the 2017-2020 TIP road projects is also provided. The detailed project listings containing funding sources and cost breakdowns, along with the financial constraint table are provided in Appendix B and C of this document, respectively. The glossary of funding source abbreviations is contained in Appendix C.

It should be noted that the Freeland area in Saginaw County identified as part of the 2010 Midland Federal Adjusted Urban Boundary is designated as part of two MPOs: MATS and SMATS (Saginaw Metropolitan Area Transportation Study). There is a Memorandum of Agreement (MOA) between MATS, SMATS and MDOT to the effect that MATS is responsible for the transportation planning activities within Midland County, City of Auburn and Williams Township (within Bay County) whereas SMATS is responsible for the transportation planning activities within the entire Saginaw County including the area of Freeland. This MOA has been executed in order for the two MPOs not to duplicate planning efforts. Since SMATS has historically provided planning services for the Freeland area and per the MOA will continue to do so, the project programming for Freeland area will generally be done by that agency also with any projects within the Freeland area shown in the SMATS' TIP. Therefore, refer to SMATS' 2017-2020 TIP for programmed projects within Freeland area.

MATS' Programmed Projects Summary

FY 2017

City of Midland

- Wackerly Road: Sturgeon Road to Schade Drive (Resurface)
- East St. Andrews Road: Washington Street to Sugnet Road (Restore & Rehabilitate)

Midland County Road Commission

- Local Highway Rehab & Reconstruct GPA
 - o West Pine River Road: Magruder Road to Redstone Road (Resurface)
 - o Freeland Road: Kane Road to Poseyville Road (Resurface)
- Sasse Road Bridge: over Fleming Drain (Bridge Replacement)
- Eastman Road: Bombay Road to ½ mile south (CON & PE Phases, Traffic Ops/Safety)
- Gordonville Road: 4 ¾ Mile Road to Homer Road (CON Phase, Traffic Ops/Safety)

MDOT

- Trunkline Highway Preservation GPA
 - o M-20: Magruder Road to 9 Mile Road (Resurface)

County Connection of Midland

- Operating Assistance: County-wide (Transit Operations)

Dial-A-Ride Transportation

- Operating Assistance: City-wide (Transit Operations)
- Gate Replacement: DART Facility near 4811 N. Saginaw Road (5307 Funds)
- Bus Replacement: 5339 Funds

FY 2018

City of Auburn

- South Auburn Road: Jaycee Drive to Midland Road (Resurface)

Saginaw County Road Commission

- Freeland Road & River Road Intersection (Traffic Operations: PE Phase)

Midland County Road Commission

- Saginaw Road: Waldo Road to Saginaw CO. Line (Resurface)
- Saginaw Road: Oak Street to Pinesboro Drive (Resurface)
- Local Highway Rehab & Reconstruct GPA
 - o Shearer Road: Sturgeon Road to 1 mile East (Resurface)
 - o West Pine River Road: Magruder Road to Kent Road (Resurface)
- Local Bridge GPA
 - o Castor Road: over Big Salt River (Restore and Rehabilitate)

MDOT

- M-20 Bridge: over Tittabawassee River (Bridge Replacement)

MATS' Programmed Projects Summary (continued)

FY 2018 (continued)

County Connection of Midland

- Operating Assistance: County-wide (Transit Operations)

Dial-A-Ride Transportation

- Operating Assistance: City-wide (Transit Operations)
- Bus Replacement: 5339 Funds

FY 2019

City of Midland

- Saginaw Road: Dartmouth Drive to Patrick Road (Resurface)

Bay County Road Commission

- Garfield Road: US-10 Off Ramp to Midland Road (Restore & Rehabilitate)

Midland County Road Commission

- Local Highway Rehab and Reconstruct GPA
 - o Shearer Road: Sturgeon Road to 1 mile West (Resurface)
 - o 11 Mile Rd/Odd Rd/Porter Rd: Redstone Rd to West Pine River Rd (Resurface)

County Connection of Midland

- Operating Assistance: County-wide (Transit Operations)

Dial-A-Ride Transportation

- Operating Assistance: City-wide (Transit Operations)
- Bus Replacement: 5339 Funds

FY 2020

Midland County Road Commission

- Poseyville Road: Stewart Road to Midland City Limits (Resurface)
- Eastman Road: Commerce Drive to Mier Road (Resurface)
- Local Highway Rehab & Reconstruct GPA
 - o 3rd Street: Railway to Coleman City Limits (Resurface)
 - o Coleman Road: Coleman City Limits to Burns Road (Resurface)
 - o Freeland Road: 5 Mile Road to Homer Road (Resurface)
 - o Salt River Rd/Dickenson Rd/Gordonville Rd: Coleman Rd to CO. Line (Resurface)

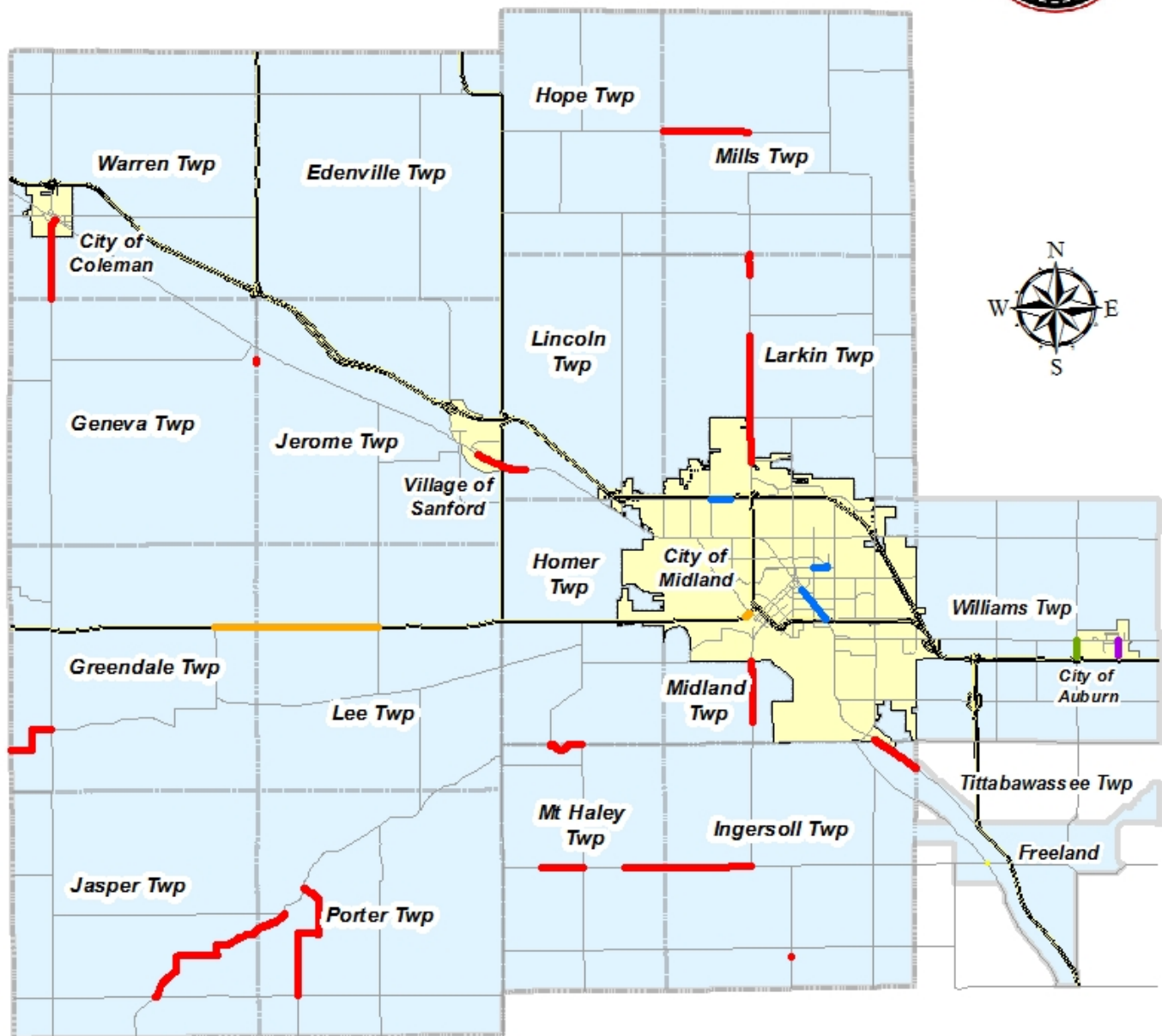
County Connection of Midland

- Operating Assistance: County-wide (Transit Operations)

Dial-A-Ride Transportation

- Operating Assistance: City-wide (Transit Operations)
- Bus Replacement: 5339 Funds

Midland Area Transportation Study (MATS) MPO Area



Map Features	
Project Agency	MATS MPO Boundary
MDOT	Townships
MCRC	State Trunklines
BCRC	Primary Roads
SCRC	
City of Midland	
City of Auburn	

0 1.5 3 4.5 6
Miles

For projects within the Freeland area
refer to the 2017-2020 TIP for SMATS
(Saginaw Metropolitan Area Transportation Study).

Illustrative Projects

The concept of tracking “illustrative projects”, both State and local, is useful to MATS in developing new projects as additional funding materializes, advancing projects if others are dropped, and in general having a ready reminder of project ideas considered at some point in the past that may warrant re-consideration in the near future. Perhaps most important, the project information readily available can facilitate its expeditious amendment to the TIP for implementation as its funding is confirmed. Accordingly, an Illustrative Project List is included in Appendix B, following the official 2017-2020 Programmed Project List. It is important to note that “illustrative projects” only include road, bridge and non-motorized projects.

Transit Candidate Projects

The FTA recommends that a “transit candidate list” be developed including transit projects that had to be postponed, are waiting for federal funding obligation, or could not be programmed in the TIP due to uncertainty of available State and local funds to match Federal-aid. Maintaining a “transit candidate list” allows MATS to develop new projects as additional funding emerges, track transit projects that anticipate federal funding, advance projects if others are discarded, and in general have an accessible reminder of project ideas considered at some point in the past that may warrant re-consideration in the near future. This process primarily assists the progress of amending transit projects to the TIP for implementation as funding becomes available. Subsequent to the Illustrative Project List in Appendix B is the Transit Candidate Project List.

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 and corridor studies.

Per requirements of the 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.

For a more detailed description of the public participation process, the MATS' Public Participation Plan should be referred to.

In accordance with requirements, MATS has solicited public comment on the proposed 2017-2020 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 2016 in the Midland Daily News as well as on the MATS website. A copy of the public notice is included in Appendix A. MATS has also posted the TIP and other related documents on the MATS website. An informational flyer regarding

the TIP was provided to local agencies to post/advertise at their respective offices. A public review period took place from April 10, 2016 - May 24, 2016. The Open House to discuss the proposed TIP took place May 12, 2016 from 4 to 7 PM at the Grace A. Dow Library, 1710 West St. Andrews Street, Midland, MI 48640. Prior to adoption of the TIP, a public hearing was held at the MATS Policy Meeting on June 7, 2016 at 11:44 AM in the Midland County Services Building, 220 West Ellsworth Street, Midland, MI 48640.

There were no public comments received during the 30-day plus review period, during the May 12, 2016 TIP Open House or during the June 7th Public Hearing.

Consultation

The newly adopted Federal legislation (FAST Act) expands upon MAP-21's requirements 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 2017-2020 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 regarding the proposed 2017-2020 TIP can be found below and on the following page.

- | | |
|--------------------------------------|----------------------------------|
| • 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
- Ingersoll Township
- East Michigan Council of Governments
- Jack Barstow Airport
- Bay City Area Transportation Study
- MDOT – Statewide Planning Section
- MDOT – Mt. Pleasant TSC
- Midland Non-Motorized Transportation Committee
- Midland Tomorrow
- Arnold Center
- Midland Faith Based Community
- Momentum Midland
- 211 Northeast Michigan
- Midland Area Community Foundation
- Tittabawassee Township
- Midland County
- MBS Airport
- FHWA
- FTA – Region V
- MDOT – Bay Region
- MDOT – Transportation Services Section
- Saginaw Metropolitan Area Transportation Study
- 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

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.

On May 12, 2012 the United States Environmental Protection Agency (EPA) revoked the 1997 8-hour 0.080 ppm Ozone standard for the purposes of regional transportation conformity. On October 1, 2015, the EPA set the primary and secondary national ambient air quality standard (NAAQS) for ground-level ozone at 70 parts per billion (or 0.070 parts per million). MATS area is in attainment for Ozone under the EPA’s 8 hour 0.070 Ozone Standard. Therefore, there is no requirement to conduct a regional transportation conformity analysis for the Long-Range Transportation Plan or Transportation Improvement Program (TIP) for the MATS area.

Financial Plan

Introduction

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local);
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
3. Expected rate of change in available funding (unrelated to inflation);
4. Year of Expenditure (YOE) factor to adjust for predicted inflation;
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally-powered vehicles, as well as a growing number of hybrid and fully-electric vehicles that require little to no motor fuel.

There are a number of federal highway programs serving different purposes. Addendum A contains a list of these programs. Federal highway funds are apportioned to the states (distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within the MATS region receive approximately \$1.83 million in federal-aid highway funding each year. In addition, The Michigan Department of Transportation (MDOT) spends approximately \$3.32 million annually for capital needs on state-owned highways in the MATS area (I-, US-, and M- roads). This figure is determined similarly to the operations and maintenance figure described in Addendum B; however it is based on \$1.22 billion invested on MDOT trunkline over 5 years.

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Addendum A. Transit funds are distributed according to a complex set of distribution formulas. Two primary public transit agencies within the MATS region (City of Midland DART and County Connection of Midland) receive approximately \$1.24 million in federal-aid transit funding each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes of which both sources will be increasing starting January 2017. Currently, state motor fuel taxes are

set at 19 cents (rising to 26.3 cents) per gallon on gasoline and 15 cents (rising to 26.3 cents) per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$167 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

A series of state laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year.

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are **not** the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2017-FY 2020 TIP (see Addendum B).

In the MATS area, there are various implementing agencies eligible for federal-aid funding including MDOT which is responsible for proposing/implementing trunkline highway projects. Each of the following agencies (City of Midland, Midland County Road Commission, City of Auburn, Bay County Road Commission, Saginaw County Road Commission, and Village of Sanford) may submit projects to be considered for MATS annual allocation of local urban funds. These projects are then reviewed/approved based on MATS' adopted project selection process. Projects are generally selected based on pavement condition, traffic volumes, crash history, and/or other factors. Local rural projects (proposed by Midland County Road Commission) are selected by a Rural Task Force (RTF) comprised of individuals from various regional county road

commissions and MDOT; generally four CRCs sit on a RTF. The local public transit agencies (County Connection of Midland and Midland Dial-A-Ride) are issued targets with the amount of federal-aid transit funding expected; their projects are programmed based on these figures. Transit agencies select projects based on internal assessment of capital and operations needs.

Year of Expenditure (YOE)

When MDOT, MPOs, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2017-FY 2020 TIP cycle, they are five percent for FY 2017 and FY 2018, 4.5 percent for FY 2019, and four percent for FY 2020. See Addendum B for more details.

Summary: Resources available for capital needs on the federal-aid highway system

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the MATS area over fiscal years 2017 through 2020. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project. Note that MDOT projects (NHPP) for FY 2017-2020 are still being developed; funding projections for these projects have been included.

Table 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the MATS area

Funding	2017	2018	2019	2020
STPU	\$1,035,000	\$1,275,000	\$1,513,000	\$1,560,000
STPR	\$1,020,750	\$617,250	\$1,127,500	\$767,572
NHPP	\$2,259,871	\$25,261,824*	\$1,582,943	\$1,747,453
CMAQ	Not Eligible	Not Eligible	Not Eligible	Not Eligible
Local Safety	\$1,245,434	\$0	\$0	\$0
Local Bridge	\$0	\$1,507,000	\$0	\$0
Total	\$5,561,055	\$28,661,074*	\$4,223,443	\$4,075,025

*High dollar amount due to M-20 Bridge replacement scheduled.

Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as "collector" or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP.

Addendum B explains the method and assumptions used to formulate the estimate. Table 2 contains a summary O and M cost estimate for roads on the federal-aid highway system in the MATS area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agree-upon estimated YOY (i.e., inflation factors (see Addendum B for a discussion of YOY adjustments).

Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid System in the MATS area

FY	Estimate - MDOT	Estimate - LOCAL	Total
2017	\$5,863,775	\$6,033,300	\$11,897,075
2018	\$5,932,582	\$6,334,965	\$12,267,547
2019	\$6,002,566	\$6,620,038	\$12,622,604
2020	\$6,073,749	\$6,884,840	\$12,958,589
Total	\$23,872,672	\$25,873,143	\$49,745,815

Summary: Resources available for capital needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. Section 5307 funds are distributed to federally-specified transit agencies in urbanized areas; Midland Dial-A-Ride, operating within the MATS area, receives an annual allocation of Section 5307 funding.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). County Connection of Midland receives 5311 funding with amounts divided and distributed annually by MDOT. See Addendum A for more information on federal transit resources.

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal-aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from fare box revenues, a community's general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operations needs, depending on the program) for public transit agencies in the MATS area during fiscal years 2017 through 2020. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in the MATS area is also included.

