



FY 2020-23 Transportation Improvement Program

Saginaw Metropolitan Area Transportation Study

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Saginaw County
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Fiscal Years 2020– 2023

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Chapter 1

Introduction and Overview

The Transportation Improvement Program (TIP) is an integral part of the planning process for the Saginaw Metropolitan Area Transportation Study (SMATS). According to the latest federal transportation bill, the FAST Act, a TIP must be developed for the Saginaw urbanized area by SMATS in cooperation with the State and transit operators. The TIP must be updated and approved at least every four years by SMATS and the Governor. It must include all projects to be funded under Title 23 and the Federal Transit Administration (FTA). There must be a reasonable opportunity for public comment prior to TIP approval. The TIP must be updated at least every four years, cover a period of not less than 4 years and must include a priority list of projects to be carried out in the first 4 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, SMATS shall take into account 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. The TIP must also be consistent with the SMATS 2045 Metropolitan Transportation Plan.

Implementing agencies in the SMATS area include the City of Saginaw, the Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services (STARS). The Michigan Department of Transportation is the implementing agency for all state highway projects. These agencies have representation on both the SMATS Technical and Transportation Planning Committees. In addition, the implementing agencies are represented by ex officio members serving on the Saginaw County Metropolitan Planning Commission, the MPO's Policy Body.

The Technical Committee reviews all project requests. The Technical Committee then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Saginaw Metropolitan Area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the SMATS area is included at the end of this section (page 4).

Saginaw County was an attainment/maintenance area operating under minimal maintenance requirements under EPA's 1-Hour Ozone Standard. Since EPA has revoked the 1-Hour Ozone Standard and replaced it with a newer standard, the former minimal maintenance requirements for the county have been removed with that action. Saginaw County is in attainment for ozone under EPA's recently implemented 8-hour Ozone Standard. There is no requirement to conduct a conformity analysis for the county under this designation.

In addition, the preparation and approval of the TIP is done in accordance with the SMATS Participation Plan, which was adopted in December 2015. The Participation Plan provides for early involvement in the planning process by stakeholders to ensure there are ample opportunities to participate in key decisions.

The SMATS implementing agencies have indicated that funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded by the resources that are expected to be available. Project listings for fiscal years 2020, 2021, 2022 and 2023 are shown in Appendix B.

1.1 Community Participation

Community outreach and involvement activities for the draft TIP were conducted in accordance with the SMATS Participation Plan. SMATS staff informed the public by publishing a Public Hearing Notice in the Saginaw News legal ad and by emailing consultation contact list that was developed as part of the MPO's Participation Plan. The news ad and email communication informed the recipients of the availability of the draft TIP and upcoming community meetings, and invited their comments. The draft TIP, including tables and maps, was also posted on the SMATS web page: <http://www.saginawcounty.com/Planning/Default.aspx>. The draft document's availability on the website was also announced in the letter to the contact list.

Open houses on the complete draft TIP document were held on February 6, 2019 at the Zauel Library and on February 20, 2019 at the Hoyt Public Library. At the Open Houses, SMATS staff provided copies of the draft TIP, especially the project lists, maps of the project locations, and related materials, such as the Metropolitan Transportation Plan and various maps of the local road system. Prior to the adoption of the 2020-2023 TIP, the Saginaw County Metropolitan Planning Commission held a public hearing on the draft TIP on January 24, 2019. Documentation on community outreach and consultation is included in Appendix A.

Chapter 2

Financial Plan for the SMATS TIP

2.1 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).

2.2 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. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (*apportionment* means 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 SMATS region receive approximately \$ 3.5 million in federal-aid highway funding each year, including both the urban and rural portions. In addition, The Michigan Department of Transportation (MDOT) spends approximately \$17 million annually for capital needs on state-owned highways in the region (I-, US-, and M- roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Appendix A. Transit funds are distributed according to a complex set of distribution formulas. Public transit agencies within the SMATS region receive approximately \$ 2 million in federal-aid transit funding each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Currently, state motor fuel taxes are set at 26.3 cents per gallon on gasoline and 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 \$2.69 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$190 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.

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.

2.3 Fiscal Constraint

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 2020 -FY 2023 TIP (see Appendix C).

2.4 Year of Expenditure (YOE)

When MDOT, FACs, 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). Each FAC and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own for the upcoming FY 2020-FY 2023 TIP cycle, they are five percent for FY 2020 through FY 2023. See Appendix C for more details.

2.4.1 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 Saginaw County over fiscal years 2020 through 2023. 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.

Table 1: Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the SMATS area (millions of dollars).

2020	2021	2022	2023
\$9.5	\$12.74	\$22.01	\$4.9

2.4.2 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. Appendix 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 SMATS 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 agreed-upon estimated YOE (i.e., inflation) factors (see Appendix B for a discussion of YOE adjustments).

Table 2 Forecast of Operations and Maintenance Costs on the Federal-Aid System in the SMATS area (millions of dollars).

2020	2021	2022	2023
\$12.81	\$13.41	\$13.56	\$13.71

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. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the Ann Arbor, Detroit, and Toledo Transportation Management Areas (TMAs; urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally-specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Appendix 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 farebox 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 Southeast Michigan during fiscal years 2020 through 2023. 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 SMATS area is also included.

Table 3: Forecast of Resources Available for Public Transit Capital Needs in the SMATS area (millions of dollars).

2020	2021	2022	2023
\$3.7	\$7.8	\$4.2	\$6.6

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs in the Saginaw County from FY 2020 through FY 2023, 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 as contained in the 2045 Metropolitan Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues (see Appendix 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 2020 through FY 2023 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 2020 through FY 2023 TIP (millions of dollars).

	2020	2021	2022	2023
Highway Funding	\$8.78	\$11.43	\$10.44	\$3.80
Highway Programmed	\$8.78	\$11.43	\$10.44	\$3.80
Transit Funding	\$3.09	\$2.48	\$2.65	\$2.58
Transit Programmed	\$3.09	\$2.48	\$2.65	\$2.58
Total Funding	\$11.87	\$13.97	\$13.05	\$6.38
Total Programmed	\$11.87	\$13.91	\$13.05	\$6.38
Difference	\$0	\$0	\$0	\$0

Chapter 3

Transportation Projects

For projects to be included in the TIP, SMATS sends out a "Call for Projects" to the implementing agencies. Those transportation projects received are brought forward to the SMATS Technical/Policy Committee for review at a meeting open to the public where input is sought. The Technical/Policy Committee then prioritizes the projects based on how each project will

enhance the entire system in the SMATS region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general. During this review the amount of available funds by the implementing agencies available for transportation projects is taken into account. The prioritization process has worked well in the past as it balances the implementing agencies ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical/Policy Committee then recommends to the Planning Commission the prioritized projects for inclusion in the TIP. The full Planning Commission then votes on the recommended projects after review of all comments and suggestions, including a public comment period at each SMATS Planning Commission meeting.

3.3 Completed FY 2017 – 2019 TIP Projects

During the life of the FY 2017-2020 TIP, the SMATS implementing agencies completed numerous projects. These are summarized below by Fiscal Year.

3.3.1 Michigan Department of Transportation

- I-75 reconstruct from I-675 North Junction to Saginaw/Bay County line
- I-75 widening from Hess to South I-675 Interchange Project Engineering
- M-47 non-motorized path construction from Powley Drive to Freeland SportsZone.
- Bridge repair on M-83 over Cass river and I-75 over CSX Railroad

3.3.2 City of Saginaw

- Brockway street resurface from City limits to Gratiot Ave (M-46)
- Veterans Memorial Parkway resurfacing and concrete repair from Wadsworth to M-13.
- Jefferson Ave resurface from Janes to Genesee
- Williamson road restore and rehabilitate from Thayer to Treanor street.

3.3.3 Saginaw County Road Commission with Rural Taskforce Projects

- Steel road bridge replacement over branch of Bad River
- Hart road restore and rehabilitate from Miller road to Willing road
- Rathbun road resurface from Morseville to Morris road
- Fergus road resurface from M-52 to Shiawassee River
- Beaver road reconstruct in the Village of St. Charles from Townline to Saginaw County

3.3.4 Saginaw Transit Authority and Regional Services

- Continue bus and vehicle replacement program
- Replaced Bus storage area and overhead doors and controls

3.3.5 Safety Projects

- Saginaw County road commission added a traffic Island and pavement markings on M-47 at Garfield road
- Saginaw County road commission installed flashing lights and gates at Wadsworth road Huron and Eastern roads
- MDOT region wide signal and crossing upgrades

3.4 FY 2018

3.4.1 Michigan Department of Transportation

- M-46 road rehabilitation from west limits of Merrill to Brennan Road: Mill and Two Coarse Overlay with a total cost of \$5,733,400
- M-46 road rehabilitation from Brennan Road to M-52 : Two Course HMA Overlay with Drainage Improvements with a total cost of \$6,979,174
- M-84 road capital preventive maintenance from State street to McCarty road: Mill and Resurface with a total cost of \$1,398,970
- Safety improvements on I-75 and Sherman Rd
- Three culvert replacements on M-46

3.4.2 City of Saginaw

- Bridge miscellaneous rehabilitation on Court Street, Johnson Street, and Center Street bridges of the Saginaw river

3.4.3 Saginaw County Road Commission with Rural Taskforce Projects

- Garfield Road at M-47 intersection realignment with traffic island and pavement markings: total cost \$90,000
- Gasper Road from Gary to Furgus Reconstruction: total cost \$1,039,266

3.4.4 Saginaw Transit Authority and Regional Services

- Continue bus and vehicle replacement program
- Replaced Bus storage area and overhead doors and controls

3.4.5 Safety Projects

- MDOT region wide signal and crossing upgrades

3.5 2019 Projects:

3.5.1 Michigan Department of Transportation

- M-57 Road Rehabilitation Gratiot County line to M-52
- M-58 Road Capital Preventive Maintenance from Avalon Ave to Mitchell Rd
- M-46 Reconstruction from M-52 to Meijer Drive
- MDOT Region wide signage and signal upgrades

3.5.2 City of Saginaw

- Mackinaw Street Reconstruction from Congress to State street

3.5.3 Saginaw County Road Commission with Rural Taskforce Projects

- Swan Creek at South River road elevation correction and safety improvements
- Davis road restore and rehabilitate from Tittabawassee to Pierce road
- E. Sloan road reconstruction from Sheridan to Bell
- Fergus road bridge replacement over Fairchild creek
- Center road rehabilitation from M-58 north 450 feet
- Ohren road non-motorized trail and sidewalk work with safe routes to school grant
- Ambros and Bishop road reconstruction near Shiawassee Refuge Wildlife drive

3.5.4 Saginaw Transit Authority and Regional Services

- Continue bus and vehicle replacement program
- Purchase of security cameras and concrete drive replacement
- Received five million dollar grant to replace up to eight buses

A complete listing of FY 2019 obligated projects and the full version of the approved 2017-20 TIP can be viewed on the SMATS website (<http://www.saginawcounty.com/Planning/default.aspx>).

