

# Metropolitan Planning Organization Midland Area Transportation Study



## 2023 ANNUAL OBLIGATION REPORT

### INTRODUCTION

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

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

The Infrastructure Investment and Jobs Act (IIJA), otherwise known as Bipartisan Infrastructure Law (BIL), was passed into law in 2021, and it provided funding for current transportation programs to be continued and improved, as well as new efforts to address future transportation concerns. The IIJA is essentially a continuation of the FAST Act, MAP-21, SAFETEA-LU, TEA-21 and the ISTEA.

Through the current and previous legislations, the Metropolitan Planning Organizations (MPOs) had been assigned a significant role in the review/planning of transportation infrastructure and programming of transportation projects to be completed in any given year. Each MPO produces and maintains a short-term (4-year) Transportation Improvement Program (TIP), and a long-term (20+ years ahead)

Metropolitan Transportation Plan. The development and administration of these two documents is an important duty of MPOs, helping to plan future transportation system investments within the MPO planning area. After the conclusion of each programming year, MPOs must disclose to local governments, stakeholders and the public "an annual listing of obligated projects."

## MATS 2023 LISTING OF OBLIGATED TRANSPORTATION PROJECTS

Multiple categories of federal funding are available within the MATS area for infrastructure, including: surface transportation, safety, highway improvement, bridge improvement, economic development, carbon reduction program. Transit agencies receive operating and transit capital funding from Sections 5307, 5310, 5311 and 5339 federal grants. State and local funding is used to augment federal funding. The Michigan Department of Transportation (MDOT) uses numerous categories of federal funds to maintain and improve the state trunkline roads and bridges in the area. All categories represent federal gas tax revenues coming back to the local community. MATS receives funding from FHWA and FTA for the conduct of transportation planning activities and its administration, as well as state funding from the TAMC towards promoting asset management principles and surface condition ratings.

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*Overall, transportation funding totaling over \$15 million was invested into the MATS area transportation network in FY 2023, comprised of \$8.61 million in Federal funds, \$4.07 million in State funds and \$2.33 million in Local funds. Over \$5.45 million in Federal funds was obligated on road, bridge and other infrastructure projects within MATS area. Obligated transit programs totaled \$2.75 million in federal funds.*

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It is crucial to understand the difference between obligated and completed/constructed. Obligation is a term used in federal budgeting and financial management that refers to a legally enforceable commitment that will result in outlays, either now or in the future. When a government agency signs a contract to build a road, for example, it takes on an obligation. A project might have been "planned" (scheduled) in a previous fiscal year, with financing "obligated" in fiscal year 2023. Some projects that were completed (constructed) in 2023 were "obligated" in previous fiscal years and will not appear on this list. On the other hand, certain projects that were "obligated" in 2023 may not be completed until 2024 or 2025.

The listing of all FY 2023 obligated projects/transportation activities for the MATS area is shown in the attached table with funding abbreviations explained below. Any questions may be addressed to Maja Bolanowska, MATS Director, at 989-832-6813 or at [majab@midlandmpo.org](mailto:majab@midlandmpo.org)

BFP or BFPO or BHT or BRT – Bridge Replacement, Rehabilitation, Capital Preventive Maintenance  
CTF – Michigan State Funding (Transit)    CTFR – Michigan State Funding (Rail)    CRSM – Carbon Reduction Program  
EDD – Transportation Economic Development, Cat D    EMRP – Earmark    ER – Emergency Transportation Improvement Funding  
HIPS – Highway Improvement Program    HSIP – Highway Safety Improvement Program  
M or MCS – Michigan State Funding (Roads, Bridges, Safety, other infrastructure improvements)  
MTF – Michigan State Funding (Asset Management)    NH – National Highway System Improvements  
PL112 – FHWA Transportation Planning Funds  
ST or ST-Flex or STG – Surface Transportation Program    STL – Surface Transportation (Rural)    STUL – Surface Transportation (Urban)  
TAUL – Transportation Alternatives Program  
5303 - FTA Transit Planning Funds    5307 – FTA Urban Transit Assistance (Operating or Capital)    5311 – FTA Rural Operating Assistance  
5310 – FTA Older Adults or Persons with Disabilities Transportation Assistance  
5339 – Transit Capital Improvements (Rural or Urban)    5339c – FTA Low or No Emission Program