Table 3. Forecast of Resources Available for Public Transit Capital Needs in the MATS area

FY	Estimated Available Funding
2017	\$2,353,597
2018	\$2,333,597
2019	\$2,333,597
2020	\$2,333,597
Total	\$9,354,388

Demonstration of Financial Constraint, FY 2017 through FY 2020

After determination of resources available for federal-aid highway and transit capital needs in the MATS area from FY 2017 through FY 2020, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies. The list must be adjusted to each year's YOY factor and then fiscally constrained to available revenues (see Addendum B). Table 4 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. This table shows that the FY 2017 through FY 2020 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 4. Demonstration of fiscal constraint, FY 2017 through FY 2020 TIP

	2017	2018	2019	2020
Estimated Available Highway Funding	\$5,561,055	\$28,661,074	\$4,223,443	\$4,075,025
Programmed Highway Projects	\$5,561,055	\$27,701,250	\$2,640,500	\$2,327,572
Estimated Available Transit Funding	\$2,353,597	\$2,333,597	\$2,333,597	\$2,333,597
Programmed Transit Projects	\$2,353,597	\$2,333,597	\$2,333,597	\$2,333,597
Estimated Available Total Funding	\$7,914,652	\$30,944,671	\$6,557,040	\$6,408,622
Programmed Total	\$7,914,652	\$30,034,847	\$4,974,097	\$4,661,169
Difference	\$0	\$909,824	\$1,582,943	\$1,747,453

Differences regarding FY 2018-2020 constraints are primarily due to MDOT projects that have not yet been programmed.

Addendum A

List of Available Federal-Aid Highway and Transit Resources

Highway Resources

Surface Transportation Program (STP): The purpose of this funding source is to maintain and improve the federal-aid highway system. Activities eligible for STP funding include construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; non-motorized projects (including projects eligible under the former Transportation Alternatives Program); and bridge scour countermeasures.

Highway Safety Improvement Program (HSIP): Utilized to decrease highway deaths and injuries. Activities eligible for HSIP funding include Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The intent of CMAQ funding is to reduce emissions from transportation sources. Activities eligible for funding include installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.

National Highway Performance Program (NHPP): The purpose of this funding source is to maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above). Eligible activities include construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and non-motorized activities; and construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.

National Highway Freight Program: This program provides funding for infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network. Activities eligible for funding include construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

Transportation Alternatives Program (TAP): These funds can be used for a number of activities to improve the transportation system environment, including, but not limited to, non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in right-of-ways, and the planning and construction of projects that improve the ability of students to walk or bike to school. Transportation agencies from the MATS area are eligible to apply for grants under this program through MDOT's statewide competitive on-line application process. As this is a grant program, it is uncertain the funding amounts that the Midland area will receive over the life the TIP.

Transit Resources

Section 5304, State Planning and Research Program: Funds are available to carry out the state transportation planning and programming requirements of the joint FTA/FHWA planning regulations, as well as a range of activities under other eligible programs. These activities provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system. This source of funding has been utilized for a Midland County Public Transportation Study.

Section 5307, Urbanized Area Formula Grants: Funding for basic transit capital needs of transit agencies in urbanized areas. Eligible activities include Capital projects, 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.

Section 5310, Elderly and Persons with Disabilities: The purpose of 5310 funding is to improve mobility options for seniors and disabled persons. Activities eligible include 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 the former New Freedom program.

Section 5311, Non-Urbanized Area Formula Grants: This funding is utilized to improve mobility options for residents of rural areas. Eligible activities include capital, operating, and rural transit planning activities in areas under 50,000 in population.

Section 5337, State of Good Repair Grant: These funds are available in order to maintain fixed-guide way transit systems in a state of good repair. Activities that qualify for funding include capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.

Section 5339, Bus and Bus Facilities: Provides funding for basic transit capital needs of transit agencies, including construction of bus-related facilities. Eligible activities include replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

Addendum B

Financial and Operations and Maintenance Assumptions

Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the next five fiscal years are fully paid for. This brings the total amount of non- transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion.

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2017 and FY 2020.

Year of Expenditure (YOE) Rates

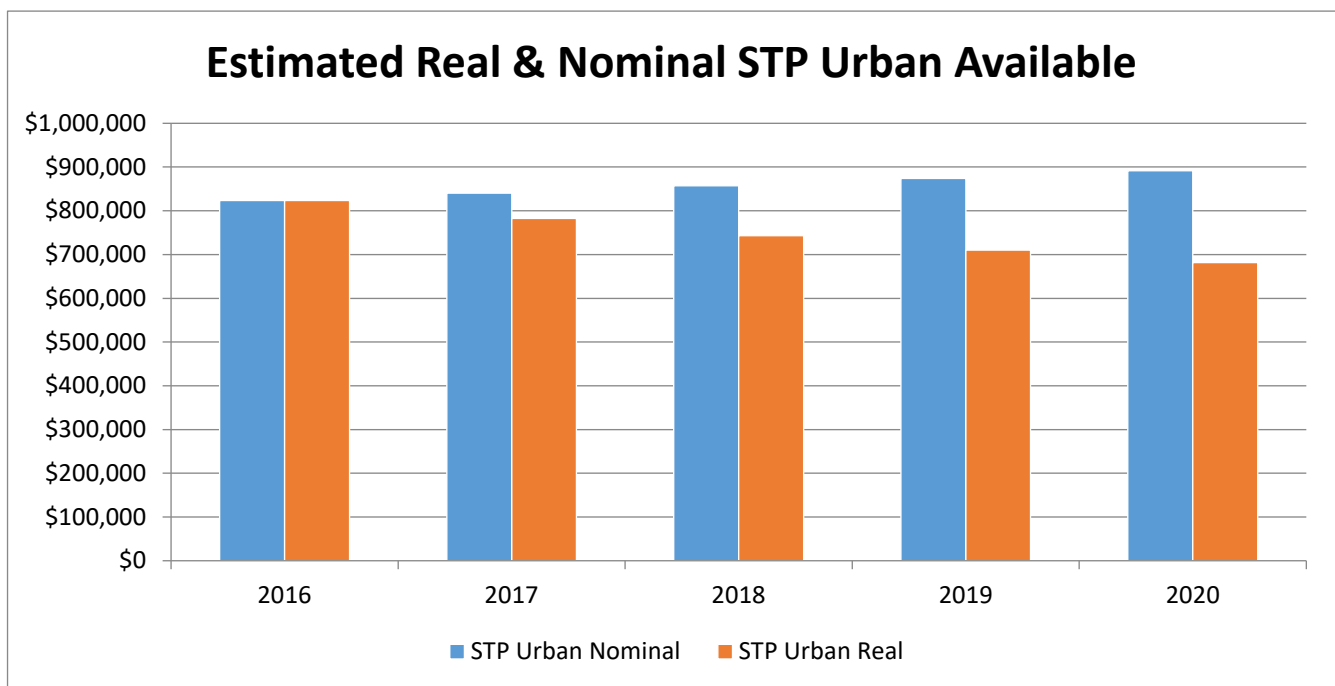
These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate

means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

Based on past experience, MDOT, in cooperation with MTPA, will use the following YOY factors:

1. 2016, base year;
2. 2017, five percent above 2016;
3. 2018, five percent above 2017;
4. 2019, 4.5 percent above 2018; and
5. 2020, four percent above 2019.

The table and chart below provide an example that illustrates the difference between what we will officially receive in STP Urban funding over the life of the FAST Act (i.e., nominal funding), and what that funding will be worth relative to the purchasing power of the base year (i.e., real funding)



	STP Urban Nominal	STP Urban Real
2016	\$823,685	\$823,685
2017	\$840,159	\$782,501
2018	\$856,962	\$743,376
2019	\$874,101	\$709,924
2020	\$891,583	\$681,527

Estimate of Operations and Maintenance (O and M) Costs on the Federal-Aid Highway System

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O and M estimate was derived in the following manner:

1. MDOT's estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$533.5 million in FY 2016.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction \$533.5 million/total state trunkline lane miles to determine a per-lane-mile cost.
3. Approximately 1.1 percent of the lane miles in the state trunkline system are located in the MATS area.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$5,698,950 in FY 2016 in the MATS area on these activities.
5. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
6. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.
7. This base estimate is adjusted according to the inflation factors noted above in each fiscal year since this is the cost of O and M, not a particular funding source.

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 each respective group are invited to participate in meetings and other gatherings to voice their opinions and to offer their input.

Definitions

For the purpose 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")

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 (based on 2014 American Community Survey Data) 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. The poverty evaluation was determined by the Health and Human Services poverty guidelines and 2014 American Community Survey Data. To measure minority population and low-income data, Census block groups were utilized. The maps in this chapter portray block groups 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 household. In order to show if there are minority populations or households below poverty within a certain distance of each road project, a "buffer" process was run with a radius of 0.25 miles around each project to provide an impact area; shown in light blue on the maps. Since some of the block groups are large in area, and the majority of the road projects are smaller in comparison, an analysis technique was applied to the raw data to better show how many people are being affected by the road projects. The data had to be prorated by using the ratio of the total area of the block groups to the total area of the impact area. Once the ratio is obtained, it is then used to derive the amount of people in the minority and low-income groups that are within a quarter mile radius of all projects. Then the percentage of each group was calculated for all of the block groups. 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. A note should be made that the environmental justice analysis was conducted for the entire designated area of MATS, including the Freeland area in Saginaw County identified as part of the 2010 Midland Federal Adjusted Urban Boundary.

Analysis and Results

The MATS area is predominately white in terms of race (91.61%) with minorities representing 8.39%. Further, there are 4,793 below-poverty-level households in the MATS area representing 12.09% 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 0.25 mile radius of the 2017-2020 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 12.10% 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 (12.09%). **This shows that the low-income population within the MATS area is neither disproportionately burdened nor neglected with respect to future transportation improvements.**

Table A
Population Breakdown within MATS area and proximity to TIP projects

	MATS MPO		2017-2020 EJ Impact Area (0.25 miles)	% within Impact Area
<i>Area</i>	574.29 sq miles	---	20.59 sq miles	---
<i>Total Population</i>	100,567	---	3606	---
<i>White</i>	92,122	91.61%	3303	91.59%
<i>African American</i>	1,978	1.97%	71	1.97%
<i>Native American</i>	386	0.38%	14	0.39%
<i>Asian</i>	2,119	2.11%	76	2.11%
<i>Hispanic</i>	2,448	2.43%	88	2.44%
<i>Hawaiian</i>	0	0.00%	0	0.00%
<i>Other Races</i>	255	0.25%	9	0.25%
<i>Two or More Races</i>	1,259	1.25%	45	1.25%
<i>Total Households</i>	39,658	---	1,422	---
<i>Households Below Poverty Level</i>	4,793	12.09%	172	12.10%

In total there are 25 road projects within the MATS area. 11 of these projects are located in or adjacent to urban areas where the majority of the minority populations reside. There are also 24 projects located in or adjacent block groups that have a higher than average total minority percentage. For each of the minority populations, 10 projects are located within or adjacent to above average African American population areas, 12 projects are located within or adjacent to above average Native population areas, 7 projects are located within or adjacent to above average Asian population areas, 21 projects located within or adjacent to above average Hispanic population areas, 0 projects located within or adjacent to above average Hawaiian population areas, 2 projects are located within or adjacent to above average Other population areas, and 15 projects are located within or adjacent to above average Two or more population areas. In addition, there are 19 projects that are located in or adjacent to block groups with above average households below the poverty level. It is concluded, 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.**

Table B
Percent Concentrations within Projects' Impact Area

	MATS MPO	2017-2020 EJ Impact Area (0.25 miles)	% Concentration per category within Impact Area
<i>Area</i>	574.29 sq miles	20.59 sq miles	---
<i>Total Population</i>	100,567	3606	3.59%
<i>White</i>	92,122	3303	3.59%
<i>African American</i>	1,978	71	3.59%
<i>Native American</i>	386	14	3.63%
<i>Asian</i>	2,119	76	3.59%
<i>Hispanic</i>	2,448	88	3.59%
<i>Hawaiian</i>	0	0	0.00%
<i>Other Races</i>	255	9	3.53%
<i>Two or More Races</i>	1,259	45	3.57%
<i>Households Below Poverty Level</i>	4,793	172	3.59%

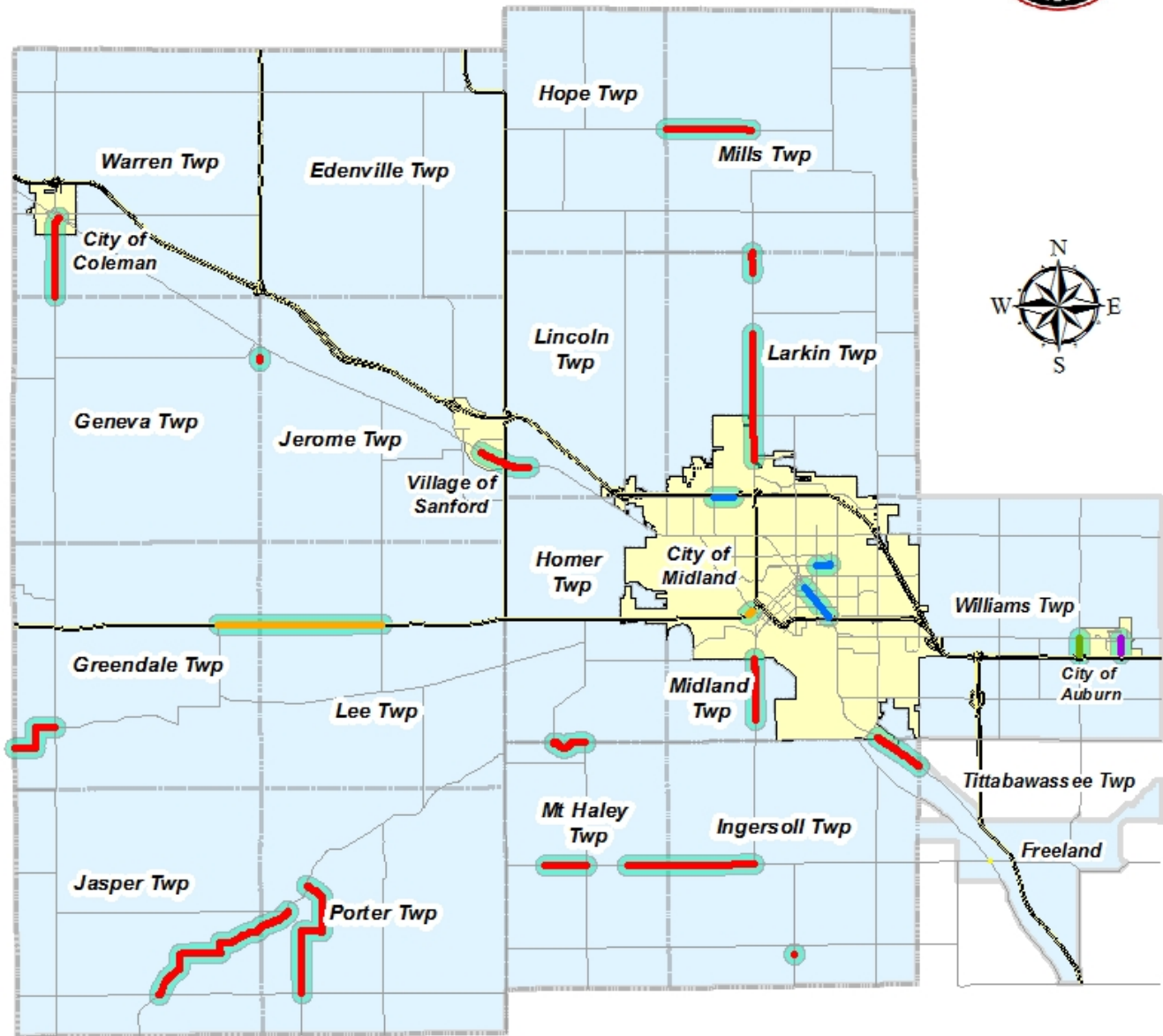
In summary, MATS' programmed 2017-2020 transportation projects are located throughout the MATS planning area; no population groups are disproportionately neglected or overexposed in lieu of these projects. The minorities' and low-income populations' needs are being taken into consideration with respect to future transportation improvements.

The following maps show the analysis that was described above geographically. The first map shows the location of all the 2017-2020 programmed road projects with the corresponding 0.25 mile impact areas and the agency responsible for each project. The maps following show each minority group in relation to the TIP projects. For every block group 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 clearly illustrated that 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 currently listed on the Transit Candidate List until federal funds are obligated for them. County Connection and Dial-A-Ride provide transit services within the MATS area for a minimal cost.