3.6 Project Selection Process

For projects to be included in the new TIP for 2020 -- 2023, SMATS sent out a “Call for Projects” to the implementing agencies. The projects are initially evaluated by the implementing agencies (road agencies and transit operator) using the ***Ranking Method for Preservation and Capacity Projects*** that was adopted by SMATS in February 2018. This method uses a numerical scoring process to objectively rank each project on its merit based on tangible performance measures. The document describing the complete ranking method is posted on the SMATS web page at <http://www.saginawcounty.com/Planning/SMATS.aspx> and has not been reproduced as part of the TIP document. As noted in the “Ranking Method” document, the Metropolitan Planning Commission and Transportation Planning Committee should consider the TIP project prioritization criteria as a tool in decision making, but any decision should not be based ***solely*** on the ranking.

The proposed transportation projects received are brought forward to the SMATS Technical/Policy Committee for review. The committee discusses the projects and the related impacts and improvements to the transportation system on an area-wide basis. The committee then prioritizes the projects based on how the project will enhance the entire system in the SMATS region as well as reviewing the amount of available funds for transportation projects. Finally, the Metropolitan Planning Commission reviews the project list and authorizes the release of the draft TIP for public review and stakeholder involvement activities in accordance with the Participation Plan. At the end of the review period, the Metropolitan Planning Commission considers the comments received, holds a public hearing, makes any necessary adjustments in the TIP, and then adopts the TIP.

3.7 Amendments & Administrative Changes to the TIP

The TIP is a working document, and it may be amended as new projects and funding programs emerge, as changes in projects arise, or as other developments may occur. It is also possible to make administrative changes in the TIP without a formal amendment if certain criteria are met. The following table provides guidance to assist SMATS and local agencies in determining whether an amendment is needed for a project or if an administrative change is sufficient.

Table 5: Amendments & Administrative Changes to the TIP

Amendments Include:	Administrative Changes Include:
Adding new project(s). New projects 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 year of the new TIP. There must be sufficient revenues to accommodate the project; otherwise it must be processed as an amendment.
Deleting projects	A minor change in scope of work (generally, anything not mentioned in the “Amendment” column is considered minor).
Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	Cost increases of 25 percent or less without a major change in scope of work AND without over-programming the TIP.
Adding a travel or turn lane one-half mile or greater in length to a previously approved project. This is considered a major change in scope.	Changing the source of federal aid for a project, within the same federal agency.
Adding a new project phase to a previously approved project. This is considered a major change in scope.	Changing the order of approved projects by year within the TIP.
Adding federal funds to a project that previously did not have federal funds designated as part of the project funding.	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.	

3.8 2020 – 2023 Projects

The general locations of the projects selected for the 2020 – 2023 TIP are shown on the following map. Tables that provide detailed information on the projects are included in Appendix B.

The following is a brief overview of the **major** projects that are programmed for 2020 through 2023. This is not an exhaustive list of every project that is included in the TIP. For a complete list and map, please refer to the detailed tables in Appendix B.

Table 6: FY 2020- 2023 Projects City of Saginaw and Saginaw County Road Commission

Fiscal Year	Agency	Project Name	Limits	Length	Primary Work Type
2020	City	Niagara Street	Niagara Street from RR Tracks to Genesee Avenue	0.49	Reconstruct
2021	City	Center Street Bridge	Center Street Bridge		Maintenance
2021	City	W. Holland Avenue	N. Woodbridge Street to N. Hamilton Street	1.17	Reconstruct
2022	City	Mackinaw Street	Alexander Street to Hamilton Street	0.87	Reconstruct
2023	City	Mackinaw Street	Alexander Street to Congress Avenue	0.63	Reconstruct
2020	County	Davis Rd	Tittabawassee to Pierce Rd	2.1	Resurface/Drainage
2021	County	Center Road	State to Tittabawassee	3.02	Resurface
2022	County	Kochville Road	Michigan to Melbourn	1.98	Resurface
2022	County	McCarty Road	Bay Road to Fashion Square Blvd	0.33	Widen - major (capacity increase)
2023	County	Dixie highway	Hess to Fort	3.54	Resurface

Table 7: FY 2020- 2023 Projects MDOT (Full Project List can be found in Appendix B)

Fiscal Year	Responsible Agency	Project Name	Limits	Project Description
2020	MDOT	I-75 S	I-75 at Zilwaukee Bridge	RWIS
2020	MDOT	M-46	M-46 at Saginaw	Pump Station Rehabilitation
2020	MDOT	M-47 S	M-47 from Midland Rd to US-10	Freeway Signing Upgrade
2020	MDOT	M-84 N	Signing Upgrade	Non-freeway Signing
2020	MDOT	M-81	Signing Update	Non-freeway Signing
2020	MDOT	M-58 EB	Eastbound M-58, Avalon	Road Reconstruct

			Street to M-84	
2020	MDOT	M-46	M-52 to Meijer Drive	Milling and one course overlay.
2020	MDOT	I-75 S	SMATS MPO Area	Freeway Shoulder Delineation
2020	MDOT	M-83	M-54/M-83 Intersection	ITS Application
2021	MDOT	M-52	M-52 over Marsh Creek	Superstructure Replacement
2021	MDOT	M-57	M-57 in Saginaw County	Non-freeway signing update
2021	MDOT	M-58 EB	Eastbound M-58, Avalon Street to M-84	Road Reconstruct
2021	MDOT	I-675	30 Structures on I-675	Overlay - Epoxy (Warranty)
2021	MDOT	I-675	I-675	Overlay - Epoxy
2021	MDOT	I-675 N	I-675 over Saginaw River and M-58 EB Ramp	Epoxy Overlay, Deck Patch,
2021	MDOT	M-47	Tittabawassee Road	Signal Modernization
2021	MDOT	M-58	Bay Region Saginaw MPO	Signal modernization
2022	MDOT	Corporate Dr	Various Locations on US-10 and US-127	Wrong Way Treatment Upgrades
2022	MDOT	TSC wide	Various Locations on US-10 and US-127	Guardrail Delineation Upgrades
2022	MDOT	Various	Various	Delineation
2022	MDOT	M-46	Towerline Road to Richville	Mill and two course overlay
2022	MDOT	M-84 N	Signing Upgrade	Non-freeway Signing
2023	MDOT	I-75 S	Signing Update	Freeway Signing
2023	MDOT	M-58 EB	Eastbound M-58, Avalon Street to M-84	Road Reconstruct

Rural Task Force Projects- Saginaw County

Fiscal Year	Agency	Project Name	Limits	Length	Primary Work Type
2020	RTF	Bell Rd	Busch Rd to Curtis Rd	1.9	Road Rehabilitation
2021	RTF	Corunna Rd	Johnstone Rd to Peet Rd	3.15	Crush and Shape
2022	RTF	Hess Rd	Towerline Rd to Ruff Rd	1.5	Crush and Shape
2020	RTF	Maple Rd	Main St to N of Village limits	.77	Reconstruct
2020	RTF	Gaspar Rd	Gary to Furgas	2.5	Reconstruct

FTA Transit Candidate Projects

The Federal Transit Administration (FTA) recommends that a “transit candidate list” be included in the TIP to accommodate projects that are waiting for federal funding obligation, have been postponed for various reasons, or could not be programmed in the TIP due to funding uncertainties. This process will facilitate the addition of transit projects to the TIP’s active project as funding becomes available. The full List of Transit Projects can be found in appendix B

Chapter 4: Performance Measures and Plan Evaluation

Any plan, to be taken seriously, must include both a process for evaluating progress towards the goals and objectives identified and a system of measuring that progress. Monitoring progress towards achieving goals and objectives is helped by developing performance measures during the planning process.

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment 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 a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, these include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

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. Any new TIP document must comply with performance reporting requirements beginning on May 27, 2018.