# Midland Area Transportation Study

## FY 2023 Listing of Obligated Transportation Projects

Project Name	Work Type	Responsible Agency	Fund Source	Fed. Programmed Amount	Fed. Obligated Amount	State Programmed Amount	State Allocated Amount	Local Programmed Amount	Local Allocated Amount
E Tittabawassee Road (Sasse Road to Orr Road) – Fed Aid Buyout Program	Road Rehabilitation - Milling and Two Course Asphalt Resurfacing	Midland County	STUL/EDD	\$713,000	\$0	\$84,574	\$726,274	\$152,426	\$686,819
N. Saginaw Road (Pinesboro Drive to 1300 ft west of Dublin Road)	Road Rehabilitation - Milling and Two Course Asphalt Resurfacing	Midland County	STUL	\$746,249	\$744,009	\$0	\$0	\$403,751	\$402,384
N. Waldo Road (Monroe Road to 0.23 miles south of Wackerly Road)	Road Rehabilitation - Milling and Two Course Asphalt Resurfacing	Midland County	STUL & ST-Flex	\$399,000	\$323,171	\$0	\$0	\$161,000	\$130,403
N. Eastman Road (Monroe Road to Mier Road)	Capital Preventive Maintenance – Milling & One Course Asphalt Overlay	Midland County	STUL & HIPS & CRSM	\$798,369	\$826,519	\$0	\$0	\$446,906	\$463,826
N. Eastman Road (Monroe Road to Mier Road)	Capital Preventive Maintenance – Milling & One Course Asphalt Overlay	Midland County	EMRP (Earmark)	\$243,780	\$243,780	\$0	\$0	\$60,945	\$60,945
Bridge #7004 (S 4 ¾ Mile Road)	Bridge CPM – Capital Preventive Maintenance	Midland County	BFPO	\$178,331	\$203,789	\$0	\$0	\$9,386	\$10,726
Bridge #6947 (9 Mile Road)	Bridge CPM – Capital Preventive Maintenance	Midland County	BFP / MCS	\$105,274	\$106,398	\$19,739	\$19,950	\$0	\$0
Bridge #6931 (Freeland Road)	Bridge CPM – Capital Preventive Maintenance	Midland County	BFP / MCS	\$119,530	\$120,806	\$22,412	\$22,651	\$0	\$0
Bridge #6999 (W. Gordonville Road over Little Salt River)	Bridge Rehabilitation	Midland County	BFPO	\$140,220	\$140,220	\$0	\$0	\$132,173	\$128,779
N. Waldo Road at Monroe Road	Traffic Safety – Construct Roundabout	Midland County	HSIP	\$600,000	\$600,000	\$0	\$0	\$150,017	\$280,826
Various Locations in Midland County	Traffic Safety – Intersection Signing	Midland County	HSIP	\$200,000	\$200,000	\$0	\$0	\$50,000	\$75,345
West Curtis Road (11 Mile Road to ¼ mile east of 11 Mile Road)	Road Rehabilitation – Permanent Road Repairs	Midland County	ER	\$63,152	\$64,761	\$0	\$0	\$15,788	\$16,190
East Pine River Road (Hubert Road to Woodstock Road)	Road Rehabilitation – Permanent Scour Repair	Midland County	ER	\$110,854	\$114,212	\$0	\$0	\$27,713	\$28,552
Redstone Road (Meridian Road to 7 Mile Road)	Road Rehabilitation – Permanent Road Repairs	Midland County	ER	\$20,060	\$27,973	\$0	\$0	\$5,015	\$6,993
M-20 (from 0.5 miles west of Magruder Road to 9 Mile Road)	Culvert Rehabilitation – 4 locations - ROW and CON Phases	MDOT	ER	\$108,525	\$107,505	\$27,131	\$26,876	\$0	\$0
6 Bridges in Midland County	Bridge CPM (Capital Preventive Maintenance) – Scour Protection	MDOT	ER	1,011,204	\$1,011,604	\$252,801	\$252,901	\$0	\$0
US-10 EB & WB over GTR Railroad Tracks	Bridge Miscellaneous – Railroad Oversight	MDOT	M	\$0	\$0	\$60,000	\$59,570	\$0	\$0
US 10 Business Route/M-20 (Jerome Street to Washington Street)	Reconstruction – ROW Phase	MDOT	NH	\$327,400	\$327,400	\$64,432	\$72,600	\$8,168	\$0
Signing upgrade - Various locations in Midland County	Traffic Safety – Non-freeway signing upgrade – PE Phase	MDOT	STG	\$20,000	\$20,000	\$0	\$0	\$0	\$0
Longitudinal Pavement Markings - Various locations in MATS area	Traffic Safety – Longitudinal pavement marking application on trunklines – PE & CON	MDOT	HSIP	\$205,370	\$271,837	\$22,819	\$30,628	\$0	\$0
Special Pavement Markings - Various locations in MATS area	Traffic Safety – Special pavement marking application on trunklines – PE Phase	MDOT	HSIP	\$549	\$549	\$61	\$61	\$0	\$0