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) MPO Area

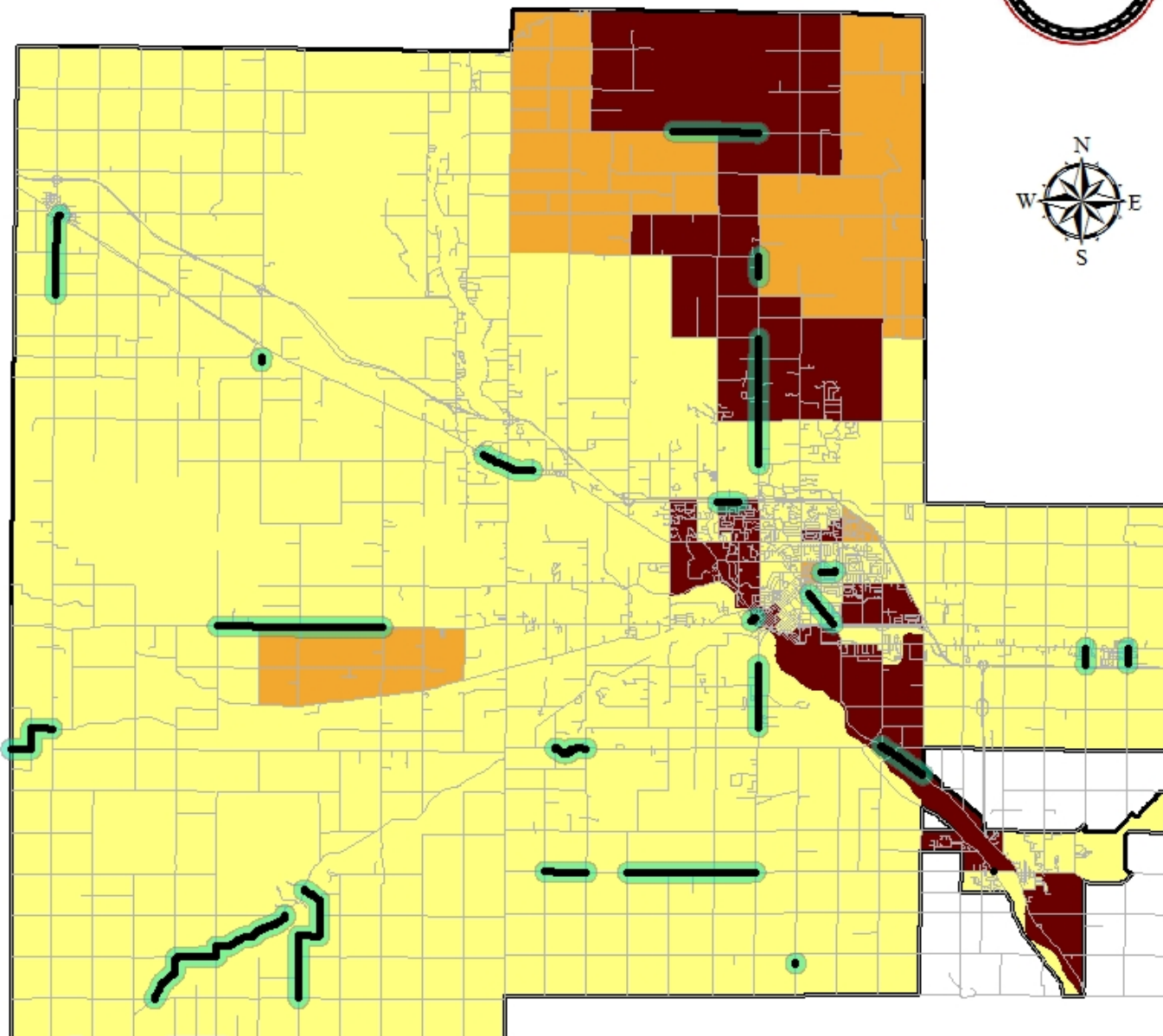
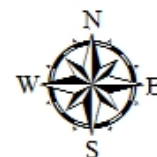


Map Features	
Project Agency	
MDOT	MATS MPO Boundary
MCRC	Townships
BCRC	State Trunklines
SCRC	Primary Roads
City of Midland	0.25 Mile Impact Area
City of Auburn	

0 1.5 3 4.5 6
Miles

For projects within the Freeland area
refer to the 2017-2020 TIP for SMATS
(Saginaw Metropolitan Area Transportation Study).

Midland Area Transportation Study (MATS)



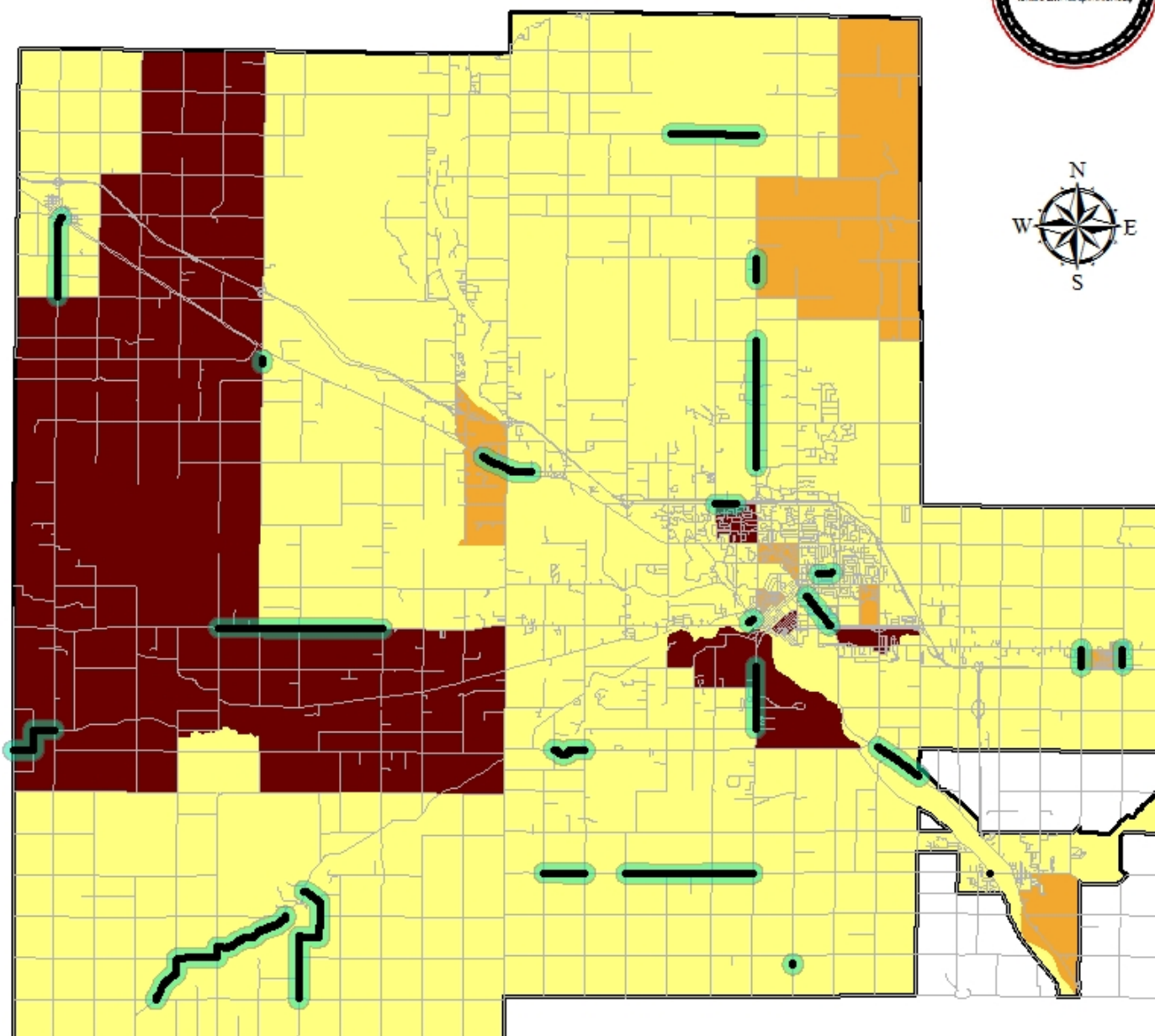
African American Minority (Based on Block Groups)

- Below Avg (< 1.13%)
- Between Avg and Twice Avg ($\geq 1.13\%$ and $\leq 2.26\%$)
- Above Twice Avg ($> 2.26\%$)
- 2017-2020 TIP Projects
- 0.25 Mile Impact Area

0 2 4 6 8 Miles

MATS area average for African American Population
is 1.13%

Midland Area Transportation Study (MATS)



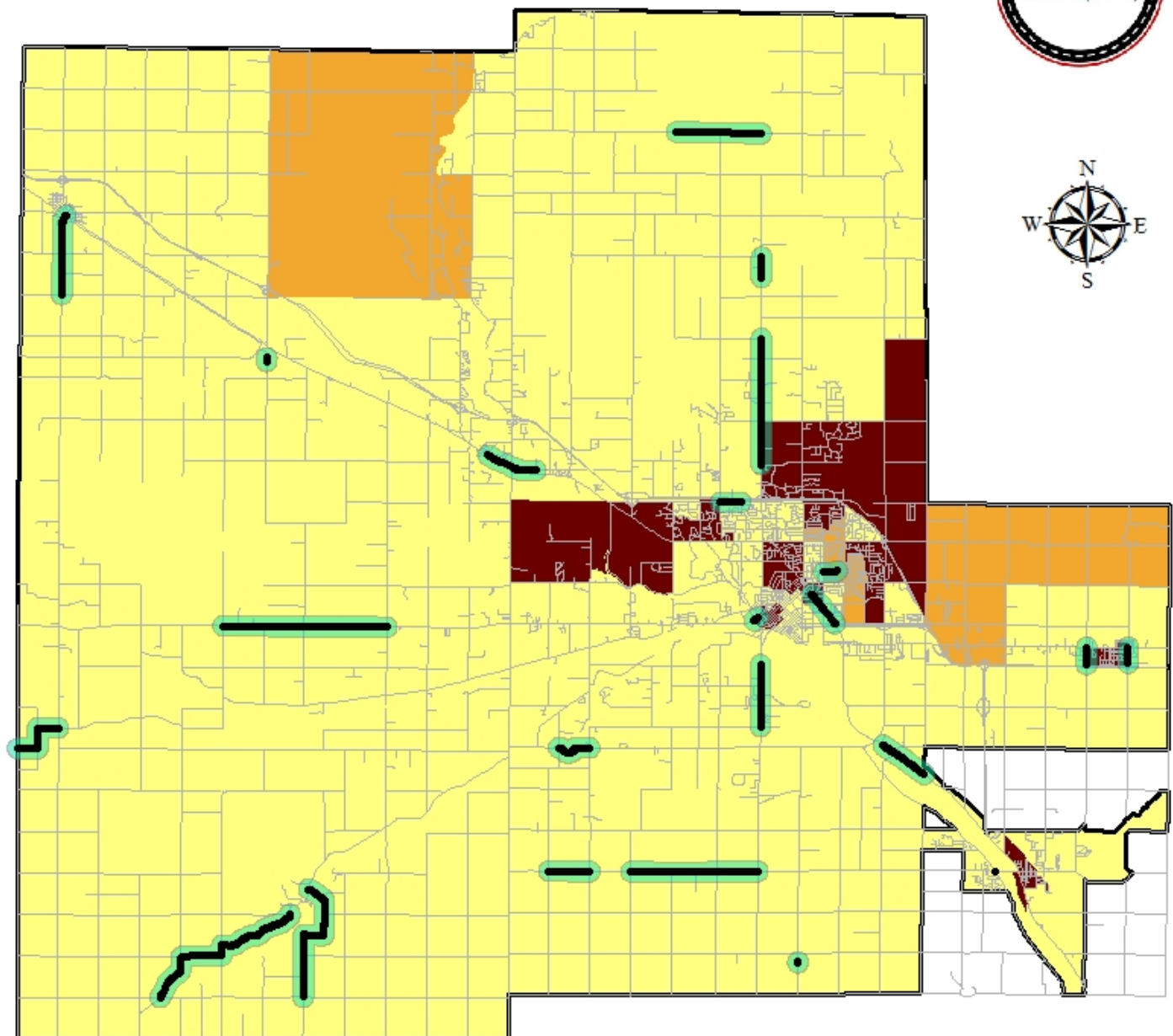
Native American Minority (Based on Block Groups)

- Below Avg ($< 0.38\%$)
- Between Avg and Twice Avg ($\geq 0.38\%$ and $\leq 0.76\%$)
- Above Twice Avg ($> 0.76\%$)
- 2017-2020 TIP Projects
- 0.25 Mile Impact Area






0 2 4 6 8 Miles

MATS area average for Native American Population
is 0.38%


Midland Area Transportation Study (MATS)



Asian Minority (Based on Block Groups)

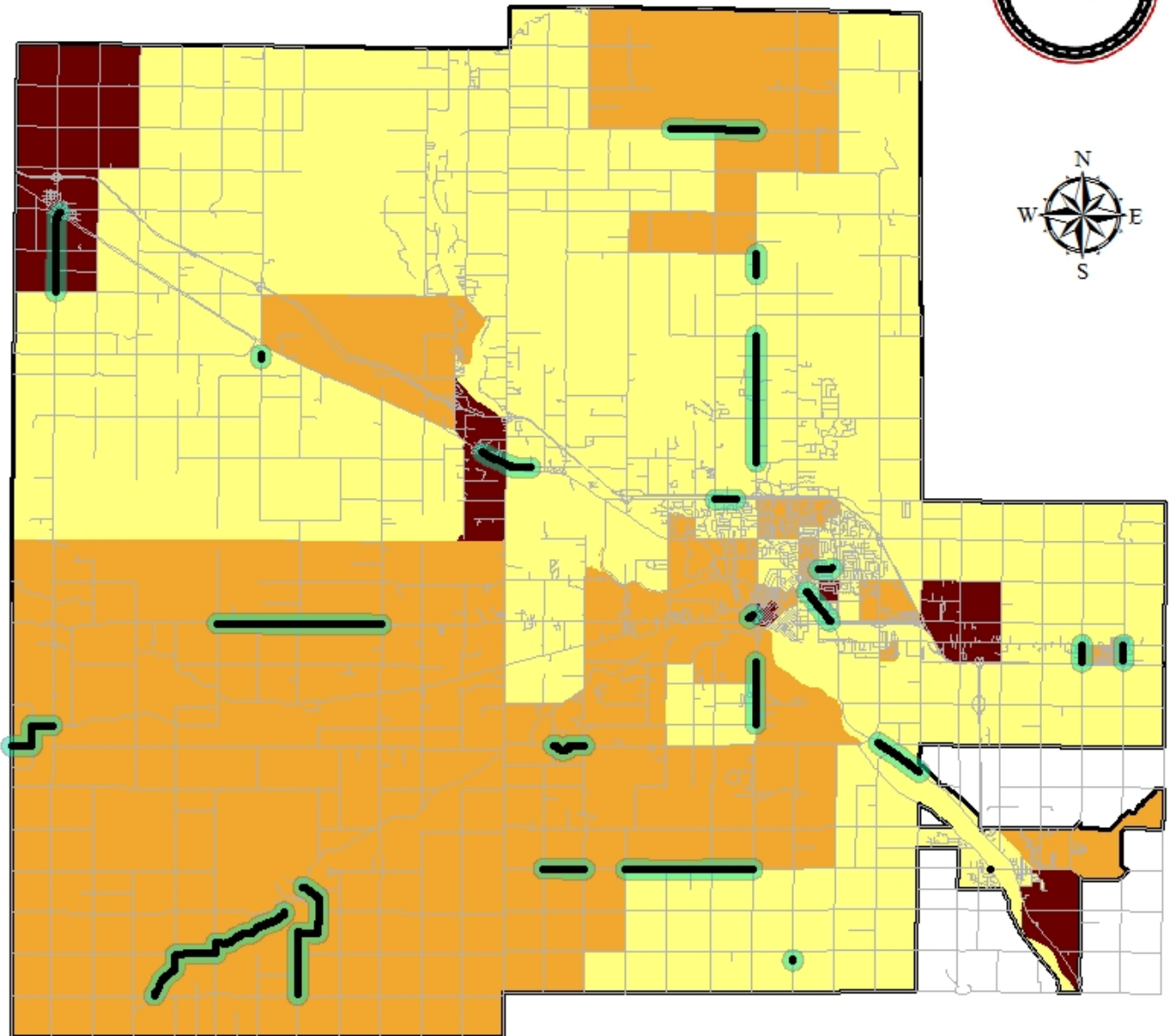
-  Below Avg (< 1.29%)
-  Between Avg and Twice Avg ($\geq 1.29\%$ and $\leq 2.58\%$)
-  Above Twice Avg ($> 2.58\%$)
-  2017-2020 TIP Projects
-  0.25 Mile Impact Area

0 2 4 6 8 Miles

A horizontal scale bar with markings at 0, 2, 4, 6, and 8 miles.