4.1 PERFORMANCE-BASED PLANNING

A key feature of the Fixing America's Surface Transportation (FAST) Act of December, 2015 is the establishment 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 a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines the national performance goals for the federal-aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

4.2 PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- Vehicle and non-motorized fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion

- on-road mobile source emissions
- freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations. The time-line for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

Table 8: National Performance Measures - Time line for Implementation

Final Rule	Effective Date	States Set Targets By (1 year)	MPOs Set Targets By	MTP and TIP Inclusion
Safety Performance Measures	April 14, 2016	August 31, 2017	Up to 180 days after the states set targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 28, 2019
Pavement/Bridge Performance Measures	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets target November 16, 2018	Updates or amendments on or after May 20, 2019
System Performance Measures	May 20, 2017	May 20, 2018	May 27, 2018	Updates or amendments on or after May 20, 2019
Statewide non-metropolitan and metropolitan planning	May 27, 2016	No Targets	No Targets	

Transit Asset Management Plan	October 1, 2016	January 1, 2017	Optional reporting year for 2017 and mandatory for 2018. State will set targets for rural transit providers and urban providers will set own targets.
Transit Safety Plan	Currently no regulation has been adopted to enact this rule.		

4.3 PERFORMANCE TARGETS

4.3.1 State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

4.3.2 MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

4.3.3 PERFORMANCE-BASED PLANNING IN THE Saginaw County, MICHIGAN URBANIZED AREA

The Saginaw Metropolitan Area Transportation Study (SMATS) has several systems in place to address the mandated performance measures and targets. SMATS maintains a traffic count program which has partially been integrated into a traffic count database system. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible

roadways, through the statewide Asset Management program, provides SMATS with data (both current and historic) to address the status of pavement conditions in the SMATS area. MDOT also collects data through the Highway Performance Monitoring System (HPMS). SMATS has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the SMATS area. Therefore, SMATS will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the SMATS area subject to the NHS-based performance targets and will choose to “support the state targets” as its official response for these categories. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established. In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs once targets are established, SMATS will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

4.4 MPO TARGET SETTING

4.5 Safety

The first performance measure for which specific targets were required is the safety category. On August 31, 2017, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2018. MDOT and Michigan’s MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2018. On January 24, 2019, the SMATS Policy Committee voted to exercise its option to “support the state targets” for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year.

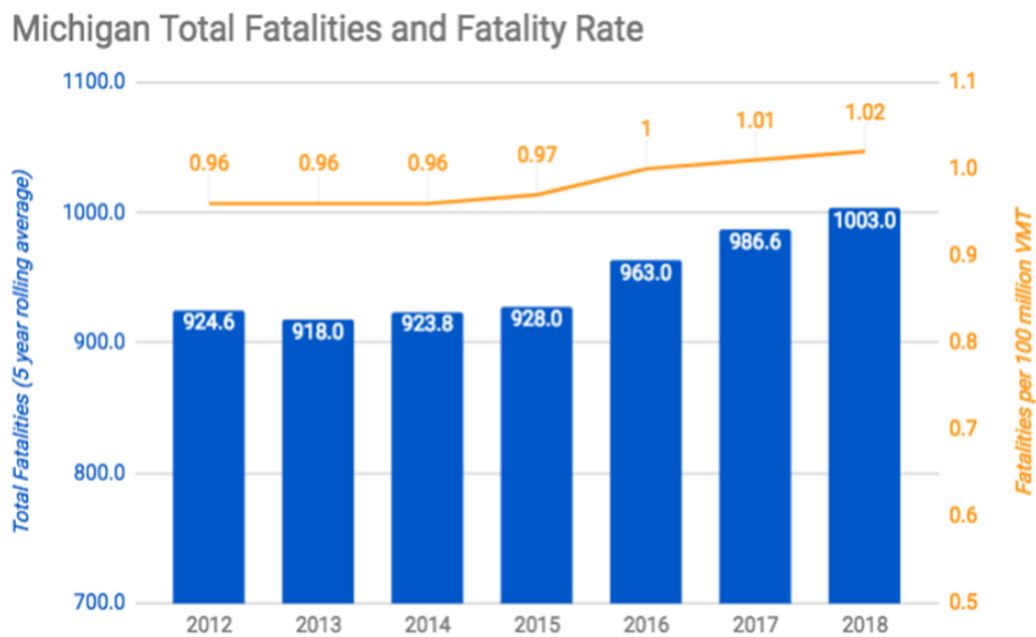
The following table provides the Michigan State Safety Targets for Calendar Year 2018.

Table 9: Michigan State Safety Targets - Calendar Year 2018

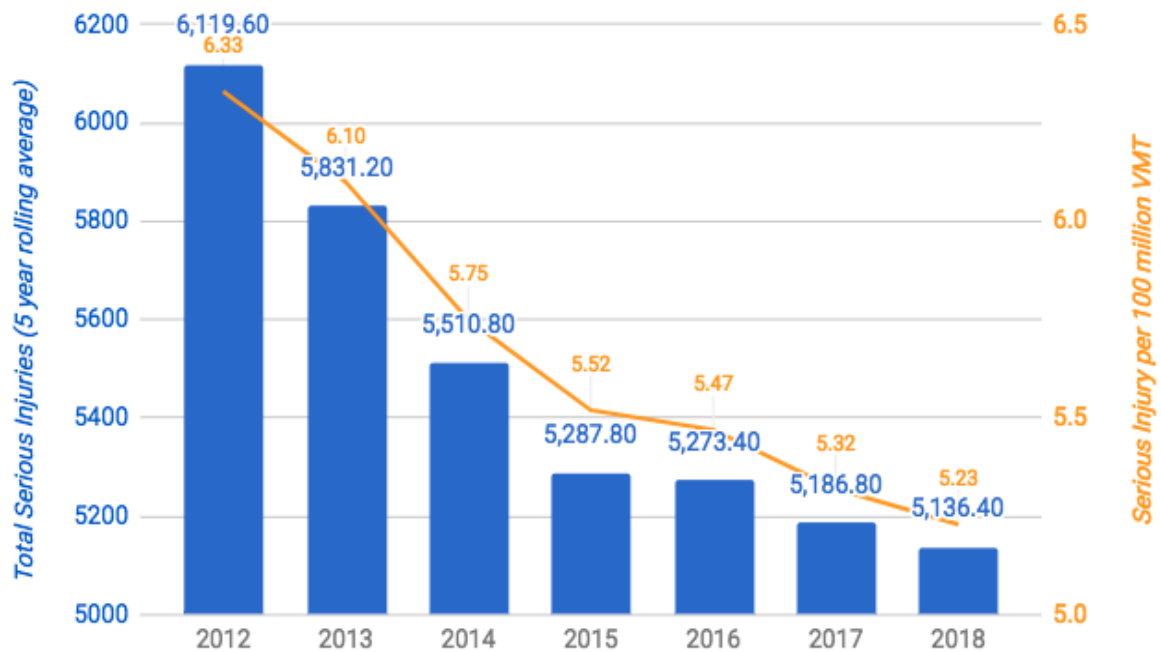
Safety Targets	MDOT Base Line	MDOT 2019 Targets
Fatalities	981.4	1023.2
Fatality Rate	1	1.02
Serious Injuries	5,355.0	5,406.8
Serious Injury Rate	5.47	5.41

Safety Targets	MDOT Base Line	MDOT 2019 Targets
Non-motorized Fatalities and Serious Injury	743.6	759.8
Saginaw County	2013-2017	5 year average
Fatalities	82	16.4
Serious Injuries	4853	970.6
Non-motorized Fatalities and Serious Injury	269	53.8

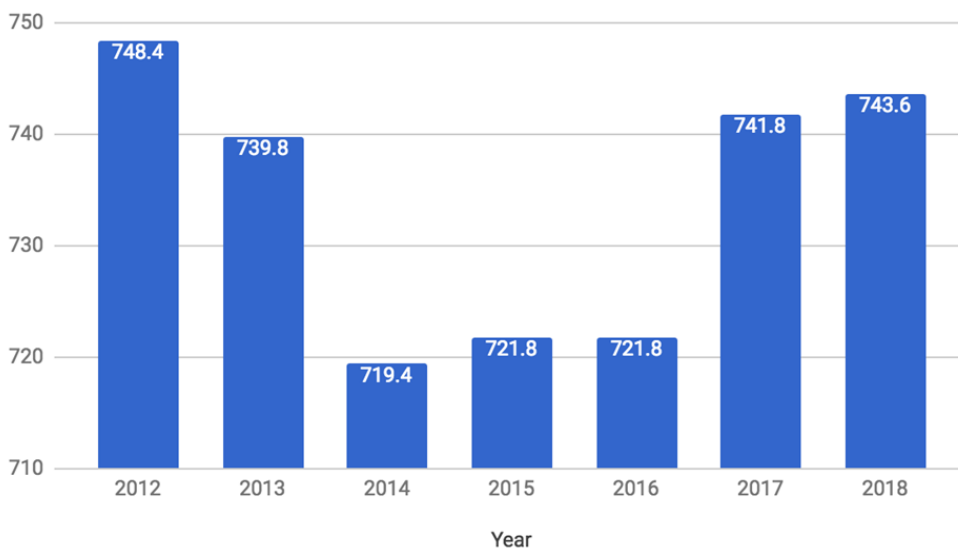
Table 10: Michigan State Safety Historical Trends



State Total Serious Injuries and Serious Injury Rate



Bicycle and Pedestrian Fatality and Serious Injuries 5 year MA



The MDOT state safety targets for calendar year 2019 will be set by the state by August 31, 2018 and the MPOs will have 180 days following that date to set their 2019 targets. SMATS has limited access to federal safety funds provided to the state. As a non-TMA MPO, SMATS' local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. The criteria for project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. Fortunately for the SMATS area, the fatality number is low and random in nature. SMATS supports the local agencies when they

decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

A regional traffic safety plan was completed for a five county region in East Central Michigan by a consultant retained by MDOT. One results of the East central Regional Traffic Safety Plan was the recommendation that safety projects target certain emphasis areas in the area of traffic safety.