Retroreflectivity readings - Various locations in MATS area	Traffic Safety - Pavement marking retroreflectivity readings on trunklines – CON	MDOT	HSIP	\$1,786	\$1,786	\$198	\$198	\$0	\$0
Various Locations along Lake State Railway	Railway upgrades – hot box detector and automatic equipment identification	MDOT	CTFR	\$0	\$0	\$194,352	\$194,351	\$0	\$0
US-10 EB (Bay/Midland County Line to 1000 ft E of railroad bridge)	Planning, Research & Design – Roadway planning/scoping – EPE Phase	MDOT	M	\$0	\$0	\$250,000	\$250,000	\$0	\$0
<b>Total (Road, Bridge, Safety, Rail, Non-Motorized Projects)</b>				<b>\$6,112,653</b>	<b>\$5,456,319</b>	<b>\$998,519</b>	<b>\$1,656,060</b>	<b>\$1,623,288</b>	<b>\$2,291,788</b>
FY23 Section 5310 Operating Assistance/New Freedom program for CCM	Transit Operating	County Connection of Midland (CCM)	5310	\$40,000	\$40,000	\$40,000	\$0	\$0	\$40,000
FY23 Section 5311 Transit Operating assistance for CCM	Transit Operating	County Connection of Midland (CCM)	5311	\$1,145,648	\$1,145,648	\$0	\$0	\$0	\$0
FY23 State Local Bus Operating Assistance for CCM	Transit Operating	County Connection of Midland (CCM)	CTF	\$0	\$0	\$1,100,616	\$1,100,616	\$0	\$0
FY23 State Local Bus Operating Assistance for DART	Transit Operating	Dial a Ride Transportation (DART)	CTF	\$0	\$0	\$864,187	\$864,187	\$0	\$0
CCM and DART Transit Collaboration Study (additional funding)	Transit Operating	Dial a Ride Transportation (DART)	CTF	\$0	\$0	\$8,459	\$8,459	\$0	\$0
FY23 Section 5310 program - mobility management (continuation)	Transit Capital	County Connection of Midland (CCM)	5310	\$72,000	\$72,000	\$18,000	\$18,000	\$0	\$0
FY 2022 Section 5339 Program - Transit Vehicle replacement by CCM	Transit Capital	County Connection of Midland (CCM)	5339	\$55,678	\$55,678	\$13,919	\$13,919	\$0	\$0
FY 2023 Section 5339 program – Purchase of 3 Transit Vans by CCM	Transit Capital	County Connection of Midland (CCM)	5339	\$216,470	\$216,470	\$54,118	\$54,118	\$0	\$0
Additional state funding for FY22 bus purchase by CCM due to price increase	Transit Capital	County Connection of Midland (CCM)	CTF	\$0	\$0	\$15,225	\$15,225	\$0	\$0
FY22 Transit Capital Preventive Maintenance for DART	Transit Capital	Dial a Ride Transportation (DART)	5307	\$140,000	\$140,000	\$35,000	\$35,000	\$0	\$0
FY23 Transit Capital Preventive Maintenance for DART	Transit Capital	Dial a Ride Transportation (DART)	5307	\$140,000	\$140,000	\$35,000	\$35,000	\$0	\$0
Section 5307 - Replacement of 5 buses (#17, 20, 21, 22, 23) by DART	Transit Capital	Dial a Ride Transportation (DART)	5307	\$569,960	\$569,960	\$142,490	\$142,490	\$0	\$0
Section 5339 - Replacement of 2 buses with 2 electric transit vans by DART	Transit Capital	Dial a Ride Transportation (DART)	5339	\$155,200	\$155,200	\$50,918	\$50,918	\$0	\$0
Section 5339 - Replacement of bus #18 and additional funds for #15 & #16 due to price increases	Transit Capital	Dial a Ride Transportation (DART)	5339	\$203,176	\$203,176	\$50,794	\$50,794	\$0	\$0
FY22 Low/No Emission Program - Workforce Development Training by DART	Transit Capital	Dial a Ride Transportation (DART)	5339c	\$12,057	\$12,057	\$0	\$0	\$0	\$0
<b>Total (Transit Operating and Capital Programs)</b>				<b>\$2,750,189</b>	<b>\$2,750,189</b>	<b>\$2,428,726</b>	<b>\$2,388,726</b>	<b>\$0</b>	<b>\$40,000</b>
MPO - MATS - Transportation & Transit Planning	FY 2024 (10/01/2023 - 9/30/2024) Planning Funds for MATS Administration	MATS	PL112/ FTA 5303	\$217,040	\$217,040	\$0	\$0	\$48,128	\$48,128
MPO - MATS - Transportation Alternatives Program	TAP Funds for MATS NMT Pilot Study (Trail Route Planning)	MATS	TAUL	\$192,000	\$192,000	\$0	\$0	\$48,000	\$48,000
MPO – MATS - Asset Management	FY 2024 Asset Management Program within MATS area	MATS	MTF	\$0	\$0	\$21,000	\$21,000	\$0	\$0