MATS area average for Asian Population is 1.29%

Midland Area Transportation Study (MATS)



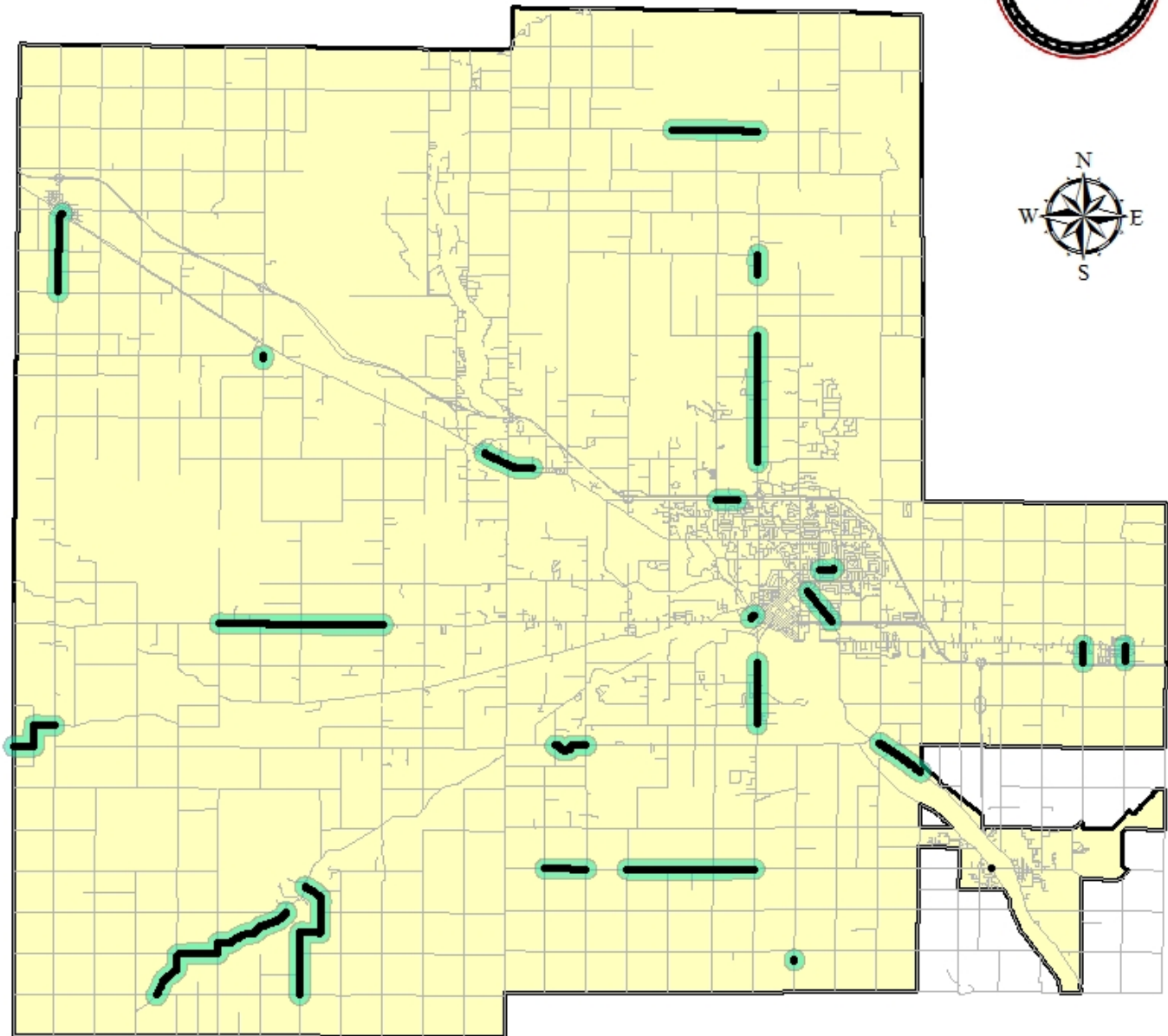
Hispanic Minority (Based on Block Groups)

- Below Avg (< 2.21%)
- Between Avg and Twice Avg ($\geq 2.21\%$ and $\leq 4.42\%$)
- Above Twice Avg ($> 4.42\%$)
- 2017-2020 TIP Projects
- 0.25 Mile Impact Area




0 2 4 6 8 Miles

MATS area average for Hispanic Population is 2.21%


Midland Area Transportation Study (MATS)



Native Hawaiian Minority (Based on Block Groups)

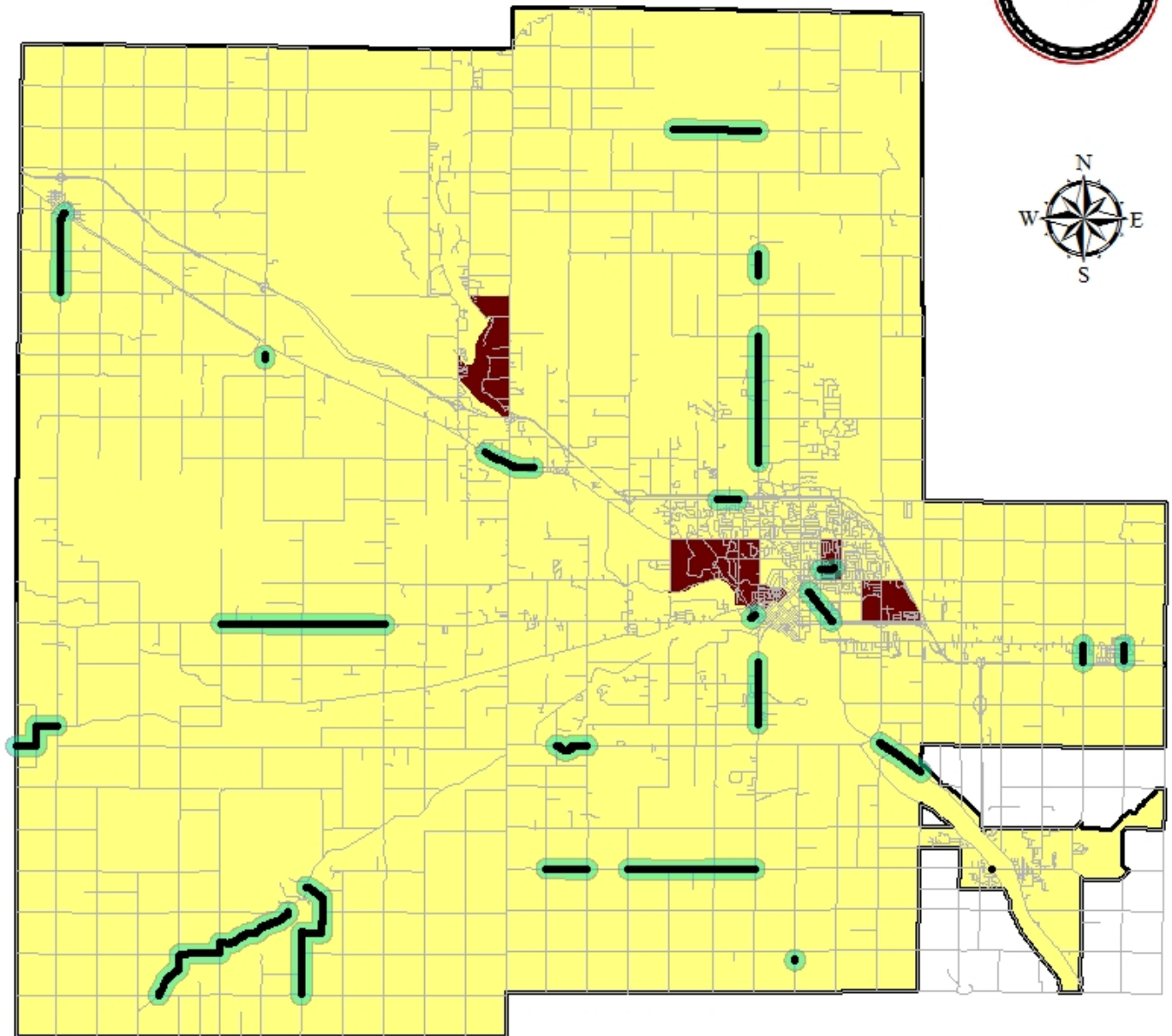
-  No Significant Population
-  2017-2020 TIP Projects
-  0.25 Mile Impact Area

0 2 4 6 8 Miles






A horizontal scale bar with alternating black and white segments, marked with the numbers 0, 2, 4, 6, and 8, followed by the word "Miles".

MATS area average for Native Hawaiian Population
is 0.00%

Midland Area Transportation Study (MATS)



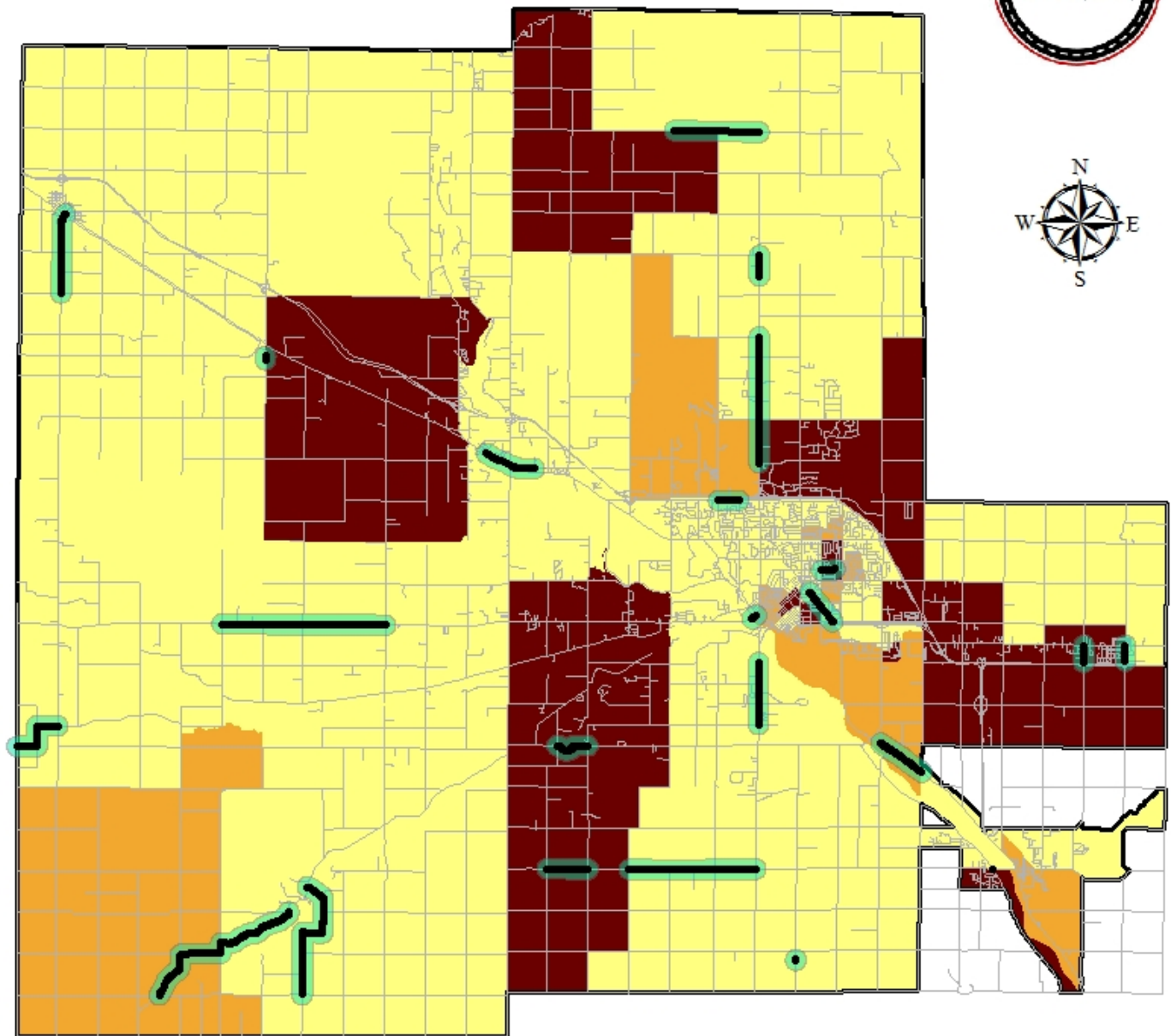
Other Minorities (Based on Block Groups)

-  Below Avg ($< 0.1\%$)
-  Between Avg and Twice Avg ($\geq 0.1\%$ and $\leq 0.2\%$)
-  Above Twice Avg ($> 0.2\%$)
-  2017-2020 TIP Projects
-  0.25 Mile Impact Area

0 2 4 6 8 Miles

MATS area average for Other Minority Population is 0.10%

Midland Area Transportation Study (MATS)



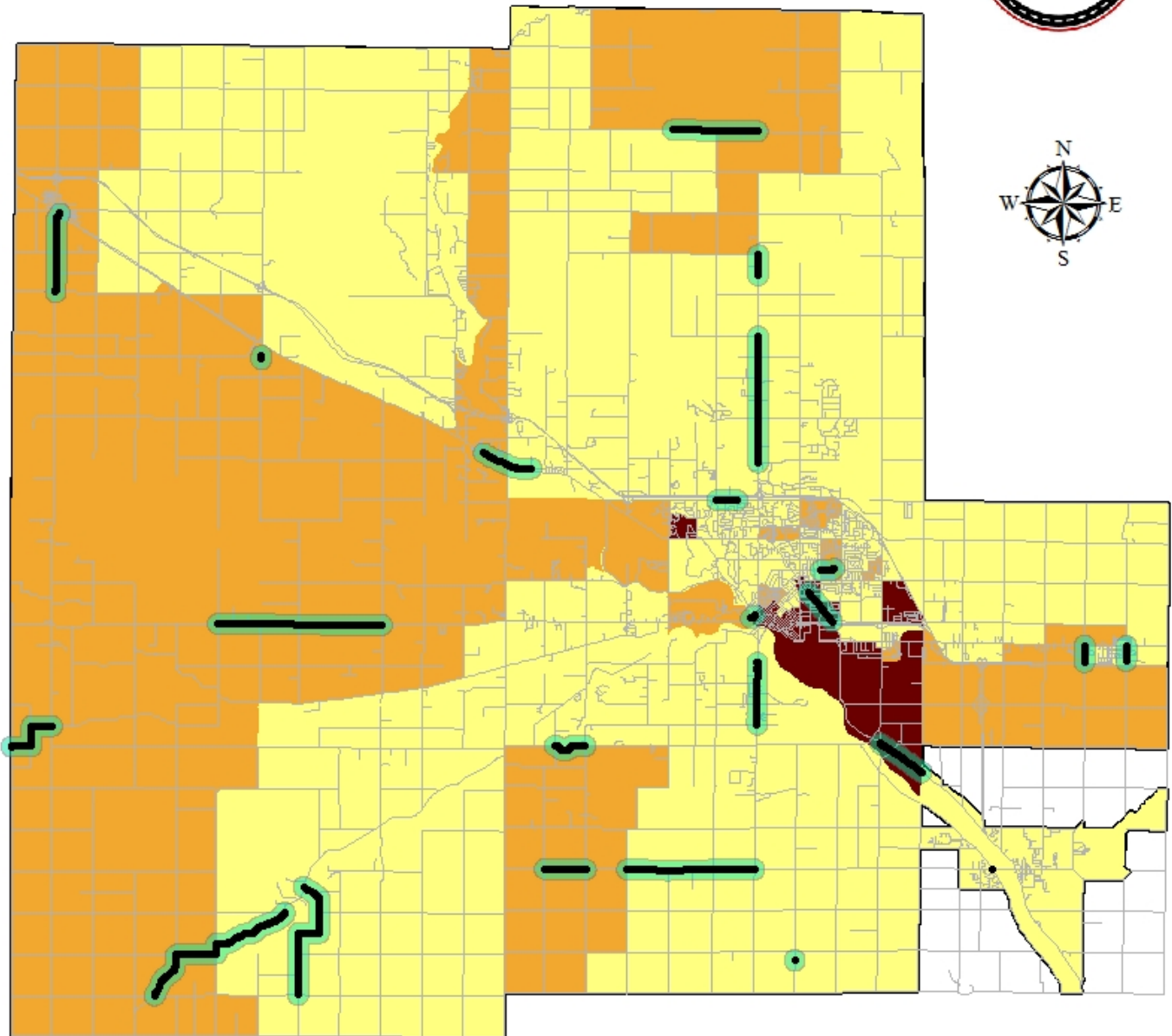
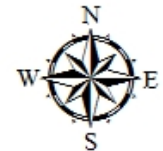
Two or More Races Minority (Based on Block Groups)

- Below Avg (< 1.27%)
- Between Avg and Twice Avg ($\geq 1.27\%$ and $\leq 2.54\%$)
- Above Twice Avg ($> 2.54\%$)
- 2017-2020 TIP Projects
- 0.25 Mile Impact Area

0 2 4 6 8 Miles

MATS area average for Two or more races
is 1.27%

Midland Area Transportation Study (MATS)



Households Below Poverty Level (Based on Block Groups)

- Below Avg (< 11.83%)
- Between Avg and Twice Avg ($\geq 11.83\%$ and $\leq 23.66\%$)
- Above Twice the Avg ($> 23.66\%$)
- 2017-2020 TIP Projects
- 0.25 Mile Impact Area

0 1.5 3 4.5 6
Miles

MATS area average for Percent of Households
below poverty is 11.83%

Performance Measures

Part One: Federal Aspects of the Process

Legislation, Background, and Goals

A key feature of the Fixing America's Surface Transportation (FAST) Act 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 (Table 1) 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.

Table 1

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.

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. The Safety PM Final Rule also 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. It is this rule that prompted the creation of this amendment to the MATS FY 2017 - 2020 TIP.

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 CY 2018 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 funding), or one selected by another agency through their respective process. Currently, MATS policy is that each project proposed through the STUL 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.

Because the 2017-2020 TIP was developed prior to official federal guidance regarding performance evaluation being released, and the state had not yet set targets, MATS did not establish specific investment targets by the original June 2016 publication date. However, MATS has analyzed the projects programmed to review their linkage with recent compliance requirements.