The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The four highest priority emphasis areas were: lane departure, intersection safety, pedestrian and bicycle safety, and drivers age 24 years and younger. The results of the regional review were reported by county. SMATS will evaluate the identification of potential high risk areas, segments, and intersections identified in the appendices of the Plan as locations needing further evaluation. The top 10 sections and intersections are listed in the SMATS 2045 LRP.

In the East Central Regional Traffic Safety Plan, the consultant identified intersection and segment data that had an excess of “expected” fatal and injury crashes on an annual basis when examining the 2010-2014 crash data. The locations were ranked as low, medium, and high for this criteria. The number of excess crashes to be expected for each of the categories was identified as: high = greater than 5, medium = 3 to 5, and low = 1 to 3.

Table 11: For the intersection category

ID	Location	Total Crash per Year
1	Tittabawassee Rd	8.2
2	Tittabawassee Rd	8.2
3	Tittabawassee Rd	7
4	Tittabawassee Rd	6.2
5	Tittabawassee Rd	5.6
6	Tittabawassee Rd	5.2
7	N Center Rd	5
8	N Center Rd	5
9	S Outer Dr	4.4
10	Tittabawassee Rd	4.2

The majority of these intersections include state jurisdiction trunklines that will require joint review with MDOT.

Table 12: In the segment category

ID	Location	Total Crash per Year
1	Tittabawassee Rd	8.2

ID	Location	Total Crash per Year
2	Tittabawassee Rd	8.2
3	Tittabawassee Rd	7
4	Tittabawassee Rd	6.2
5	Tittabawassee Rd	5.6
6	Tittabawassee Rd	5.2
7	N Center Rd	5
8	N Center Rd	5
9	S Outer Dr	4.4
10	Tittabawassee Rd	4.2

The FY 2017-2020 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 3-3 below:

4.6 Table 3-3: FY 2020-2023 TIP Specific Safety Related Projects

Table 13: Safety Projects

Year	Agency	Project	Description	Safety Benefit
2020	MDOT	region-wide systemic improvements	Roadside Facilities - Preserve	
2020	MDOT	1-75S	Freeway Shoulder Delineation Enhancement	Provide for better traffic flow, thereby reducing the potential for crashes
2021	MDOT	region-wide systemic improvements	Roadside Facilities - Preserve	Provide for better traffic flow, Pavement Markings
2021	MDOT	M-47 and M-58	Signal modernization, upgrade, and optimization.	Reduce the potential for crashes at the intersection
2022	MDOT	Various Locations	Wrong Way Treatment Upgrades and Guardrail Delineation Upgrades	Provide for better traffic flow, thereby reducing the potential for crashes
2022	MDOT	region-wide systemic improvements	Roadside Facilities - Preserve	Provide for better traffic
2023	MDOT	region-wide systemic improvements	Roadside Facilities - Preserve	Provide for better traffic

4.7 Pavement

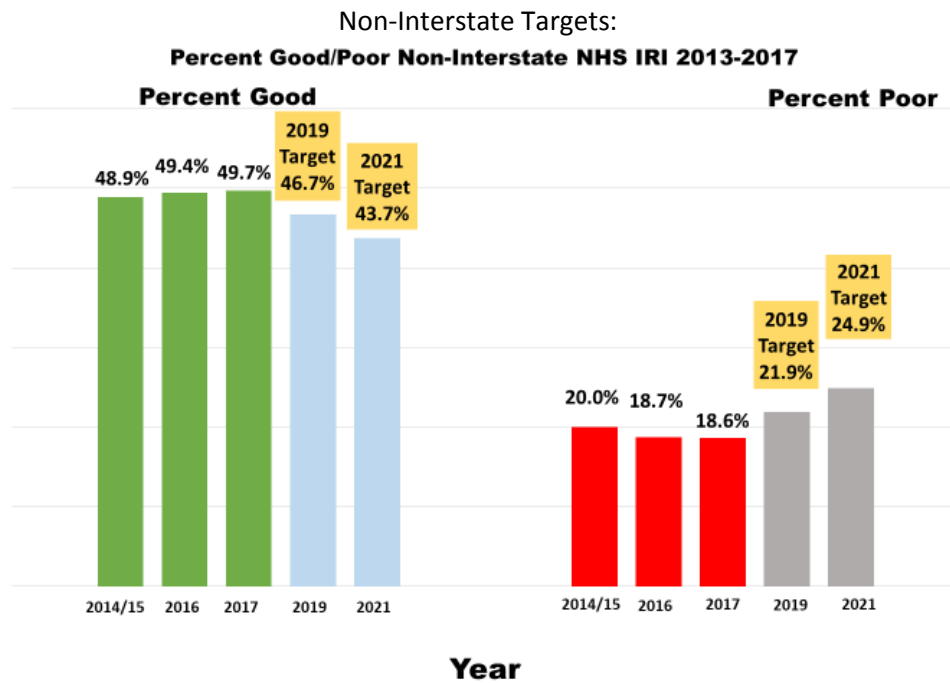
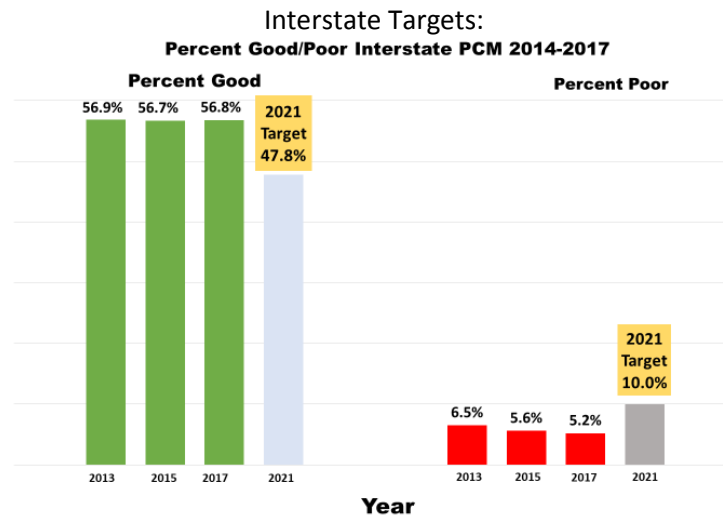
Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: International Roughness Index (IRI), Cracking Percent, and Rutting or Faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and cracking percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway System (NHS), which includes Interstate and Non-interstate NHS. MDOT is responsible for approximately 5,931 through-lane miles of interstate in Michigan, as of 2016. The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 11,959 miles in 2016) and local government owned non-trunkline roads (about 4,239 miles in 2016). Local agencies are responsible for 19% of the NHS route mileage in Michigan.

MDOT will be establishing 2-year and 4-year targets for a 4-year performance period for pavement condition on the National Highway System (NHS) in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. MDOT's first target reporting is due on May 20, 2018. In addition, biennial progress reports are to be submitted to FHWA. There are a total of three progress reports due within the 4-year performance period: a Baseline Performance Report due October 1, 2018; a Mid-Performance Period Progress Report due October 1, 2020; and a Full Performance Period Progress Report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: % of Interstate road pavement in "Good" condition; % of Interstate road pavement in "Poor" condition; % of Noninterstate NHS pavement in "Good" condition; and % of Non-interstate NHS pavement in "Poor" condition. MPOs are required to establish four-year targets for these measures. Therefore, SMATS adopted the state targets (below) at their August 2018 Planning Commission meeting.

Michigan State Pavement Targets for Calendar Year 2018

Pavement Performance Measure	Baseline Condition 2017	2-year Target	4-year Target
Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
Percent of Non-Interstate NHS Pavement in Good Condition	49.7%	46.7%	43.7%

Pavement Performance Measure	Baseline Condition 2017	2-year Target	4-year Target
Percent of Non-Interstate NHS Pavement in Poor Condition	18.6%	21.6%	24.6%



Current Pavement Conditions in SMATS area:

Year	Poor	Percentage	Fair	Percentage	Good	Percentage
2009-2010	328.545	0.30208	441.436	0.405877	317.63	0.292044
2011-2012	220.957	0.350711	290.728	0.461455	118.34	0.187834
2013-2014	388.85	0.511561	306.013	0.402582	65.262	0.085857
2015-2016	1608.204	0.724667	471.938	0.212658	139.091	0.062675
2017	429.006	0.569821	231.405	0.30736	92.468	0.122819

Pavement projects on NHS roadways in the SMATS MPA in the 2020-2023 TIP include the following:

Table 3-4 NHS Pavement Projects in the FY 2020-2023 TIP

Year	Agency	Project	Description	Pavement Benefit
2020	SCRC	Tittabawassee Road	Roadside Facilities - Preserve	Increased Road Remaining Service Life
2020	SCRC	Bell Rd	Asphalt Overlay	Increased Road Remaining Service Life
2020	City of Saginaw	Niagara St	Reconstruction	Increased Road Remaining Service Life
2021	City of Saginaw	Mackinaw St	Reconstruction	Increased Road Remaining Service Life
2021	SCRC	Center Rd	Road Capital Preventive Maintenance	Increased Road Remaining Service Life
2021	SCRC	Corunna Rd	Crush & Shape & Asphalt Resurfacing	Increased Road Remaining Service Life
2022	City of Saginaw	W and E Holland Ave	Road Rehabilitation	Increased Road Remaining Service Life
2022	SCRC	Hess Rd	Crush & Shape & Asphalt Resurfacing	Increased Road Remaining Service Life
2023	City of Saginaw	Mackinaw St	Asphalt Reconstruction	Increased Road Remaining Service Life
2023	SCRC	Dixie Hwy	Resurface	Increased Road Remaining Service Life

Year	Agency	Project	Description	Pavement Benefit

4.8 Bridge

The federal performance measures require that state DOT's establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOT's will establish their first statewide targets by May 20th, 2018. As with the pavement condition reporting, state DOTs are required to submit three performance reports to FHWA within the 4-year performance period: a Baseline Performance Report by October 1, 2018; a Mid-Performance Period Progress Report by October 1, 2020; and a Full Performance Period Progress Report by October 1, 2022. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in "Good Condition"; and % of NHS bridges in "Poor Condition".

The MPOs will establish targets by either supporting MDOT's statewide target(s), or defining a target unique to the metropolitan area each time MDOT sets a target. As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

SMATS supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. In 2016, only 89 of 363 submitted local bridge projects could be funded due to budget constraints. As of June, 2017, approximately 2 million square feet of locally owned bridges in Michigan have deck area in poor, serious, or critical condition. This translates to the local agencies in Michigan having 17% of NHS bridge deck area under their jurisdictions in poor condition. This exceeds the penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. MDOT's NHS bridge condition by deck area is only slightly under the 10% threshold, at 9% poor condition.

MDOT is projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure. The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO. Therefore, SMATS adopted the state targets (below) at their August 2018 Planning Commission meeting.

Michigan State Bridge Targets for Calendar Year 2018

Bridge Performance Measure	Baseline Condition 2017	2-year Target	4-year Target
Deck Area in Good Condition 2017	32.7%	27.2%	26.2%
Deck Area in Poor Condition 2017	9.8%	7.2%	7.0%

Bridge projects included in the SMATS FY 2020-2023 TIP are shown in Table 3-5.

Table 3-5 All Bridge Projects in the FY 2020-2023 TIP

Year	Agency	Project	Description	Bridge Benefit
2020	SCRC	Tittabawassee Rd	Bridge CPM	Preventative Maintenance
2021	City of Saginaw	W Center St	Bridge CPM	Preventative Maintenance

4.9 System Performance of the NHS and Freight

The Michigan Department of Transportation is assessing the best way to address the travel time reliability measure associated with interstate travel, non-interstate NHS travel, and truck travel. The state set their targets in May, 2018. Therefore, SMATS adopted the state targets (below) at their August 2018 Planning Commission meeting.

Michigan State Reliability Targets for Calendar Year 2018

Reliability Performance Measure	Baseline Condition 2017	2-year Target	4-year Target
Level of Travel Time Reliability of the Interstate	85.1%	N/A	70.0%
Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70.0%
Freight Reliability Measure on the Interstate	1.38	1.75	1.75

4.10 Congestion Mitigation and Air Quality

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The SMATS area does not qualify for inclusion in this measure.

Michigan State Congestion Mitigation/ Air Quality (CMAQ) Targets for Calendar Year 2018

Congestion Mitigation/ Air Quality (CMAQ) Performance Measure	Baseline Condition 2017	2-year Target	4-year Target
Annual Hours of Peak Hours Excessive Delay per Capita	18 hours, 30 minutes	N/A	22 hours
Percent of Non-Single Occupancy Vehicle Travel	16.0%	14.4%	14.4%
Mobile Source Emission Reduction for Carbon Monoxide	87,665.109	32,968.780	65,937.560
Mobile Source Emission Reduction for Particulate Matter	653.357	417.410	834.820

4.11 National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- pavement and bridge inventory and conditions on the NHS
- objectives and measures
- performance gap identification
- life-cycle cost and risk management analysis
- a financial plan
- investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems. A Metropolitan System Performance Report is required in the long range Metropolitan Transportation Plan (MTP). The next update of the SMATS MTP is scheduled to commence in the latter months of FY 2019, with Policy Committee approval planned by November 30, 2021.

4.12 Transit Performance Measures and Targets

There is one small urban transit provider in the SMATS area, Saginaw Transit Authority Regional

Services (BCT). BCT is a direct recipient of funds from the Federal Transit Administration. As such, BCT is identified as a Tier II recipient under the current federal legislation and has developed state of good repair targets. The BCT 2018 state of good repair targets are as follows:

Asset Class	Current Condition	2018 Target
Revenue Vehicles: small bus and van	73% past ULB	65% past ULB
Revenue Vehicles: large bus	72% past ULB and 14% meets ULB– (30% of our fleet contains new-to-us refurbished vehicles included in 72%)	60% past ULB and 30% meets ULB (fleet contains mainly new-to-us buses that have met their ULB or will meet it in 2019 based on manufacturing year)
Service Vehicles	Uncertain	Uncertain
Facilities	Unknown	Uncertain

Also required by Transit agency are a Transit Asset Management (TAM) Plan and a Transit Agency Safety Plan. BCT will have its TAM Plan completed by the October 1, 2018 deadline for compliance with that requirement. The federal rulemaking for the transit safety plans is expected to be released no later than April 25, 2018, after which time, state and local steps will be taken to comply with those rules.

PROJECT SELECTION IN THE FY 2020-2023 TIP

For the development of the FY 2020-2023 TIP, SMATS utilized a “**Ranking Method for Preservation and Capacity Improvement Projects**” for submittal of potential TIP projects to SMATS. The form was identified as for a road/street project or other project. The other project category included pedestrian, non-motorized or other non-traditional projects.

Preservation and Rehabilitation Projects: Rehabilitation and reconstruction of a facility without adding or widening through lanes.

Capacity Improvement Projects: Addition of through lanes or widening lanes that would improve the traffic carrying capacity of the street.

Goals For Project Selection

In keeping with Federal regulations, the MPO’s goal is to include only those projects in a TIP that:

- Are supported by the public.
- Promote congestion management strategies.
- Promote access management strategies.
- Comply with Land Use Plans of local governments.

- Promote economic development.
- Enhance intermodal passenger and freight facilities.
- Ensure that air quality and natural resources such as wetlands and watersheds are preserved and protected.
- Meet the accessibility needs of the elderly and disabled.
- Promote development of tourist and recreation areas.
- Improve the overall condition of the transportation network

The following are the point values assigned to performance measures for preservation projects:

<i>Performance Measure</i>	<i>Points</i>
Road Safety	20
Road Condition	30
Inter-modal Connection/Economic Development	15
Land Use	15
Congestion Management	10
<u>Extra Project Benefits</u>	<u>10</u>
<i>Total Points Possible</i>	<i>100</i>

The following are the point values assigned to performance measures for capacity projects:

<i>Performance Measure</i>	<i>Points</i>
Road Capacity (only scored for capacity projects)	25
Road Safety	20
Road Condition	30
Inter-modal Connection/Economic Development	15
Land Use	15
Congestion Management	10
<u>Extra Project Benefits</u>	<u>10</u>
<i>Total Points Possible</i>	<i>125</i>

The forms were utilized in compiling a listing of projects to be considered for inclusion in the FY 2020-2023 TIP and evaluated by the SMATS TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2040 SMATS Metropolitan Transportation Plan.

Chapter 5

5.1 Environmental Justice

In April 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(a)). 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 all participation activities, the development of the Metropolitan Transportation Plan, and preparation of Transportation Improvement Programs that are adopted by SMATS. Specifically, SMATS will ensure that environmental justice concerns are adequately considered within the project planning process and as part of its established Participation Plan activities.

Environmental justice includes the following fundamental concepts:

1. 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.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.
4. SMATS will aggressively participate in meetings and activities that will inform and encouraged active participation in the transportation planning process in these very select communities. This is in addition to website adjustments detailed in chapter 10.
5. To help in accomplishing the above SMATS will incorporate the latest demographic information and data to assist in addressing current Environmental Justice topics with the 21st century SMATS Public Participation Plan document.

SMATS will continue to work with all stakeholders to identify the residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SMATS will also continue to evaluate and where necessary, improve the Participation Plan to eliminate barriers and engage minority and low-income populations in transportation decision making.

SMATS will also continue to encourage the active participation of well-informed individuals, community groups, and other non-governmental organizations. The involvement of these individuals and groups advances the spirit and intent of environmental justice in transportation planning when they become involved in participation activities.

A basic concept is that early stakeholder involvement greatly improves opportunities for groups and individuals to achieve their desired impact on the process. There are many situations where public participation has influenced transportation decisions made in our community. SMATS will encourage both early stakeholders and the entire process involvement to maximize community inclusion.

SMATS has developed an extensive list of organizations as part of its public participation and consultations efforts. However, the following groups are especially relevant as part of the outreach efforts for environmental justice purposes:

- Community Action Committee (programs for low income & elderly)
- Salvation Army
- First Ward Community Center (Potter-Longstreet Neighborhood)
- SVRC Industries (vocational rehabilitation services)
- Saginaw Chippewa Indian Tribe
- AARP, Michigan Chapter
- Saginaw County Commission on Aging

This list will continue to grow as additional groups are identified. Environmental justice efforts are ongoing as part of SMATS' outreach and community involvement efforts. Specific strategies will be developed with each group after initial contact and discussions have occurred. This will ensure that the strategies will be developed jointly and cooperatively between the MPO and community organizations representing low-income populations and minority populations.

Definition of Minority" for Purposes of Environmental Justice

According to the U.S. DOT Order 5610.2 the following groups are defined as "minority":

1. Black (a person having origins in any of the black racial groups of Africa).
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
4. 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).
5. Native Hawaiian or Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands).

Definition of Low-income" for Purposes of Environmental Justice

Low-income is defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other federal programs. However, a state or locality may adopt a higher threshold for low-income, as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.