Following is a listing of all projects programmed in the original approved FY 2017–2020 TIP, presented in a simplified manner 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.

Table 2

Project Category	Projects Programmed	Impact on Condition
Safety / Non-Motorized \$2,094,490	Eastman Road: Bombay Road to ½ mile south Gordonville Road: 4 ¾ Mile Road to Homer Road Freeland Road & River Road Intersection Garfield Road: US- 10 Off Ramp to Midland Road	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation \$9,000,943	Wackerly Road: Sturgeon Road to Schade Drive East St. Andrews Road: Washington Street to Sugnet Road West Pine River Road: Magruder Road to Redstone Road Freeland Road: Kane Road to Poseyville Road M-20: Magruder Road to 9 Mile Road South Auburn Road: Jaycee Drive to Midland Road Saginaw Road: Waldo Road to Saginaw CO. Line Saginaw Road: Oak Street to Pinesboro Drive Shearer Road: Sturgeon Road to 1 mile East West Pine River Road: Magruder Road to Kent Road Saginaw Road: Dartmouth Drive to Patrick Road Shearer Road: Sturgeon Road to 1 mile West 11 Mile Rd/Odd Rd/Porter Rd: Redstone Rd to West Pine River Rd Poseyville Road: Stewart Road to Midland City Limits Eastman Road: Commerce Drive to Mier Road 3rd Street: Railway to Coleman City Limits Coleman Road: Coleman City Limits to Burns Road Freeland Road: 5 Mile Road to Homer Road Salt River Rd/Dickenson Rd/Gordonville Rd: Coleman Rd to CO. Line	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit \$17,372,080	Operating Assistance: CCM Operating Assistance: DART Gate Replacement: DART Facility Bus Replacements	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges \$29,681,104	Sasse Road Bridge: over Fleming Drain Castor Road: over Big Salt River M-20 Bridge: over Tittabawassee River	Reduce number of structurally deficient and functionally obsolete bridges
System Performance / Congestion \$0*	*Congestion not a factor for MATS	Improve freight movement, reduce traffic congestion and associated user delay costs

Going forward, any new TIP being developed must demonstrate the amount of investment being made towards each performance goal in a way that may be on a per-project basis or may be more broadly applicable across multiple rule areas. As specific rule areas come into effect, the MPO will begin to analyze progress toward the performance goals in fiscal year 2018 and thereafter using the annual listing of obligated projects to guide spending levels in each category. Each completed project will be then evaluated to determine to which performance area it may have contributed. Furthermore, development of the 2020-2023 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 came to specific conclusions for each of the performance areas required thus far and will continue to use this approach as additional performance rules come into effect.

Transit Asset Management State of Good Repair Targets

In June 2017 for the initial cycle of target setting, 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. These initial targets were set and approved by MATS' Policy Committee on July 11, 2017. State of Good Repair targets are updated annually.

Table 3

MATS State of Good Repair Targets 2017	Asset Class	2017 Target
Rolling Stock:	Revenue Vehicles: small bus and van class	Not more than 10% will meet or exceed the FTA ULB (For each transit agency: not more than 25% will meet or exceed)
	Revenue Vehicles: large bus class	Not Applicable, not owned by CCM or DART
Infrastructure	Only rail fixed-guideway, track, signals and systems	Not Applicable, not owned by CCM or DART
Equipment	Over \$50,000; non-revenue support service and maintenance vehicles	100% may meet or exceed the FTA ULB
Facilities	All, including administrative offices	100% may be below a 3.0 rating on the FTA TERM scale

MATS State of Good Repair Targets 2018	Asset Class	2018 Target
Rolling Stock:	Revenue Vehicles: small bus and van class	Not more than 10% will meet or exceed the FTA ULB (For each transit agency: not more than 25% will meet or exceed)
	Revenue Vehicles: large bus class	Not Applicable, not owned by CCM or DART
Infrastructure	Only rail fixed-guideway, track, signals and systems	Not Applicable, not owned by CCM or DART
Equipment	Over \$50,000; non-revenue support service and maintenance vehicles	100% may meet or exceed the FTA ULB
Facilities	All, including administrative offices	100% may be below a 3.0 rating on the FTA TERM scale

MATS State of Good Repair Targets 2019	Asset Class	2019 Target
Rolling Stock:	Revenue Vehicles: small bus and van class	Not more than 10% will meet or exceed the FTA ULB (For each transit agency: not more than 25% will meet or exceed)
	Revenue Vehicles: large bus class	Not Applicable, not owned by CCM or DART

Infrastructure	Only rail fixed-guideway, track, signals and systems	Not Applicable, not owned by CCM or DART
Equipment	Over \$50,000; non-revenue support service and maintenance vehicles	100% may meet or exceed the FTA ULB
Facilities	All, including administrative offices	5% may be below a 3.0 rating on the FTA TERM scale

Note: Current and historical targets are maintained on file at MATS, and on our website at www.midlandmpo.org.

Transit Performance Measures Role in the TIP Process

As can be seen from the table above, the group targets set by MATS for the current year are essentially the same as previous year targets, other than the facilities target. 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 MDOT targets are being supported by these 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 draft 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.

Safety Performance Targets

For calendar year 2018 and 2019 target-setting, MATS Policy Committee elected to support the MDOT Safety Performance Measure targets. 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.

Table 4

Safety Performance Measure	Calendar Year 2018 State Safety Target	Baseline Through Calendar Year 2016
Fatalities	1,003.20	963
Fatality Rate	1.02	1
Serious Injuries	5,136.40	5,273.40
Serious Injury Rate	5.23	5.47
Nonmotorized Fatalities and Serious Injuries	743.6	721.8

Safety Performance Measure	Calendar Year 2019 State Safety Target	Baseline Through Calendar Year 2017
Fatalities	1,023.20	981.4
Fatality Rate	1.02	1
Serious Injuries	5,406.80	5,355
Serious Injury Rate	5.41	5.47
Nonmotorized Fatalities and Serious Injuries	759.8	743.6

Note: Current and historical targets are maintained on file at MATS, and on our website at 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 at Schaffer Road, Gordonville Road, Poseyville Road, 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 before the development of the FY2020-2023 TIP.

Pavement Performance/Bridge Condition/Travel Time Reliability Targets

For calendar year 2019 target-setting (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 5. 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.

Table 5

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

Note: Current and historical targets are maintained on file at MATS, and on our website at 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.

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 applicable targets as well as the remaining performance measures in the project selection process before the development of the FY2020-2023 TIP.

APPENDIX A

MATS FY 2017-2020 TIP: Project List

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Phase Cost	MPO/ Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost
2017	Midland	City of Midland	Wackerly Road	Sturgeon Road to Schade Drive	0.50	Resurface	Mill and Overlay	CON	\$520,159	STUL			\$119,841	CITY	\$640,000	4/5/16		NA	MPO STUL Funds	\$640,000
2017	Midland	City of Midland	East St. Andrews Road	Washington Street to Sugnet Road	0.34	Restore & rehabilitate	Crush and Shape	CON	\$320,000	STUL			\$75,000	CITY	\$395,000	4/5/16		NA	MPO STUL Funds	\$395,000
2017	Midland	Midland County Road Commission	Local Highway Rehab and Reconstruct	County-wide		GPA	Rural fund, Midland County - Highway Rehab and Reconstruct		\$327,039	STL	\$37,620	EDD	\$406,091	CNTY	\$770,750	2/1/16		NA	GPA, RTF 7C Funds	\$770,750
2017	Midland	Midland County Road Commission	Sasse Road Bridge	Over Fleming Drain		Bridge replacement	Deck Replacement	CON	\$100,196	STL	\$19,093	EDD	\$130,711	CNTY	\$250,000	2/1/16		NA	RTF 7C Funds	\$250,000
2017	Midland	Midland County Road Commission	Eastman Road Corridor and Intersection Safety Improvements	500' N of Bombay Road to 500' S of Schneider Court	0.50	Traffic ops/safety	Construction of a center left turn lane, enclosed drainage and placement of curb and gutter	PE	\$34,937	HSIP			\$34,937	CNTY	\$69,874	4/5/16		NA	FY 2017 Local Safety Program	\$729,874
2017	Midland	Midland County Road Commission	Eastman Road Corridor and Intersection Safety Improvements	500' N of Bombay Road to 500' S of Schneider Court	0.50	Traffic ops/safety	Construction of a center left turn lane, enclosed drainage and placement of curb and gutter	CON	\$600,000	HSIP			\$60,000	CNTY	\$660,000	4/5/16		NA	FY 2017 Local Safety Program	\$729,874
2017	Midland	Midland County Road Commission	Gordonville Road	4 ¾ Mile Road to Homer Road	0.80	Traffic ops/safety	Horizontal curve flattening, super elevation correction, construct 2' paved shoulder, removed fixed objects, etc.	CON	\$464,004	HRRR			\$51,556	CNTY	\$515,560	6/7/16		NA	FY 2017 HRRR Program	\$567,116
2017	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	\$625,000	5307			\$625,000	CITY	\$1,250,000	6/7/16		NA	2017 FTA 5307 Funds	\$1,250,000
2017	Midland	Dial-A-Ride Transportation	Gate Replacement	DART Facility near 4811 N. Saginaw Road		Transit Facility	Gate Replacement	T-Cap	\$100,000	5307	\$20,000	CTF	\$130,000	CITY	\$250,000	6/7/16		NA	2017 FTA 5307 Funds	\$250,000
2017	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	\$65,000	5339	\$13,000	CTF	\$2,000	CITY	\$80,000	6/7/16		NA	2017 FTA 5339 Funds	\$80,000
2017	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops	\$452,714	5311	\$1,077,883	CTF	\$1,269,923	TRAL	\$2,800,520	2/1/16		NA	2017 FTA 5311 Funds	\$2,800,520
2017	Midland	MDOT	Trunkline Highway Preservation	Region-wide		GPA	Trunkline Highway Preservation		\$1,849,705	NH	\$410,166	M			\$2,259,871	2/1/16		NA	Trunkline Highway Preservation GPA	\$2,259,871
2018	Bay	City of Auburn	South Auburn Road	Jaycee Drive to Midland Road	0.37	Resurface	Mill and Resurface	CON	\$230,000	STUL			\$70,000	CITY	\$300,000	4/5/16		NA	MPO STUL Funds	\$300,000
2018	Midland	Midland County Road Commission	Saginaw Road	Waldo Road to Saginaw CO. Line	1.22	Resurface	Mill and Resurface	CON	\$260,000	STUL			\$152,500	CNTY	\$412,500	4/5/16		NA	MPO STUL Funds	\$412,500
2018	Midland	Midland County Road Commission	Saginaw Road	Oak Street to Pinesboro Drive	1.24	Resurface	Mill and Resurface	CON	\$316,962	STUL			\$183,038	CNTY	\$500,000	4/5/16		NA	MPO STUL Funds	\$500,000
2018	Saginaw	Saginaw County Road Commission	Freeland Road & River Road Intersection	Freeland Road & River Road Intersection	0.30	Traffic ops/safety	Convert existing intersection to round-a-bout	PE	\$50,000	STUL			\$12,500	CNTY	\$62,500	4/5/16		NA	MPO STUL Funds	\$62,500
2018	Midland	Midland County Road Commission	Local Highway Rehab and Reconstruct	County-wide		GPA	Rural fund, Midland County - Highway Rehab and Reconstruct		\$288,362	STL	\$54,938	EDD	\$273,950	CNTY	\$617,250	2/1/16		NA	RTF 7C Funds	\$617,250
2018	Midland	Midland County Road Commission	Local Bridge GPA	County-wide		GPA	Local Bridge GPA	CON	\$1,205,600	BRO	\$226,050	M	\$75,350	CNTY	\$1,507,000	5/3/16		NA	FY 2018 Local Bridge Program	\$1,507,000

MATS FY 2017-2020 TIP: Project List (continued)

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Phase Cost	MPO/ Rural Action Date	Amend ment Type	Air Quality	Comments	Total Project Cost
2018	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	\$725,000	5307			\$725,000	CITY	\$1,450,000	6/7/16		NA	2018 FTA 5307 Funds	\$1,450,000
2018	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	\$65,000	5339	\$13,000	CTF	\$2,000	CITY	\$80,000	6/7/16		NA	2018 FTA 5339 Funds	\$80,000
2018	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops	\$452,714	5311	\$1,077,883	CTF	\$1,269,923	TRAL	\$2,800,520	2/1/16		NA	2018 FTA 5311 Funds	\$2,800,520
2018	Midland	MDOT	M-20 Bridge	Over Tittabawassee River	1.00	Bridge replacement	Bridge Replacement	CON	\$19,891,188	NH	\$3,918,596	M	\$492,216	CITY	\$24,302,000	5/3/16		NA	Other phases included in Total Project Cost	\$27,924,104
2019	Midland	City of Midland	Saginaw Road	Dartmouth Drive to Patrick Road	0.91	Resurface	Mill and Resurface	CON	\$624,101	STUL			\$153,899	CITY	\$778,000	4/5/16		NA	MPO STUL Funds	\$778,000
2019	Bay	Bay County Road Commission	Garfield Road	US-10 Off Ramp to Midland Road	0.41	Restore & rehabilitate	Reconstruct and Widen	CON	\$250,000	STUL			\$485,000	CNTY	\$735,000	4/5/16		NA	MPO STUL Funds - \$35,000 from Williams TWP	\$735,000
2019	Midland	Midland County Road Commission	Local Highway Rehab and Reconstruct	County-wide		GPA	Rural fund, Midland County - Highway Rehab and Reconstruct		\$417,916	STL	\$79,620	EDD	\$629,964	CNTY	\$1,127,500	2/1/16		NA	RTF 7C Funds	\$1,127,500
2019	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	\$725,000	5307			\$725,000	CITY	\$1,450,000	6/7/16		NA	2019 FTA 5307 Funds	\$1,450,000
2019	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	\$65,000	5339	\$13,000	CTF	\$2,000	CITY	\$80,000	6/7/16		NA	2019 FTA 5339 Funds	\$80,000
2019	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops	\$452,714	5311	\$1,077,883	CTF	\$1,269,923	TRAL	\$2,800,520	2/1/16		NA	2019 FTA 5311 Funds	\$2,800,520
2020	Midland	Midland County Road Commission	Poseyville Road	Stewart Road to Midland City Limits	1.49	Resurface	Mill and Resurface	CON	\$345,000	STUL			\$255,000	CNTY	\$600,000	4/5/16		NA	MPO STUL Funds	\$600,000
2020	Midland	Midland County Road Commission	Eastman Road	Commerce Drive to Mier Road	3.06	Resurface	Mill and Resurface	CON	\$546,583	STUL			\$413,417	CNTY	\$960,000	4/5/16		NA	MPO STUL Funds	\$960,000
2020	Midland	Midland County Road Commission	Local Highway Rehab and Reconstruct	County-wide		GPA	Rural fund, Midland County - Highway Rehab and Reconstruct		\$417,916	STL	\$79,620	EDD	\$270,036	CNTY	\$767,572	2/1/16		NA	RTF 7C Funds	\$767,572
2020	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	\$725,000	5307			\$725,000	CITY	\$1,450,000	6/7/16		NA	2020 FTA 5307 Funds	\$1,450,000
2020	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	\$65,000	5339	\$13,000	CTF	\$2,000	CITY	\$80,000	6/7/16		NA	2020 FTA 5339 Funds	\$80,000
2020	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops	\$452,714	5311	\$1,077,883	CTF	\$1,269,923	TRAL	\$2,800,520	2/1/16		NA	2020 FTA 5311 Funds	\$2,800,520

General Purpose Accounts (GPAs) are one of the ways to streamline the administrative burden of the TIP. The definition of GPAs: groupings of projects that are not considered to be of appropriate scale for individual identification in a given program year (e.g. minor rehabilitation, preventative maintenance, minor safety improvements) with a total cumulative cost of \$5 million or less.