Analysis for SMATS Area All Projects

In accordance with Federal guidelines on Environmental Justice (EJ) that amplify Title VI of the Civil Rights Act, recent attention has been placed on the need to incorporate environmental justice principles into the process of transportation planning, as well as the implementation of projects. While procedural and analytical processes for meeting these requirements are largely unspecified, the potential for disproportionate impacts of transportation improvement projects on racial minorities and impoverished neighborhoods must be considered. SMATS has conducted an analysis within the metropolitan planning area to identify the size and location of

racial minority populations. Additionally, SMATS will conduct a review of populations below poverty level in the 2010 Census.

The SMATS area, as shown in Table 25, is predominately white in terms of race (66.79%), with minorities representing 33.21%. Further, there are 15,493 below-poverty-level households in the SMATS area representing 17.8% of all households. Table 25 shows the summary of the minority populations and households below poverty level for the SMATS area and the percentages of each group located within the 0.25 mile radius of the 2020-2023 projects. As the data shows, there are not any groups that are disproportionately neglected or overexposed in terms of proposed transportation projects.

Data also shows that the low income population within the SMATS area is neither disproportionately burdened nor neglected with respect to future transportation improvements.

Table 14: Percent of Total Racial Distribution

Route	SMATS MPO	SMATS MPO	EJ Impact Area (0.25 miles)	% Within Impact Area
AREA	816	40.9		
Total Pop	200,169		12698	47.68%
White	133,699	66.79%	10416	39.11%
African American	38,114	19.04%	134	0.50%
Native American	877	0.44%	199	0.75%
Asian	2,108	1.05%	1071	4.02%
Hispanic	15,573	7.78%	9	0.04%
Hawaiian	65	0.03%	1106	4.15%
Other Races	4,757	2.38%	999	3.75%
Two or More Races	4,976	2.49%	12698	47.68%
Total Households	87,037			
Households below Poverty Level	15,493	17.8	7,487	48.3%

The table above compares the minority populations within the Impact Area to the total population within the Impact Area. 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 seems clear that imminent transportation system investments are affecting all involved in a similar manner and the projects do not disproportionately burden nor fail to meet the needs of any segment of the population.

Table 15: Percent of Each Minority Group Impacted

Route	SMATS MPO	EJ Impact Area (0.25 miles)	% Within Impact Area

Total Pop	200,169	26633	13.31%
White	133,699	12698	9.50%
African American	38,114	10416	27.33%
Native American	877	134	15.29%
Asian	2,108	199	9.43%
Hispanic	15,573	1071	6.88%
Hawaiian	65	9	14.42%
Other Races	4,757	1106	23.26%
Two or More Races	4,976	999	20.08%
Total Households	87,037		
Households below Poverty Level	15,493	0	48.33%

Analysis of SMATS Area for Capacity Projects

SMATS has developed and maintains a demographic profile of the transportation planning area that includes identification of the locations of minority populations and low income populations as covered by the executive order on environmental justice. For the TIP plan, similar profiles were prepared using the 2010 Census information from the 2045 Long Range Plan.

Using the latest Census data at the tract level, a series of Environmental Justice (EJ) Analysis maps was developed. The maps identified all Census tracts where the population exceeded the countywide average for the following environmental justice factors: Low Income Areas, African American Minority Areas, Hispanic Minority Areas, Asian American Minority Areas, and American Indian Minority Areas. The locations of the capacity projects listed in the plan were then overlaid on the maps to provide a visual analysis of the areas that may be impacted by the various projects. The projects and the EJ areas they might impact are shown in Table 9-1. The Environmental Justice maps are included at the end of this chapter as Figure 9-1 through 9-5.

Conclusions

This analysis shows that none of the projects may impact one or more of the EJ analysis areas. All of the projects will be built within the existing right-of-way. None of the projects will involve any relocations or displacements.

During the planning process, all projects will have an opportunity for public comment and participation. Project open houses are held for major projects to discuss the impacts of the project on the community, including any impacts on low income populations or minority populations. Also, during construction, appropriate detour routes are developed to minimize delay and disruption on all population groups.

Having followed the appropriate environmental justice practices, SMATS have not identified any disproportionately (unusually high) adverse impacts on minority or low income populations that would result from the projects selected for the 2020 through 2023 TIP.

Appendix A

Metropolitan Transportation Planning Process Certification

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the *Saginaw Metropolitan Area Transportation Study (SMATS)*, the Metropolitan Planning Organization for the *Saginaw*, 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:

§450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) 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;
- (8) 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;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Timothy Courtney, Chair
Saginaw County Metropolitan
Planning Commission (MPO Policy Body)

Date

Todd White, Director
Bureau of Transportation Planning

Date

5/23/19

Appendix B

Consultation and Outreach



Saginaw County Metropolitan Planning Commission

County Governmental Center
111 South Michigan Avenue
Saginaw, Michigan 48602

Phone: (989) 797-6803 bstark@saginawcounty.com

Public Notice 2020-23 Transportation Improvement Plan Public Comment Period, Open Houses and Public Hearing

The Saginaw Metropolitan Area Transportation Study (SMATS) is seeking public comment on the proposed **2020-23 Transportation Improvement Plan (TIP)** for the Saginaw Urbanized Area.

The public is encouraged to review the draft TIP and submit comments. Comments may be submitted by email to bstark@saginawcounty.com, or by regular mail to SMATS, County Planning Dept, 111 S. Michigan Avenue, Saginaw, MI 48602. **Comments must be received by March 31st, 2019.**

The draft plan is available for review on the Planning Department web page on the Saginaw County website. Copies are also available at the County Planning Dept office.

SMATS will hold **two public Open Houses** to discuss the draft plan. **Open House # 1** will be at the Zauel Memorial Library located at 3100 North Center Rd. Saginaw February 6, 2019 from 3:00 p.m. to 6:00 p.m. **Open House #2** will be at Hoyt Library, 505 Janes Avenue, Saginaw on February 20, 2019 from 2:30 p.m. to 5:30 p.m. The Saginaw County Metropolitan Planning Commission will hold a **public hearing** on the TIP on **March 28, 2019, 2019** at 4:30 p.m. in the Planning Dept Conference Room at the Saginaw County Governmental Center. Comments will also be accepted during the public hearing.

Please contact the SMATS Office at 989-797-6803 if you have any questions about the Metropolitan Transportation Plan or SMATS.

Brian Stark, Director
Saginaw County Metropolitan Planning Commission
Saginaw Metropolitan Area Transportation Study



OPEN HOUSE

SMATS 2045 Transportation Improvement Program

SAGINAW PLANNING COMMISSION in Hoyt Library Auditorium at Hoyt Main
Saginaw, MI 48602

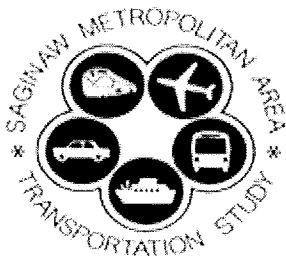
February 20th, 2019 at 2:30pm to 5:30pm.

<u>Name/Organization/address</u>	<u>Phone/email</u>
1. Joseph Garcia	(989) 907-9256
2. JoAnn West	(989) 907-4013
3. Carol Somers	989-235628
4. Robert Lee Jeffries	(818)-898-4565
5. Radolpha Fitchett or	(989) 395-4416
6. Sharonda N. Walker	(678) 481-8559
7. Glen Steffens	(989) 907-4024
8. _____	
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OPEN HOUSE
SMATS 2045 Transportation Improvement Program
Tuesday, February 05, 2019 Zauel Library 3100 N. Center
Saginaw, MI 48602
3:00 p.m. – 6:00 p.m.

<u>Name/Organization/address</u>	<u>Phone/email</u>
1. <u>Dave Schwarz</u>	<u>906 869 8611</u>
2. <u>Robert Marshall</u>	<u>rmarshall195350@gmail.com</u>
3. _____	_____
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Comment Form

Saginaw Metropolitan Area Transportation Study
Transportation Improvement Program Fiscal Year 2045
When: OPEN HOUSE February 05, 2019 3PM – 6PM
Zauel Library 3100 N. Center St. Saginaw, MI 48602

Your organization agency or affiliation (if any)

tax payer

Comments:

Nice people

Suggestions:

Very informative

Are other topics you would like to address?

Safety Projects

Optional: Name Dave Schwarck Phone/email

7068698611

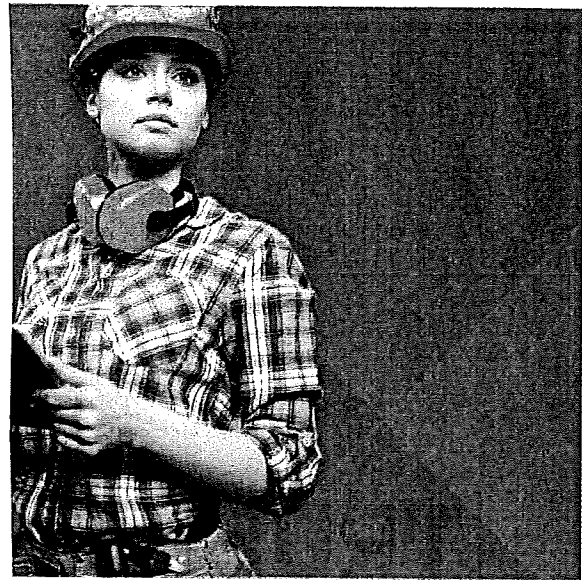
Address:

5824 N. Colony Dr.

Do you want to be contacted? ☐ yes ☒ no

Do you want to be added to the SMATS mailing list? ☐ yes ☒ no

Thank you for your comments



NOTICES

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Emily Marie
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A hearing will
bruary 26, 2019

PUBLIC NOTICES

Public Notice
2020-23 Transportation
Improvement Plan
Public Comment Period, Open
Houses and Public Hearing
The Saginaw Metropolitan
Area Transportation Study
(SMATS) is seeking public
comment on the proposed
2020-23 Transportation Im-
provement Plan (TIP) for the
Saginaw Urbanized Area.