Supplemental List: MATS FY 2017-2020 GPAs

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Cost	MDOT Job No.	MPO/ Rural Approval Date	Amend ment Type	Comments	Total Project Cost
2017	Midland	Midland County Road Commission	West Pine River Road	Magruder Road to Redstone Road	2.2	Resurface	Asphalt Overlay	CON	\$197,485	STL	\$37,620	EDD	\$257,645	CNTY	\$492,750	128043	2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$492,750
2017	Midland	Midland County Road Commission	Freeland Road	Kane Road to Poseyville Road	3.1	Resurface	Resurface	CON	\$129,554	STL			\$148,446	CNTY	\$278,000		NA	ADD	Admin Modification per MCRC request - May 12, 2016. RTF Funds - Local Highway Rehab and Reconstruct GPA	\$278,000
\$327,039									\$37,620			\$406,091			\$770,750			\$770,750		
2017	Midland	MDOT	M-20	Magruder Road to 9 Mile Road	3.77	Resurface	Cold mill and HMA Overlay	CON	\$1,849,705	NH	\$410,166	M			\$2,259,871	129088	2/1/16	ADD	Trunkline Highway Preservation GPA	\$2,259,871
2018	Midland	Midland County Road Commission	Shearer Road	Sturgeon Road to 1 mile East	1	Resurface	Resurface	CON	\$142,091	STL	\$27,071	EDD	\$130,838	CNTY	\$300,000		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$300,000
2018	Midland	Midland County Road Commission	West Pine River Road	Magruder Road to Kent Road	1.41	Resurface	Resurface	CON	\$146,271	STL	\$27,867	EDD	\$143,112	CNTY	\$317,250		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$317,250
\$288,362									\$54,938			\$273,950			\$617,250			\$617,250		
2018	Midland	Midland County Road Commission	Castor Road	over Big Salt River		Restore and Rehabilitate	Restore and Rehabilitate	CON	\$1,205,600	BRO	\$226,050	M	\$75,350	CNTY	\$1,507,000		5/3/16	ADD	Local Bridge GPA	\$1,507,000
2019	Midland	Midland County Road Commission	Shearer Road	Sturgeon Road to 1 mile West	1	Resurface	Resurface	CON	\$112,837	STL	\$21,497	EDD	\$165,666	CNTY	\$300,000		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$300,000
2019	Midland	Midland County Road Commission	11 Mile Rd/Odd Rd/Porter Rd	Redstone Road to West Pine River Road	3.3	Resurface	Resurface	CON	\$305,079	STL	\$58,123	EDD	\$464,298	CNTY	\$827,500		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$827,500
\$417,916									\$79,620			\$629,964			\$1,127,500			\$1,127,500		
2020	Midland	Midland County Road Commission	3rd Street	Railway to Coleman CL	0.4	Resurface	Resurface	CON	\$120,000	STL			\$30,000	CNTY	\$150,000		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$150,000
2020	Midland	Midland County Road Commission	Coleman Road	Coleman CL to Burns Road	1.5	Resurface	Resurface	CON	\$89,375	STL	\$23,886	EDD	\$74,239	CNTY	\$187,500		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$187,500
2020	Midland	Midland County Road Commission	Freeland Road	5 Mile Road to Homer Road	1	Resurface	Resurface	CON	\$44,687	STL	\$11,943	EDD	\$35,942	CNTY	\$92,572		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$92,572
2020	Midland	Midland County Road Commission	Salt River Rd/Dickenson Rd/Gordonville Rd	Coleman Road to CO. Line	1.5	Resurface	Resurface	CON	\$163,854	STL	\$43,791	EDD	\$129,855	CNTY	\$337,500		2/1/16	ADD	RTF Funds - Local Highway Rehab and Reconstruct GPA	\$337,500
\$417,916									\$79,620			\$270,036			\$767,572			\$767,572		

ILLUSTRATIVE PROJECTS are road and bridge projects that had to be rescheduled, delayed beyond the TIPs four-year time frame, or just could not be officially programmed in the TIP due to uncertainty over the availability of adequate State funds to match Federal-aid. Those projects are still identified in the TIP, but in a list separate from the adopted TIP Project List, for informational purposes only. The concept of tracking "illustrative projects," both State and local, is useful to MATS in developing new projects as additional funding materializes, advancing projects if others are dropped, and in general having a ready reminder of project ideas considered at some point in the past that may warrant re-consideration in the near future. Perhaps most important, the project information readily available can facilitate its expeditious amendment to the TIP for implementation as its funding is confirmed.

Supplemental List: MATS FY 2017-2020 Illustrative Projects

County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Cost	MPO/ Rural Approval Date	Air Quality	Comments	Total Project Cost
Saginaw	Saginaw County Road Commission	Freeland Road & River Road Intersection	Webster Road to Garfield Road	0.8	Restore and Rehabilitate	Rehabilitation - crush and shape	CON	\$750,000	STUL			\$187,500	CNTY	\$937,500	2/1/16	NA	MPO STUL Funds	\$937,500
Midland	City of Midland	Orchard Drive	Sugnet Road to Main Street	0.7	Reconstruct	Reconstruct - crush and shape, mill and overlay	CON	\$450,000	STUL			\$150,000	CITY	\$600,000	2/1/16	NA	MPO STUL Funds	\$600,000
Midland	City of Midland	Saginaw Road	Ashman Circle to Sugnet Road	0.6	Reconstruct	Reconstruct - crush and shape, mill and overlay	CON	\$250,000	STUL			\$100,000	CITY	\$350,000	2/1/16	NA	MPO STUL Funds	\$350,000
Midland	City of Midland	Eastman Avenue	Wackerly Road to Commerce Drive	0.7	Widen - major	Reconstruct/widen for repairs and capacity	CON	\$10,000,000	STUL			\$4,000,000	CITY	\$14,000,000	2/1/16	NA	MPO STUL Funds	\$14,000,000
Midland	City of Midland	Eastman Avenue	From Airport Road north .56 miles	0.6	Widen - minor	Reconstruct - add turn lane, mill and overlay	CON	\$572,900	STUL			\$127,100	CITY	\$700,000	2/1/16	NA	MPO STUL Funds	\$700,000
Midland	City of Midland	Patrick Road	Waldo Road to Saginaw Road	1.2	Reconstruct	Reconstruct	CON	\$491,100	STUL			\$108,900	CITY	\$600,000	2/1/16	NA	MPO STUL Funds	\$600,000
Midland	Midland County Road Commission	Wackerly Road	Saginaw Road to Stark Road	0.6	Resurface	Resurfacing - wedge and resurface	CON	\$121,714	STUL			\$30,786	CNTY	\$152,500	2/1/16	NA	MPO STUL Funds	\$152,500
Midland	Midland County Road Commission	Eastman Road	Mier Road to Hubbard Road	2	Resurface	Resurfacing - wedge and resurface	CON	\$236,111	STUL			\$363,889	CNTY	\$600,000	2/1/16	NA	MPO STUL Funds	\$600,000
Midland	Midland County Road Commission	Saginaw Road	Waldo Court to Southeast .72 miles	0.7	Resurface	Resurface - asphalt overlay	CON	\$118,100	STUL			\$31,900	CNTY	\$150,000	2/1/16	NA	MPO STUL Funds	\$150,000
Midland	Midland County Road Commission	Bailey Bridge Road	Saginaw Road to Bus Road	0.3	Reconstruct	Reconstruct	CON	\$55,100	STUL			\$14,900	CNTY	\$70,000	2/1/16	NA	MPO STUL Funds	\$70,000
Midland	Midland County Road Commission	Bailey Bridge Road	Bus Road to Rockwell Drive	0.5	Resurface	Resurface - asphalt overlay	CON	\$39,500	STUL			\$10,500	CNTY	\$50,000	2/1/16	NA	MPO STUL Funds	\$50,000
Midland	Midland County Road Commission	Saginaw Road	Meridian Road to Pinesboro Drive	0.6	Resurface	Resurface - asphalt overlay	CON	\$63,000	STUL			\$17,000	CNTY	\$80,000	2/1/16	NA	MPO STUL Funds	\$80,000
Midland	Midland County Road Commission	4 3/4 Mile Road	Gordonville Road to West Pine River Road	0.9	Resurface	Resurface - asphalt overlay	CON	\$78,800	STUL			\$21,200	CNTY	\$100,000	2/1/16	NA	MPO STUL Funds	\$100,000
Midland	Midland County Road Commission	West Pine River Road	4 3/4 Mile Road to Homer Road	0.9	Resurface	Resurface - asphalt overlay	CON	\$78,800	STUL			\$21,200	CNTY	\$100,000	2/1/16	NA	MPO STUL Funds	\$100,000
Midland	Midland County Road Commission	Homer Road	West Pine River Road to M-20	1.6	Resurface	Resurface - asphalt overlay	CON	\$118,100	STUL			\$31,900	CNTY	\$150,000	2/1/16	NA	MPO STUL Funds	\$150,000
Midland	Midland County Road Commission	Eastman Road	Monroe Road to Hubbard Road	2.5	Resurface	Resurface - asphalt overlay	CON	\$202,240	STUL			\$63,760	CNTY	\$266,000	2/1/16	NA	MPO STUL Funds	\$266,000
Bay	Williams Township	Crosswalk Signals	Midland Road/Garfield Road Intersection	0	Traffic Operations	Traffic Ops/Safety - install signals at intersection	CON	\$20,000	STE			\$20,000	TWP	\$40,000	2/1/16	NA	TAP/STP Funds	\$40,000

Supplemental List: MATS FY 2017-2020 Illustrative Projects (continued)

County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Cost	MPO/ Rural Approval Date	Air Quality	Comments	Total Project Cost
Bay	Williams Township	Pedestrian Walkway/Sidewalk	along Midland Road and Garfield Road	3	Roadside Facility	Non-Motorized Facility	CON	\$800,000	STE			\$200,000	TWP	\$100,000	2/1/16	NA	TAP/STP Funds	\$100,000
Bay	Bay County Road Commission	Midland Road Non-Motorized Path	4 Mile Road west to Midland CO. Line	6	Roadside Facility	Non-Motorized Facility	CON	\$960,000	STE			\$240,000	CNTY	\$1,200,000	2/1/16	NA	TAP/STP Funds	\$1,200,000
Midland	Midland County Road Commission	Meridian Road Rail Trail Connector	Meridian High School to Pere Marquette Trail		Roadside Facility	Non-Motorized Facility	CON	\$480,000	STE			\$120,000	CNTY	\$600,000	2/1/16	NA	TAP/STP Funds	\$600,000
Midland	City of Midland	Straford Woods Connector	Patrick Road MUP to Straford Woods		Roadside Facility	Non-Motorized Facility	CON	\$240,000	STE			\$60,000	CITY	\$300,000	2/1/16	NA	TAP/STP Funds	\$300,000
Midland	City of Midland	Northern Loop MUP	Patrick Road MUP to Pere Marquette Trail		Roadside Facility	Non-Motorized Facility	CON	\$2,800,000	STE			\$700,000	CITY	\$3,500,000	2/1/16	NA	TAP/STP Funds	\$3,500,000
Midland	City of Midland	Annual NMT Improvements	City-wide		Roadside Facility	Non-Motorized Facility	CON		STE			\$20,000	CITY	\$20,000	2/1/16	NA	TAP/STP Funds	\$20,000
Midland	Midland County Road Commission	Castor Road	US-10 to Saginaw Road	1.3	Resurface	Resurface - asphalt overlay	CON	\$223,200	STL	\$27,900	EDD	\$27,900	CNTY	\$279,000	2/1/16	NA	RTF 7C Funds	\$279,000
Midland	Midland County Road Commission	Sasse Road	Kent Road to Tittabawassee Road	2	Resurface	Resurface - asphalt overlay	CON	\$144,000	STL	\$18,000	EDD	\$18,000	CNTY	\$180,000	2/1/16	NA	RTF 7C Funds	\$180,000
Midland	Midland County Road Commission	Shaffer Road	Stark Road to M-30	3	Resurface	Resurface - asphalt overlay	CON	\$214,560	STL	\$26,820	EDD	\$26,820	CNTY	\$268,200	2/1/16	NA	RTF 7C Funds	\$268,200
Midland	Midland County Road Commission	Curtis Road	M-30 to Lake Sanford	1.6	Resurface	Resurface - asphalt overlay	CON	\$113,600	STL	\$14,200	EDD	\$14,200	CNTY	\$142,000	2/1/16	NA	RTF 7C Funds	\$142,000
Midland	Midland County Road Commission	Bombay Road	Stark Road to Sturgeon Road	1.6	Resurface	Resurface - asphalt overlay	CON	\$144,000	STL	\$18,000	EDD	\$18,000	CNTY	\$180,000	2/1/16	NA	RTF 7C Funds	\$180,000
Midland	Midland County Road Commission	Hope Road	Shaffer Road to Shearer Road	2	Resurface	Resurface - asphalt overlay	CON	\$144,000	STL	\$18,000	EDD	\$18,000	CNTY	\$180,000	2/1/16	NA	RTF 7C Funds	\$180,000
Midland	Midland County Road Commission	Magruder Road	M-20 to Miller Road	2	Resurface	Resurface - asphalt overlay	CON	\$144,000	STL	\$18,000	EDD	\$18,000	CNTY	\$180,000	2/1/16	NA	RTF 7C Funds	\$180,000
Midland	Midland County Road Commission	Laporte Road	Smiths Crossings to Orr Road	1	Resurface	Resurface - asphalt overlay	CON	\$72,000	STL	\$9,000	EDD	\$9,000	CNTY	\$90,000	2/1/16	NA	RTF 7C Funds	\$90,000
Midland	Midland County Road Commission	9 Mile Road	Hines Road to Chippewa River Road	3.2	Resurface	Resurface - asphalt overlay	CON	\$230,400	STL	\$28,800	EDD	\$28,800	CNTY	\$288,000	2/1/16	NA	RTF 7C Funds	\$288,000
Midland	Midland County Road Commission	Shaffer Road	M-18 to 3.5 miles West of M-18	3.5	Resurface	Resurface - asphalt overlay	CON	\$252,000	STL	\$31,500	EDD	\$31,500	CNTY	\$315,000	2/1/16	NA	RTF 7C Funds	\$315,000
Midland	Midland County Road Commission	Coleman Road	M-20 to .5 miles South of Bradford	4.5	Resurface	Resurface - asphalt overlay	CON	\$324,000	STL	\$40,500	EDD	\$40,500	CNTY	\$405,000	2/1/16	NA	RTF 7C Funds	\$405,000
Midland	Midland County Road Commission	Waldo Road	Baker Road to Monroe Road	6	Resurface	Resurface - asphalt overlay	CON	\$432,000	STL	\$54,000	EDD	\$54,000	CNTY	\$540,000	2/1/16	NA	RTF 7C Funds	\$540,000
Midland	Midland County Road Commission	Baker Road	Swede Road to Jefferson Road	1	Resurface	Resurface - asphalt overlay	CON	\$72,000	STL	\$9,000	EDD	\$9,000	CNTY	\$90,000	2/1/16	NA	RTF 7C Funds	\$90,000

TRANSIT CANDIDATE PROJECTS are transit related projects that had to be rescheduled, have not yet been obligated for federal funding, or could not be officially programmed in the TIP due to uncertainty over the availability of adequate State and local funds to match Federal-aid. Those projects are still identified in the TIP, but in a list separate from the adopted TIP Project List, for informational purposes only. The concept of tracking local "transit candidate projects" is useful to MATS in developing new projects as additional funding materializes, advancing projects if others are dropped, and in general having a ready reminder of project ideas considered at some point in the past that may warrant re-consideration in the near future. Perhaps most important, the project information readily available can facilitate its expeditious amendment to the TIP for implementation as its funding is confirmed.

Supplemental List: MATS FY 2017-2020 Transit Candidate Projects

County	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Cost	MPO/ Rural Approval Date	Air Quality	Comments	Total Project Cost
Midland	County Connection of Midland	Purchase of 10 Tires	County-wide	Transit Operations Equipment	Purchase of 10 tires @ \$125 each	T-Cap	\$1,000	STL/STUL			\$250	TRAL	\$1,250	2/1/16	NA	In case of any unused federal funds	\$1,250
Midland	County Connection of Midland	Purchase of 20 Tires	County-wide	Transit Operations Equipment	Purchase of 20 tires @ \$125 each	T-Cap	\$2,000	STL/STUL			\$500	TRAL	\$2,500	2/1/16	NA	In case of any unused federal funds	\$2,500
Midland	County Connection of Midland	Purchase 2 Computers	883 E. Isabella Road	Transit Facility	Purchase 2 Computers @ \$725 each	T-Cap	\$1,160	STL/STUL			\$290	TRAL	\$1,450	2/1/16	NA	In case of any unused federal funds	\$1,450
Midland	County Connection of Midland	Purchase 4 Computers	883 E. Isabella Road	Transit Facility	Purchase 4 Computers @ \$725 each	T-Cap	\$2,320	STL/STUL			\$580	TRAL	\$2,900	2/1/16	NA	In case of any unused federal funds	\$2,900
Midland	County Connection of Midland	Purchase 7 Computers	883 E. Isabella Road	Transit Facility	Purchase 7 Computers @ \$725 each	T-Cap	\$4,060	STL/STUL			\$1,015	TRAL	\$5,075	2/1/16	NA	In case of any unused federal funds	\$5,075
Midland	County Connection of Midland	Purchase 2 Servers	883 E. Isabella Road	Transit Facility	Purchase 2 Servers @ \$2,900 each	T-Cap	\$4,464	STL/STUL			\$1,116	TRAL	\$5,580	2/1/16	NA	In case of any unused federal funds	\$5,580
Midland	County Connection of Midland	Replace (1) 6-passenger minivan	County-wide	Transit Vehicle Additions/replacements	Replace minivan (veh #33)	T-Cap	\$33,600	5339	\$8,400	CTF			\$42,000	2/1/16	NA	Not yet obligated for funding	\$42,000
Midland	County Connection of Midland	Tire Changer/Balancer	County-wide	Transit Maintenance Equipment	Tire Changer/Balancer	T-Cap	\$13,600	5339	\$3,400	CTF			\$17,000	2/1/16	NA	Not yet obligated for funding	\$17,000
Midland	County Connection of Midland	Compressor	County-wide	Transit Maintenance Equipment	Compressor	T-Cap	\$7,200	5339	\$1,800	CTF			\$9,000	2/1/16	NA	Not yet obligated for funding	\$9,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #35)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #36)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #37)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #38)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000

Supplemental List: MATS FY 2017-2020 Transit Candidate Projects (continued)