The public is encouraged to
review the draft TIP and
submit comments. Com-
ments may be submitted by
email to bstark@saginawcou-
nty.com, or by regular mail
to SMATS, County Planning
Dept, 111 S. Michigan Ave-
nue, Saginaw, MI 48602.
Comments must be received
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The draft plan is available for
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partment web page on the
Saginaw County website.
Copies are also available at
the County Planning Dept of-
fice.

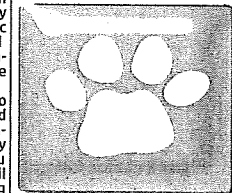
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February 6, 2019 from 3:00
p.m. to 6:00 p.m. Open
House #2 will be at Hoyt Li-
brary, 505 Janes Avenue,
Saginaw on February 20,
2019 from 2:30 p.m. to 5:30
p.m. The Saginaw County
Metropolitan Planning Com-
mission will hold a public
hearing on the TIP on March
28, 2019, 2019 at 4:30 p.m.
in the Planning Dept Confe-
rence Room at the Saginaw
County Governmental Cen-
ter. Comments will also be
accepted during the public
hearing.

Please contact the SMATS
Office at 989-797-6803 if
you have any questions
about the Metropolitan
Transportation Plan or
SMATS.

Brian Stark, Director
Saginaw County Metropolitan
Planning Commission
Saginaw Metropolitan Area
Transportation Study

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\$600, also Bostons , male &
female, \$900-\$1200
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checked, shots, wormed.
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health guarantee,
Call: 269-967-3796

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Blacks, Whites & Reds.
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Poodles- All sizes,
Phantom & Tri-Color
Health tested parents,
UTD shots, Allergy
friendly! Starting @
\$1600 810-252 3016

Bernedoodle puppies F1B
Standard - vet health
checked, 1st set of shots,
dewormed, home raised, al-
lergy friendly, great family
pets and therapy dogs, \$950
cash. Can provide referen-
ces. Call (517) 996-2114.

CHOCOLATE LABRADORS-
AKC- ready to go Jan 17th,

Appendix C

Projects and Fiscal Constraint Tables



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 05/08/2019

Page: 1 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC	ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status		
Local Bridge																																		
2021	Local	205963	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	W Center St	Center Street over Saginaw River, Str# 9438, City of Saginaw	0.000	Bridge CPM	Miscellaneous Capital Preventative Maintenance			CON	Programmed	20-23	\$211,200	\$39,600	\$13,200	\$264,000	BHT	\$264,000					N/A	04/09/2021		06/04/2021		GPA over 24%		Pending	
GPA Type Subtotals:			Local Bridge													\$211,200	\$39,600	\$13,200	\$264,000															
Local Road																																		
2020	Local	130239	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Various SCRC Routes	Various SCRC routes	0.001	Road Rehabilitation	Resurface			CON	Abandoned	17-20	\$70,001	\$0	\$30,000	\$100,001	STL				01/19/2016	03/02/2016	N/A	10/01/2019		06/05/2020				Approved	
2023	Local	205099	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Seymour Rd	Birch Run to Bell	1.568	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Suspended	20-23	\$0	\$100,000	\$0	\$100,000	EDD	Admin Modification	01/16/2019			N/A	10/07/2022		12/02/2022		Phase Suspended		Pending		
2023	Local	205099	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Seymour Rd	Birch Run to Bell	1.568	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Suspended	20-23	\$871,469	\$0	\$128,531	\$1,000,000	STL	Admin Modification	01/16/2019			N/A	10/07/2022		12/02/2022		Phase Suspended		Pending		
2022	Local	205662	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	W Holland Avenue	N Woodbridge Street to N Hamilton Street	0.581	Road Rehabilitation	Road Rehabilitation			CON	Programmed	20-23	\$565,200	\$0	\$192,000	\$757,200	STUL	\$757,200					N/A	01/07/2022		03/04/2022		GPA over 24%		Pending	
2022	Local	205665	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	E Holland Ave	E. Holland Avenue	0.119	Road Rehabilitation	Concrete Pavement Repair			CON	Programmed	20-23	\$77,100	\$0	\$23,200	\$100,300	STUL	\$100,300					N/A	01/07/2022		03/04/2022		GPA over 24%		Pending	
2022	Local	205669	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	E Remington St	E. Remington Street	0.379	Road Rehabilitation	Concrete Pavement Repair			CON	Programmed	20-23	\$356,700	\$0	\$115,300	\$472,000	STUL	\$472,000					N/A	01/07/2022		03/04/2022		GPA over 24%		Pending	
2020	Local	206085	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Bell Rd	Busch Rd to Curtis Rd	1.880	Road Rehabilitation	Asphalt Overlay			CON	Programmed	17-20	\$205,476	\$0	\$55,000	\$260,476	STL	\$260,476	Adjustment	02/05/2019			N/A	01/10/2020		03/06/2020				Approved	
2021	Local	206086	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Corunna Rd	Johnstone Rd to Peet Rd	3.015	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing			CON	Programmed	20-23	\$0	\$249,000	\$0	\$249,000	EDD	\$1,750,000					N/A	01/08/2021		03/05/2021		GPA over 24%		Pending	
2021	Local	206086	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Corunna Rd	Johnstone Rd to Peet Rd	3.015	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing			CON	Programmed	20-23	\$1,001,000	\$0	\$500,000	\$1,501,000	STL	\$1,750,000					N/A	01/08/2021		03/05/2021		GPA over 24%		Pending	
2022	Local	206087	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Hess Rd	Towerline Rd to Ruff Rd	1.502	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing			CON	Programmed	20-23	\$0	\$130,000	\$0	\$130,000	EDD	\$1,651,000					N/A	01/07/2022		03/04/2022		GPA over 24%		Pending	
2022	Local	206087	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Hess Rd	Towerline Rd to Ruff Rd	1.502	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing			CON	Programmed	20-23	\$1,021,000	\$0	\$500,000	\$1,521,000	STL	\$1,651,000					N/A	01/07/2022		03/04/2022		GPA over 24%		Pending	
GPA Type Subtotals:			Local Road													\$4,167,946	\$479,000	\$1,544,031	\$6,190,977															
S/TIP Line items																																		
2020	Local	130238	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Birch Run	Maple Road	Maple Rd: Main St to North Village Limits, Village of Birch Run	0.767	Reconstruction	Asphalt Reconstruct			CON	Programmed	17-20	\$484,000	\$0	\$641,000	\$1,125,000	STL	\$1,125,000	Adjustment	03/28/2019	01/19/2016	03/02/2016	N/A	11/15/2019		01/10/2020		Federal Funds are capped on this project. Project is a village of Birch Run Project - all funding match is from the Village. Project will be managed by the Act 51 Agency - Village of Birch Run		Approved	
2020	Local	130426	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	Niagara St	Niagara, RR tracks to Genesee	0.499	Reconstruction	2-lane & 3-lane HMA reconstruction			CON	Programmed	17-20	\$954,000	\$0	\$356,000	\$1,310,000	STUL	\$1,310,000	Admin Modification	10/19/2018	08/15/2017	09/15/2017	N/A	04/01/2020		04/03/2020				Approved	
2020	Local	130442	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Davis Rd	Davis, Tittabawassee to Pierce	2.082	Road Rehabilitation	2-lane road rehab & drainage improvements			CON	Programmed	17-20	\$729,000	\$0	\$1,754,730	\$2,483,730	STUL	\$2,670,000	Admin Modification	04/25/2019			N/A	02/07/2020		04/03/2020		Scope Construction Length Change		Pending	
2020	Local	130442	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Davis Rd	Davis, Tittabawassee to Pierce	2.082	Road Rehabilitation	2-lane road rehab & drainage improvements			CON	Programmed	17-20	\$149,016	\$0	\$37,254	\$186,270	HIPS	\$2,670,000	Admin Modification	04/25/2019			N/A	02/07/2020		04/03/2020		Scope Construction Length Change		Pending	
2020	Local	199998	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Court Street	Saginaw - JobNet test job	0.322	Reconstruction	reconstruction - JobNet test job	ACC	2020	CON	Suspended	17-20	\$100,000			\$100,000	STL				03/30/2017		N/A	03/09/2018		05/04/2018				Approved	
2020	Local	202387	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	E Tittabawassee Rd	Tittabawassee Road over Tittabawassee River, Str# 9228	0.000	Bridge CPM	Preventative Maintenance for Tittabawassee Road over Tittabawassee River			CON	Programmed	17-20	\$796,800	\$149,400	\$49,800	\$996,000	BHT	\$996,000				12/21/2017	11/05/2018	N/A	01/10/2020		03/06/2020				Approved
2020	Local	202394	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	Norman St	Norman Street over Veterans Memorial Parkway, Str# 9444	0.000	Bridge Rehabilitation	Miscellaneous Bridge Rehabilitation			CON	Programmed	17-20	\$831,200	\$0	\$207,800	\$1,039,000	BHT	\$1,039,000				12/26/2017	08/30/2018	N/A	03/13/2020		05/08/2020				Approved