County	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Phase	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Cost	MPO/ Rural Approval Date	Air Quality	Comments	Total Project Cost
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #40)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #41)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #42)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #43)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #44)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #45)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #90)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #91)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	County Connection of Midland	Replace (1) Bus	County-wide	Transit Vehicle Additions/replacements	Replace (1) Bus (veh #92)	T-Cap	\$53,600	5339	\$13,400	CTF			\$67,000	2/1/16	NA	Not yet obligated for funding	\$67,000
Midland	Dial-A-Ride Transportation	Up to (2) Replacement Busses	City-wide	Transit Vehicle Additions/replacements	Up to (2) replacement busses with lift and security cameras included	T-Cap	\$66,965	5307	\$16,741	CTF			\$83,706	2/1/16	NA	FY 2017 FTA 5307 Funds	\$83,706
Midland	County Connection of Midland	Floor Sealing	883 E. Isabella Road	Transit Facility	Transit Facility Improvements - Floor Sealing	T-Cap	\$12,000	STL/ 5339			\$3,000	TRAL	\$15,000	2/1/16	NA	RTF 7C Funds/5339 Funds	\$15,000
Midland	County Connection of Midland	Parking Lot Improvement	883 E. Isabella Road	Transit Facility	Transit Facility Improvements - Parking Lot Improvements	T-Cap	\$7,200	STL/ 5339			\$1,800	TRAL	\$9,000	2/1/16	NA	RTF 7C Funds/5339 Funds	\$9,000
Midland	County Connection of Midland	Driveway Paving	883 E. Isabella Road	Transit Facility	Transit Facility Improvements - Driveway Paving	T-Cap	\$6,800	STL/ 5339			\$1,700	TRAL	\$8,500	2/1/16	NA	RTF 7C Funds/5339 Funds	\$8,500

APPENDIX B

Financial Constraint Table

	2017				2018				2019				2020			
	Estimated Federal Revenue	Estimated Non- Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program																
MDOT AC & M Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
MDOT FA Program	\$1,849,705	\$410,166	\$2,259,871	\$2,259,871	\$19,891,188	\$4,410,812	\$24,302,000	\$24,302,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Total MDOT	\$1,849,705	\$410,166	\$2,259,871	\$2,259,871	\$19,891,188	\$4,410,812	\$24,302,000	\$24,302,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local STP	\$1,267,394	\$788,356	\$2,055,750	\$2,055,750	\$1,145,324	\$746,926	\$1,892,250	\$1,892,250	\$1,292,017	\$1,348,483	\$2,640,500	\$2,640,500	\$1,309,499	\$1,018,073	\$2,327,572	\$2,327,572
Local Bridge			\$0	\$0	\$1,205,600	\$301,400	\$1,507,000	\$1,507,000			\$0	\$0			\$0	\$0
Local CMAQ			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Safety	\$1,098,941	\$146,493	\$1,245,434	\$1,245,434			\$0	\$0			\$0	\$0			\$0	\$0
Local Equity Bonus (TEDF)			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Other FHWA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local AC Starts			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Non-Federal			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Sub-Total Local	\$2,366,335	\$934,849	\$3,301,184	\$3,301,184	\$2,350,924	\$1,048,326	\$3,399,250	\$3,399,250	\$1,292,017	\$1,348,483	\$2,640,500	\$2,640,500	\$1,309,499	\$1,018,073	\$2,327,572	\$2,327,572
Total Highway	\$4,216,040	\$1,345,015	\$5,561,055	\$5,561,055	\$22,242,112	\$5,459,138	\$27,701,250	\$27,701,250	\$1,292,017	\$1,348,483	\$2,640,500	\$2,640,500	\$1,309,499	\$1,018,073	\$2,327,572	\$2,327,572
Transit Fund Source	Estimated Federal Revenue	Estimated Non- Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$725,000	\$775,000	\$1,500,000	\$1,500,000	\$725,000	\$725,000	\$1,450,000	\$1,450,000	\$725,000	\$725,000	\$1,450,000	\$1,450,000	\$725,000	\$725,000	\$1,450,000	\$1,450,000
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5310 - Elderly & Disabled			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5311 - Non-UZA	\$452,714	\$2,347,806	\$2,800,520	\$2,800,520	\$452,714	\$2,347,806	\$2,800,520	\$2,800,520	\$452,714	\$2,347,806	\$2,800,520	\$2,800,520	\$452,714	\$2,347,806	\$2,800,520	\$2,800,520
Section 5312 - Research, Development, Demonstration, and Deployment			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5322 - Human Resources and Training			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5324 - Emergency Relief			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5326 - Asset Management Provisions			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5329 - Safety			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5337 - State of Good Repair Grants			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$65,000	\$15,000	\$80,000	\$80,000	\$65,000	\$15,000	\$80,000	\$80,000	\$65,000	\$15,000	\$80,000	\$80,000	\$65,000	\$15,000	\$80,000	\$80,000
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Total Transit	\$1,242,714	\$3,137,806	\$4,380,520	\$4,380,520	\$1,242,714	\$3,087,806	\$4,330,520	\$4,330,520	\$1,242,714	\$3,087,806	\$4,330,520	\$4,330,520	\$1,242,714	\$3,087,806	\$4,330,520	\$4,330,520
Grand Total	\$5,458,754	\$4,482,821	\$9,941,575	\$9,941,575	\$23,484,826	\$8,546,944	\$32,031,770	\$32,031,770	\$2,534,731	\$4,436,289	\$6,971,020	\$6,971,020	\$2,552,213	\$4,105,879	\$6,658,092	\$6,658,092

Glossary of Funding Source Abbreviations

Fund Sources

BHI	Bridge Rehabilitation - Prior 1991 - Interstate	Federal
BHN	Bridge Rehabilitation - National Highway System (NHS)	Federal
BHO	Bridge Rehabilitation - Not Classified, Off System	Federal
BHT	Bridge Rehabilitation - Surface Transportation Program (STP)	Federal
BI08	Build Michigan FY08	Federal
BO	Bridge Not Classified Off System	Federal
BOWD	Business Opportunity & Workforce Development Center	Federal
BRI	Bridge Replacement - Pre 1991 Interstate	Federal
BRN	Bridge Replacement - National Highway System (NHS)	Federal
BRO	Bridge Replacement - Not Classified, Off System	Federal
BRT	Bridge Replacement - Surface Transportation Program (STP)	Federal
CBCD	Corridor & Border Crossing Discretionary	Federal
CBIP	Coordinated Border Infrastructure Program - SAFETEA-LU	Federal
CM	Congestion Mitigation & Air Quality	Federal
CMG	Congestion Mitigation & Air Quality - 100% Federal	Federal
DIG	ISTEA Demonstration 100% Federal on Interstate	Federal
DOG	ISTEA Demonstration 100% Federal Not Classified	Federal
DPN	ISTEA Demonstration 80% Federal on NHS	Federal
DPO	ISTEA Demonstration 80% Federal Not Classified	Federal
DPS	ISTEA Demonstration 80% Federal on STP	Federal
DPSA	Demonstration Project Section 112 Division A	Federal
DST	Donor Bonus Surface Transportation	Federal
DSTU	Donor Bonus Surface Transportation - (Urban > 200,000)	Federal
DSTT	Donor Bonus Surface Transportation - Rural - Trunkline	Federal
EBSL	Equity Bonus - SAFETEA-LU	Federal
EDAF	Economic Development - Category A with Federal Aid	Federal
EDCF	Economic Development - Category C with Federal Aid	Federal
EDDF	Economic Development - Category D with Federal Aid	Federal
EDFF	Economic Development - Category F with Federal Aid	Federal
ER	Emergency Relief	Federal
FBD	Ferry Boat & Terminal Discretionary	Federal
FFH	Federal Forest Highway	Federal
FLH	Federal Land Highways - Public Lands	Federal
HBOA	Highway Bridge Obligation Authority	Federal
HPP	High Priority Projects (Demo)	Federal
HPSL	High Priority Projects - SAFETEA-LU	Federal
HRRR	High Risk Rural Roads - SAFETEA-LU	Federal
HSG	High Speed Rail Crossings - 100% Federal	Federal
HSIP	Highway Safety Improvement Program - SAFETEA-LU	Federal
IM	Interstate Maintenance - No Added Lanes	Federal
IMD	Interstate Maintenance Discretionary	Federal
IMG	Interstate Maintenance - Safety - 100% Federal	Federal
ITS	Intelligent Transportation Systems	Federal
JST	85% Minimum Floor Surface Transportation	Federal
JSTU	85% Minimum Floor Surface Transportation (Urban Area > 200,000)	Federal
LTA	Local Technical Assistance Program	Federal
MG	Minimum Guarantee	Federal
NCII	National Corridor Infrastructure Improvement - SAFETEA-LU	Federal

NH	National Highway System	Federal
NHG	National Highway System - Safety - 100% Federal	Federal
NHI	National Highway Funds on I (Does not Qualify for I)	Federal
NHIM	National Highway Funds on I (Qualifies for IM)	Federal
NHS	National Highway System - MDOT Safety Program	Federal
NRT	National Recreational Trails	Federal
OFHWA	Other FHWA Funds (Specify source in Comments)	Federal
PNRS	Projects of National and Regional Significance	Federal
RP	Research Project	Federal
RPH	American Recovery and Reinvestment Act	Federal
SBD	Scenic Byways - Discretionary	Federal
SIB	State Infrastructure Bank	Federal
SLG	Surface Transportation Safety	Federal
SRHG	Surface Transportation Safety Highway Crossing Hazard Elimination 100%	Federal
SRPG	Surface Transportation Safety Highway Crossing Protection Devices 100%	Federal
SRSE	Safe Routes to School - Either - SAFETEA-LU	Federal
SRSI	Safe Routes to School - Infrastructure - SAFETEA-LU	Federal
SRSN	Safe Routes to School - Non-infrastructure - SAFETEA-LU	Federal
SST	Supportive Services Training	Federal
ST	Surface Transportation Program (STP) - Any Area	Federal
STE	STP - Enhancement	Federal
STG	STP - Safety - 100% Federal for ST	Federal
STH	STP - Safety - Hazard Elimination	Federal
STI	STP - Interstate (90%)	Federal
STL	STP - Local	Federal
STLG	Surface Transportation Safety 100% Fed for STL-Items	Federal
STR	STP - Safety - Rail-Highway Crossing Protection	Federal
STRG	STP - Safety Rail-Highway & Incentive Payment - 100% Federal	Federal
STRH	Surface Transportation Safety Highway Crossing Hazard Elimination	Federal
STRP	Surface Transportation Safety Highway Crossing Protection Devices	Federal
STS	STP - Any Area- MDOT Safety Program	Federal
STT	STP - Trunkline	Federal
STU	STP - Urban Areas > 200,000 Population	Federal
STUG	STP - Urban Areas < 200,000 Population 100%	Federal
STUL	STP - Urban Areas < 200,000 Population	Federal
STUT	STP - Urban Areas < 200,000 Population - Trunkline	Federal
SUG	STP - Safety - 100% Federal for STU	Federal
SUL	Surface Transportation Urban Areas < 200k Population	Federal
SULG	Surface Transportation Urban Areas < 200k Population 100%	Federal
TA	Transportation Alternatives Program Flex	Federal
TAL	Transportation Alternatives Rural	Federal
TAU	Transportation Alternatives Urban Areas > 200K Population	Federal
TAUL	Transportation Alternatives Urban Areas < 200K Population	Federal
TBR	Timber Bridge Fund	Federal
TCP	Tax Compliance Program	Federal
TCSP	Transportation, Community and System Preservation	Federal
TG	Transportation Grant (100% Fed)	Federal
TGR2	TIGER II Discretionary Grant	Federal
TGR3	TIGER III Discretionary Grant	Federal
TIP	Transportation Improvements Projects SAFETEA-LU	Federal
TPFD	Truck Parking Facilities Discretionary	Federal

3038	Section 3038 - Over the Road Bus Program	Transit
3045	Section 3045 - National Fuel Cell Technology Development Program	Transit
5303	Section 5303 - Metropolitan Transportation Planning	Transit
5304	Section 5304 - Statewide Transportation Planning	Transit
5305	Section 5305 - Metropolitan and Statewide Planning	Transit
5307	Section 5307 - UZA Formula	Transit
5308	Section 5308 - Clean Fuels Program	Transit
5309	Section 5309 - Fixed Guide way Capital Investment Grant	Transit
5310	Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	Transit
5311	Section 5311 - Non-UZA	Transit
5312	Section 5312 - Research, Development, Demonstration, and Deployment	Transit
5313	Section 5313 - Transit Cooperative Research Program	Transit
5314	Section 5314 - Technical Assistance and Standards	Transit
5316	Section 5316 - Transit - Section 5316 - Job Access/Reverse Commute	Transit
5317	Section 5317 - Transit - Section 5317 - New Freedom Initiative	Transit
5320	Section 5320 - Alternative Transportation in Parks and Public Lands	Transit
5322	Section 5322 - Human Resources and Training	Transit
5324	Section 5324 - Emergency Relief	Transit
5326	Section 5326 - Asset Management Provisions	Transit
5329	Section 5329 - Safety	Transit
5337	Section 5337 - State of Good Repair Grants	Transit
5339	Section 5339 - Bus and Bus Facilities	Transit
5505	Section 5505 - University Transportation Centers Program	Transit
BI04	Build Michigan Bond Issue 2004	State
BI06	Build Michigan Bond Issue 2006	State
BI08	Build Michigan Bond Issue 2008	State
BT01	Bond Trunkline Roads for First Issue	State
CTF	Comprehensive Transportation Fund	State
EDA	Economic Development - Category A	State
EDC	Economic Development - Category C	State
EDD	Economic Development - Category D	State
EDF	Economic Development - Category F	State
JT07	Jobs Today Bond Issue 2007 GARVEE (State AC for Federal GARVEE Bonds)	State
LFMP	Local Fund Match Program - 100% Local	State
M	State Funds - Michigan Betterment	State
MBS	Michigan Budget Stabilization	State
MBWB	Michigan Blue Water Bridge	State
MCS	State Funds - Critical Structures	State
MDA	Drainage Assessment	State
MER	Emergency Program	State
MIR	State Funds - Institutional Roads	State
MRR	Michigan Railroad	State
MRRF	Michigan Revolving Real Estate Fund	State
MS	Safety Program	State
MTB	Turn back Program	State
SIBG	100% State Infrastructure Bank	State
CITY	Local - City (Specify city in Comments)	Local
CNTY	Local - County (Specify county in Comments)	Local
OLF	Other Local Funds (Specify local fund source in Comments)	Local
PRVT	Private (Non-governmental)	Local
TRAL	Local - Transit Authority Funds (Specify transit authority in Comments)	Local
TWP	Local - Township (Specify township in Comments)	Local
VLG	Local - Village (Specify village in Comments)	Local

Primary Work Types

Bridge - other
Bridge replacement
Bridge restore & rehabilitate
New route/structure (capacity increase)
Reconstruct
Restore & rehabilitate
Resurface
Roadside facility
Traffic ops/safety
Widen - major (capacity increase)
Widen - minor
Transit capital
Transit communication equipment
Transit facility
Transit maintenance equipment and parts
Transit operations
Transit operations equipment
Transit vehicle additions/replacements
Transit vehicle rehabilitation
Aviation
GPA
Heritage routes
Intermodal/multimodal
Marine/port
Planning and research
Rail
Studies
Wetland mitigation

Surface Transportation
Surface Transportation
Surface Transportation
Surface Transportation
Surface Transportation
Surface Transportation
Surface Transportation
Surface Transportation
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Transit
Miscellaneous
Miscellaneous
Miscellaneous
Miscellaneous
Miscellaneous
Miscellaneous
Miscellaneous
Miscellaneous

Amendment Type

Add
Delete
Cost
Scope
Year

Phase

EPE – Early Preliminary Engineering
PE – Preliminary Engineering
ROW – Right of Way
CON – Construction
T-Cap – Transit Capital
T-Ops – Transit Operations
SUB – Sub-Structure Design
UTL – Utility

APPENDIX C

MIDLAND AREA TRANSPORTATION STUDY

MATS Resolution regarding FY 2017-2020 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 2017-2020 Transportation Improvement Program"* has been developed pursuant to Section 134 of title 23, United States Code, and

WHEREAS, the Midland Area Transportation Study *"FY 2017-2020 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 2017-2020 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 2017-2020 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 2017-2020 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 450.334, 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:

- I. 49 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. 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;
- VII. 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;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Director
Midland Area Transportation Study

David E. Wresinski, Director
Bureau of Transportation Planning

Date

Midland Area Transportation Study (MATS)

Public Notice

Public Comment and Open House Regarding MATS' 2017-2020 Transportation Improvement Program

The Midland Area Transportation Study (MATS) is seeking public comment on the proposed 2017-2020 Transportation Improvement Program. The TIP outlines future programmed improvements to the area's transportation system. It is available for review at the MATS office or on the MATS website at www.midlandmpo.com. The public can submit comments to MATS by mail - MATS, 220 W. Ellsworth Street, Suite 326, Midland, MI 48640, e-mail - info@midlandmpo.com, or phone - 989-832-6812; Comments to be submitted by May 24, 2016. An "Open House" to discuss the TIP will be held on Thursday, May 12, 2016 from 4:00 PM to 7:00PM at the Grace A. Dow Memorial Library, Community Room, 1710 W. St. Andrews Street, Midland. Pursuant to the Americans with Disabilities Act, aids/services may be requested to participate in the meeting.

(As placed in newspaper and on MATS website)

Midland Area Transportation Study

AFFIDAVIT – PROOF OF PUBLICATION

STATE OF MICHIGAN
COUNTY OF MIDLAND

Public Notice
MATS' 2017-2020
Transportation Improvement Program

PAULA C. ST. LOUIS being duly sworn, disposes and says that I am a representative of Midland Daily News, a daily newspaper published and circulated in the County of Midland, and that a notice, of which the annexed

printed notice is a true copy, has been published in said paper once in each week for 3 successive weeks 5 times and that the first publication thereof was on the 10th day of April 2016 and the last publication thereof was on the 12th day of May 2016

See
Attached
Rider

Paula C St Louis

PAULA C. ST. LOUIS

Subscribed and sworn to before me this 14 day
of Apr 20 16

Joyce Dittenber

Joyce Dittenber – NOTARY PUBLIC for Midland County – Acting in
Midland Co.

My commission expires June 16, 2017

Printers fee 535.80
Affidavit chg 80.00
Total Charges 543.80
(Times 5)

JOYCE DITTENBER
NOTARY PUBLIC, STATE OF MI
COUNTY OF MIDLAND
MY COMMISSION EXPIRES Jun 16, 2017
ACTING IN COUNTY OF

Published in Midland Daily News
Midland Michigan

Public Notice
Public Comment and Open House Regarding
MATS' 2017-2020 Transportation
Improvement Program

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2016
Publication Dates

April	10
April	28
May	1
May	8
May	12

Midland Area Transportation Study (MATS)

Policy Committee Meeting Minutes

Tuesday, June 7, 2016

1. Call to Order/Quorum Verification

The meeting was called to order at 11:03 AM by Chairman Brad Kaye.

Those present were: Brad Kaye* (City of Midland), Terry Palmer* (Midland County Road Commission), Jan Yuergens* (Midland Dial-A-Ride), Russ Varner* (Homer Township), Mike Wood* (Jerome Township), Kevin Wray* (Lincoln Township), Chuck Tabb* (Ingersoll Township), Patricia Rayl* (City of Auburn), Bob Carl* (Village of Sanford), Paul Wasek* (Williams Township), Jay Reithel* (MDOT - Bay Region), Maja Bolanowska (MATS), Jonathan Myers (MDOT - Mt. Pleasant TSC), Dave Engelhardt (EMCOG), Don Mayle (MDOT-SUTA), Jon Roberts (MDOT-SUTA), Katie Beck (MDOT-SUTA), and Cody Roblyer (MATS).

*voting members or alternates

2. Changes to the Agenda

Maja Bolanowska requested that title of agenda item 7.A.12 be changed to "New TIP Amendments and Administrative Modifications".

3. Approval of May 3, 2016 Minutes

A motion was made by Terry Palmer and seconded by Patricia Rayl to approve the minutes as presented. Motion Carried.

4. Public Comment

There were no public comments brought before the committee.

5. Reports of officers

A. Project Updates

Terry Palmer provided an update regarding Midland County Road Commission projects. The 2016 Urban project (Gordonville Road at Bullock Creek High School) has begun; completion is set for October 2016. 2016 Rural projects have been delayed; however work should begin in the next couple weeks. Scheduled paving projects on the county roads have started. MCRC will be rebuilding a bridge in house on Jefferson Road over Herner Drain beginning next week.

Jonathan Myers reported on various MDOT projects occurring in the area. Construction began last month on the first segment of the M-18 project (US-10 to Shaffer Road). Work will continue on this portion until the end of June, and then it will transition to the other segment of the project (Shaffer Road to the County line). Construction has started on M-20 from 9 Mile Road to M-30 with work continuing throughout mid-June. M-20 from Magruder Road to 9 Mile Road is currently being designed for a February 2017 letting with construction planned to occur in spring/summer 2017. Repair work

has begun on US-10 and US-10 BR bridges throughout Midland (including Eastman Avenue, Jefferson Avenue, Waldo Road, Ashman Road, Saginaw Road). Saginaw Road and Waldo Road bridges will be completed first with work transitioning to the other bridges over the summer. All bridge work should be completed by Labor Day. Design work has also been progressing regarding the M-20 bridge project over the Tittabawassee River.

Jonathan reported that a mill and resurface project was just approved for Eastman Avenue from Saginaw Road to Wackerly Road. Maja indicated that this project is not utilizing federal funding so it does not need to be included on MATS' TIP unless it is considered "regionally significant". Since the limits of the project are relatively short and the type of work is minor, the Technical Committee recommended the project be considered non-regionally significant. A short discussion followed. A motion was made by Patricia Rayl and seconded by Terry Palmer to support the Technical Committee's recommendation and consider the project non-regionally significant. Motion approved.

Jay Reithel updated the Committee regarding the ongoing US-10 BR study. Alternative scenarios have been identified and modeled by the consultant with assistance from MDOT. Information regarding the alternative scenarios will be sent to the project's steering committee members on June 15th for a one-week review period. Early preliminary engineering drawings regarding the alternative scenarios will be available by July 13th. The steering committee will then meet the week of July 25th for a final review of the alternative scenarios. A stakeholder meeting will be held the week of August 8th and a public information meeting will be held mid-September. Final submittal of the report will be near the end of September.

Brad Kaye updated the Committee regarding City of Midland projects. The Sugnet Road project is underway; it is a new construction with limits from Northwood Drive to Dublin Road. The project is expected to be completed by the end of June. Ongoing local road projects include Saginaw Road between Eastman Avenue and Tucker Street, Main Street from Jerome Street to Post Street. The planning process regarding streetscape improvements in downtown Midland has begun.

B. MDOT Update/Legislative Update

There was no MDOT or legislative update presented to the Committee.

6. Agency Reports

A. MATS Administrative Update

Billings/Reimbursements/Announcements

Maja indicated that MATS' bank account balance is approximately \$40,000. Third quarter billings regarding work conducted will be prepared shortly. Second quarter reimbursements have been received, however PL 112/5304 reimbursements are \$4,350 less than what was billed for; Pamela Boyd is looking into this issue.

B. MATS Work Tasks Update

Maja stated that within past month work has been done regarding the Long Range Plan (LRP), as well as 2014-2017 and 2017-2020 TIPs (including 2016-2020 project updates and report preparation for new TIP, as well as a TIP transmittal regarding previously approved amendments/modifications to FY 2016 and FY 2017 projects). A two day environmental justice training held in Lansing was completed by MATS staff. A Disadvantaged Business Enterprise (DBE) reports have been submitted to MDOT regarding FHWA/FTA funding (required twice a year). A MATS' insurance renewal has been completed as well.

7. Unfinished and New Business

A. Transportation Improvement Program

A1. 2014-2017 TIP

A11. Administrative Modifications - May 2016 processed by staff

Maja reported that since the last Committee meeting, there have been four Administrative Modifications done by MATS staff to the 2014-2017 TIP. These administrative changes have been submitted to MDOT with the latest TIP transmittal. There were two additions (DART projects moved from transit candidate list) and two cost changes to MCRC GPAs resulting from changes to individual projects (including two additions, one deletion, and one cost change). Also, there are two modifications to supplemental lists. Those administrative modifications were described during the meeting and are summarized herein (detailed information in attached documents):

FY 2014-2017 TIP

- FY 2016 - DART: Hoist for Transit Facility, 5339 Funds; **ADD** (Admin Mod.)
- FY 2016 - DART: Mobile Data Terminals, 5339 Funds; **ADD** (Admin Mod.)
- FY 2016 - MCRC: Local Highway GPA, STL Funds; **COST** (Admin Mod.)
- FY 2017 - MCRC: Local Highway GPA, STL Funds; **COST** (Admin Mod.)

FY 2014-2017 GPA Details

- FY 2016 - MCRC: Shearer Road from Swede to Jefferson; **COST**
- FY 2016 - MCRC: Shearer Road from Jefferson to 1 Mile West; **ADD**
- FY 2017 - MCRC: Shearer Road from Jefferson to 1 Mile West; **DELETE**
- FY 2017 - MCRC: Freeland Road from Kane to Poseyville; **ADD**

FY 2014-2017 Transit Candidate List

- FY 2016 - DART: Hoist for Transit Facility, 5339 Funds; **DELETE** (Admin. Mod.)
- FY 2016 - DART: Mobile Data Terminals, 5339 Funds; **DELETE** (Admin. Mod.)

No action required regarding above noted modifications by Committee. Note: FY 2017-2020 TIP will be updated accordingly so 2017 projects match exactly.

A12. New TIP Amendments and Administrative Modifications

Maja indicated that there are four proposed TIP Amendments (four additions) and three Administrative Modifications (two projects moved from transit candidate list and one cost change). Also, there are two modifications to supplemental lists. All changes were described during the meeting and are summarized herein (detailed information provided in attached documents):

FY 2014-2017 TIP

- FY 2016 - MCRC: Gordonville Road from 4 ¾ Mile to Homer, PE Phase, HRRR Funds; **ADD** (TIP Amendment)
- FY 2017 - MCRC: Gordonville Road from 4 ¾ Mile to Homer, CON Phase, HRRR Funds; **ADD** (TIP Amendment)
- FY 2016 - DART: Operating Assistance, 5307 Funds; **COST** (TIP Amendment)
- FY 2017 - DART: Operating Assistance, 5307 Funds; **COST** (Admin. Mod.)
- FY 2017 - DART: Gate Replacement, 5307 Funds; **ADD** (Admin. Mod.)
- FY 2017 - DART: Bus Replacement, 5339 Funds; **ADD** (Admin. Mod.)
- FY 2016 - CCM: Three replacement buses, 5339 Funds; **ADD** (TIP Amendment)

FY 2014-2017 Transit Candidate List

- DART: Gate Replacement, 5307 Funds; **DELETE** (Administrative Modification)
- DART: Bus Replacement, 5339 Funds; **DELETE** (Administrative Modification)

A motion for approval of the above-noted TIP Amendments/Administrative Modifications was made by Terry Palmer and seconded by Patricia Rayl. Motion carried. Note: FY 2017-2020 TIP will be updated accordingly so 2017 projects match exactly.

A2. 2017-2020 TIP

A21. Review of process, TIP Projects, Documentation, MDOT Placeholder GPAs

Maja stated that MATS is required to prepare a Transportation Improvement Program every four years which includes all federally funded projects over a next four-year period. These projects are derived and vetted cooperatively by all participating agencies. Projects included in the TIP must be fiscally constrained, analyzed based on environmental justice considerations, and undergo a public review process. The 2017-2020 TIP (including Project List and Report documenting the process and containing other supplemental information) have been prepared and have been made available to the public and for the Committee's review.

Maja noted that MDOT has set up General Program Accounts (GPAs) for projects expected to occur in FY 2018-2020. These GPAs include allocations that are projected to be spent in the MATS area; however they do not include details of individual projects as yet. For this reason, these GPAs have not been added to the 2017-2020 TIP Project

List. It is at the discretion of the Technical and Policy Committees to add or not add them to TIP as of this time. Maja recommended that the “empty” GPAs not be included on the TIP until details of projects are made available. This would allow MATS to review/approve GPAs with individual project details rather than approving “empty” GPAs, allowing MDOT to change projects at their own discretion. A short discussion regarding the matter followed. It was decided to not include the MDOT GPAs on the 2017-2020 TIP until detailed project information is made available.

Following the GPA discussion, Jan Yuergens mentioned that DART has to provide documentation of their projects within both the TIP Report and TIP Project List during grant application process. Therefore, DART would like to see all the latest updates to their projects reflected in the 2017-2020 TIP Report. Upon further discussion, the decision was made to have the 2017-2020 TIP Report updated regarding any recent changes to any projects by all agencies.

A22. Public Hearing regarding 2017-2020 TIP

The June 7, 2016 Policy Committee Meeting was recessed and a Public Hearing regarding the 2017-2020 TIP was opened at 11:44 AM.

Policy Committee Chairman Brad Kaye solicited public comments.

There were no public comments made regarding the 2017-2020 TIP. The Public Hearing was closed and the Policy Committee Meeting commenced at 11:45 AM.

A23. 2017-2020 TIP Report - review & recommendation for adoption

Maja indicated that the 2017-2020 TIP Report has been updated regarding changes made to projects at last month’s Committee meetings. The report fulfills all federal requirements as to the TIP process, how the report is to be prepared, as well as what information is included (public involvement, environmental justice analysis, financial constraint, etc). A motion was made by Mike Wood and seconded by Terry Palmer to approve the 2017-2020 TIP Report as presented with most recent project updates (regarding DART/MCRC projects) to be incorporated. Motion carried.

A24. MATS Resolution regarding 2017-2020 TIP

Maja indicated that a resolution regarding the 2017-2020 TIP has been prepared. It states that the TIP Report has been prepared in accordance to all federal regulations. The resolution must be adopted by MATS Policy Committee and included in the TIP Report. A motion was made by Terry Palmer and seconded by Patricia Rayl to approve the resolution as presented. Motion carried.

B. FY 2017 Unified Work Program (UWP) - Update

Maja reported to the Committee that the FY 2017 UWP was sent to MDOT for their review/approval a few weeks prior. No indication of recommended changes or UWP approval has been received at this time.

C. GLBR Model & MATS' Long Range Plan

C1. Model Results for Base Year

Don Mayle recapped the discussion that took place at the Technical Committee meeting. He reported that the GLBR Travel Demand Model (TDM) is a tool used to evaluate the effect of proposed capacity projects on future traffic volumes and traffic patterns in the region. The TDM has been calibrated for base year 2014 utilizing traffic counts and regional socio-economic data. This process mainly ensures the accuracy of the model and the results that are being obtained from it. Mayle then described level of service (LOS) and how it applies to the data that is being outputted from the model. For example, LOS E means roadway segments are congested to the point that some vehicles may divert to another route. A segment with a LOS E is defined as 1.0 or greater (calculated by volume over capacity); there were no segments in the MATS area with a LOS E. However, a few areas with a 0.8 to 1.0 on this same scale were found in the MATS area; this is represented as a LOS D. A LOS D means that a segment is somewhat congested, but not to the point that a vehicle would potentially divert to another route. A map with segments at a LOS D was presented to members of the Committee. These segments included Jerome Street from Main Street to Indian/Buttles, Ashman Street from Cambridge Street to Washington Street, Jefferson Road near Wackerly Street, and Eastman Avenue north of US-10. A short discussion followed regarding the accuracy of the model results.

Paul Wasek mentioned that the model results for Bay, Midland, and Saginaw Counties should be presented at the same time to those interested. Mayle responded that a meeting will be held in the future where this will occur. Dates of this meeting will be made available at a later time.

C2. Future Capacity Projects - Opening Discussion

Don Mayle stated that the next step in the modeling process includes gathering potential future capacity projects from local agencies. These projects will be included in the model to test for traffic pattern changes and assess future capacity deficiencies, results will be presented at a later date. At the Technical Committee, it was decided that the local road agencies would meet in the next few days/weeks to discuss the matter and come up with capacity project to be tested.

C3. LRP Report - Progress Update

Cody Roblyer indicated that the current draft of Long Range Plan (LRP) is comprised of 12 chapters based on elements recommended by MDOT to be included in the plan. 5 of the 12 chapters are mostly complete; they consist of material that is already available to MATS staff including background information regarding the region and the existing transportation system. A majority of the remaining chapters cannot be written yet, awaiting information and results from the travel demand model process and project scenario evaluation. MATS staff will be working with the MDOT-SUTA division and local agencies to assist in this process. Cody noted that MATS staff is looking for feedback regarding the current draft LRTP from members of the Committee; copies can be provided upon request. Feedback from members will help develop a more inclusive and comprehensive LRP.

D. Regional Safety Plan - Update

Maja reported that MDOT, in partnership with HRC consultants, is in the process of developing a Regional Safety Plan for the EMCOG region. The plan is a formal document that will define key emphasis areas and strategies that impact local roads and will provide a framework to accommodate safety enhancements. Last month an update was provided at rural elected official meetings in Bay City and Mount Pleasant regarding the Regional Safety Plan. MDOT/HRC is requesting that local road agencies submit road segments with safety issues so that they can be analyzed along with other historically known problem areas. Results of the analysis will be presented at a kick-off meeting later this summer to discuss and frame potential emphasis areas regarding safety improvements within the region.

E. Midland County Public Transportation Study - Update

Maja stated that MDOT has given approval to proceed with the Midland County Public Transportation Study. RLS & Associates has been chosen as the consultant for this project. RLS will be visiting Midland on June 17th to conduct a kick-off meeting, obtain background information and discuss future work activities regarding the Study. RLS would also like to meet one-on-one with DART and CCM to receive individual feedback from local transit agencies. The entire study should take approximately 9 months to complete.

F. Potential cancellation of July 5, 2016 meeting

Maja recommended that the July 5, 2016 meeting be cancelled unless anything crucial is received and needs to be processed (like amendments to FY 2016 TIP Projects). A hold or cancellation notice will be provided to Committee members within next 2 weeks. The Committee was in support of this plan.

8. Adjournment

The June 7, 2016 MATS Policy Committee meeting was adjourned at 12:15 PM. The next meeting is scheduled for August 2, 2016 at 11:00 AM.

Respectfully submitted,

Maja Bolanowska, Director
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