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 05/08/2019

Page: 1 of 3

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status
S/TIP Line items																																	
2020	Trunkline	127539	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	I-75 S	I-75 at Zilwaukee Bridge	1.376	ITS Applications	RWIS			CON	Programmed	17-20	\$153,340	\$33,660	\$0	\$187,000	ST	\$2,300,000	Adjustment	02/20/2019	07/11/2018	07/11/2018	N/A	11/15/2019		04/03/2020			Approved	
2022	Trunkline	132637	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Corporate Dr	Various Locations on US-10 and US-127	0.000	Traffic Safety	Wrong Way Treatment Upgrades			CON	Abandoned	20-23	\$90,000	\$10,000	\$0	\$100,000	HSIP						N/A	11/04/2021				Phase Abandoned	Pending	
2022	Trunkline	132638	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	TSC wide	Various Locations on US-10 and US-127	0.000	Traffic Safety	Guardrail Delineation Upgrades			CON	Abandoned	20-23	\$45,293	\$5,033	\$0	\$50,326	HSIP						N/A	11/04/2021				Phase Abandoned	Pending	
2022	Trunkline	132672	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Various	Various	0.000	Traffic Safety	Delineation			CON	Abandoned	20-23	\$76,500	\$8,500	\$0	\$85,000	HSIP						N/A	10/01/2021				Phase Abandoned	Pending	
2020	Trunkline	132945	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-46	M-46 at X01 of 73063 (near Cumberland St.)	0.001	Operation Improvements	Pump Station Rehabilitation			CON	Programmed	17-20	\$1,064,050	\$206,457	\$29,493	\$1,300,000	ST	\$1,440,400	Admin Modification	04/25/2019	11/29/2016	11/29/2016	N/A	11/06/2019		12/06/2019			Approved	
2022	Trunkline	201286	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-46	Towerline Road to Richville	10.421	Road Rehabilitation	Mill and two course overlay			CON	Programmed	20-23	\$6,532,866	\$1,448,644	\$0	\$7,981,510	NH	\$8,534,272					N/A	12/10/2021		02/04/2022			Pending	
2021	Trunkline	201643	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-52	M-52 over Marsh Creek	0.000	Bridge Replacement	Superstructure Replacement			CON	Programmed	20-23	\$1,404,726	\$311,495	\$0	\$1,716,221	ST	\$1,954,999					N/A	10/09/2020		12/04/2020			Pending	
2020	Trunkline	202038	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-47 S	M-47 from Midland Rd to US-10	4.263	Traffic Safety	Freeway Signing Upgrade			CON	Programmed	17-20	\$247,250	\$0	\$0	\$247,250	NHG	\$564,500			08/21/2018	09/28/2018	N/A	10/11/2019		12/06/2019			Approved	
2021	Trunkline	202607	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-57	M-57 in Saginaw County	22.955	Traffic Safety	Non-freeway signgning update			CON	Programmed	20-23	\$277,604	\$0	\$0	\$277,604	STG	\$327,604					N/A	10/09/2020		12/04/2020			Pending	
2020	Trunkline	202649	Saginaw Metropolitan Area Transportation Study (SMATS)	Bay	MDOT	M-84 N	Signing Upgrade	29.048	Traffic Safety	Non-freeway Signing			PE	Programmed	17-20	\$67,500	\$0	\$0	\$67,500	STG	\$577,000	Admin Modification	02/27/2019	08/21/2018	09/28/2018	N/A	10/01/2019		12/03/2021			Approved	
2022	Trunkline	202649	Saginaw Metropolitan Area Transportation Study (SMATS)	Bay	MDOT	M-84 N	Signing Upgrade	29.048	Traffic Safety	Non-freeway Signing			CON	Programmed	20-23	\$277,500	\$0	\$0	\$277,500	STG	\$577,000					N/A	10/08/2021		12/03/2021		Phase Budget over 24%	Pending	
2020	Trunkline	202668	Saginaw Metropolitan Area Transportation Study (SMATS)	Tuscola	MDOT	M-81	Signing Update	65.981	Traffic Safety	Non-freeway Signing			PE	Programmed	17-20	\$10,000	\$0	\$0	\$10,000	STG	\$767,000	Admin Modification	02/27/2019	08/21/2018	09/28/2018	N/A	10/14/2019		12/01/2023			Approved	
2023	Trunkline	202723	Saginaw Metropolitan Area Transportation Study (SMATS)	Bay	MDOT	I-75 S	Signing Update	75.287	Traffic Safety	Freeway Signing			CON	Programmed	20-23	\$1,100,000	\$0	\$0	\$1,100,000	IMG	\$4,250,000					N/A	10/07/2022		12/02/2022			Pending	
2020	Trunkline	204381	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-58 EB	Eastbound M-58, Avalon Street to M-84	1.174	Reconstruction	Road Reconstruct			PE	Programmed	17-20	\$1,061,079	\$205,880	\$29,411	\$1,296,370	NH	\$13,209,764	Admin Modification	10/24/2018	08/21/2018	09/28/2018	N/A	10/01/2019		12/01/2023			Approved	
2021	Trunkline	204381	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-58 EB	Eastbound M-58, Avalon Street to M-84	1.174	Reconstruction	Road Reconstruct			ROW	Programmed	20-23	\$16,370	\$3,176	\$454	\$20,000	NH	\$13,209,764					N/A	10/01/2020		12/01/2023			Pending	
2023	Trunkline	204381	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-58 EB	Eastbound M-58, Avalon Street to M-84	1.174	Reconstruction	Road Reconstruct			UTL	Programmed	20-23	\$8,185	\$1,588	\$227	\$10,000	NH	\$13,209,764					N/A	10/03/2022		12/01/2023		Phase Budget over 24%	Pending	
2022	Trunkline	205858	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Retroreflectiv ity Readings	All of SMATS MPO	2.634	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region			CON	Programmed	20-23	\$3,188	\$354	\$0	\$3,542	HSIP	\$22,000					N/A	12/01/2021				Phase Added	Pending	
2020	Trunkline	206483	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	Saginaw County	2.948	Traffic Safety	Longitudinal pavement marking application on trunkline routes in Bay Region			PE	Programmed	17-20	\$2,897	\$322	\$0	\$3,219	HSIP	\$2,970,000			03/28/2019	04/10/2019	N/A	10/01/2019		03/06/2020		Phase Added	Pending	
2020	Trunkline	206483	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	Saginaw County	2.948	Traffic Safety	Longitudinal pavement marking application on trunkline routes in Bay Region			CON	Programmed	17-20	\$430,848	\$47,872	\$0	\$478,720	HSIP	\$2,970,000			03/28/2019	04/10/2019	N/A	02/03/2020		03/06/2020		Phase Added	Pending	
2020	Trunkline	206487	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	Saginaw County	4.513	Traffic Safety	Special pavement marking application on trunkline routes in Bay Region			PE	Programmed	17-20	\$1,087	\$121	\$0	\$1,208	HSIP	\$727,500			03/28/2019	04/10/2019	N/A	10/01/2019		04/03/2020		Phase Added	Pending	
2020	Trunkline	206487	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	Saginaw County	4.513	Traffic Safety	Special pavement marking application on trunkline routes in Bay Region			CON	Programmed	17-20	\$104,328	\$11,592	\$0	\$115,920	HSIP	\$727,500			03/28/2019	04/10/2019	N/A	03/02/2020		04/03/2020		Phase Added	Pending	
2020	Trunkline	206558	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Pvmt Mrkg Retro Readings	All of SMATS MPO	4.577	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Bay Region			CON	Programmed	17-20	\$3,333	\$370	\$0	\$3,703	HSIP	\$23,000			03/28/2019	04/10/2019	N/A	10/01/2019				Phase Added	Pending	



ALL PROJECT SEARCH - STANDARD REPORT

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC/ACC	Phase Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status				
S/TIP Line items																																				
2020	Multi-Modal	205741	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY20 Section 5339 Vehicle Replacement (Repayment of Advance)		NI	Programmed	17-20	\$100,000	\$0	\$0	\$100,000	5339	\$100,000					N/A		09/30/2020				Phase Added	Pending				
GPA Type Subtotals:			S/TIP Line items													\$100,000		\$0		\$0		\$100,000														
Transit Capital																																				
2023	Multi-Modal	205717	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1201-admin/maintenance facility construction	FY23 Section 5339 - HVAC REPLACEMENT FOR THE STARS MAIN FACILITY		NI	Programmed	20-23	\$400,000	\$100,000	\$0	\$500,000	5339	\$500,000					N/A		09/29/2023					Pending				
2023	Multi-Modal	205719	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Transit	0.000	SP1801-preventative maintenance	STARS		NI	Abandoned	20-23	\$105,000	\$26,250	\$0	\$131,250	5307						N/A		09/29/2023					Pending				
2020	Multi-Modal	205723	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1406-security equipment - facilities	Security Equipment		NI	Programmed	17-20	\$192,000	\$48,000	\$0	\$240,000	5307	\$240,000					N/A		09/30/2020				GPA over 24%	Pending				
2020	Multi-Modal	205734	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	Vehicle Replacement		NI	Programmed	17-20	\$75,200	\$18,800	\$0	\$94,000	5310	\$94,000					N/A		09/30/2020				GPA over 24%	Pending				
2021	Multi-Modal	205735	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Preventative Maintenance		NI	Programmed	20-23	\$500,000	\$125,000	\$0	\$625,000	5307	\$625,000					N/A		09/30/2021				GPA over 24%	Pending				
2020	Multi-Modal	205737	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Transit	0.000	SP1404-computers (hardware and software)	Transit Agency		NI	Programmed	17-20	\$60,000	\$15,000	\$0	\$75,000	5307	\$75,000					N/A		09/30/2020				GPA over 24%	Pending				
2023	Multi-Modal	205738	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	STARS	0.000	SP1406-security equipment - facilities	transit agency		NI	Programmed	20-23	\$9,600	\$2,400	\$0	\$12,000	5307	\$12,000					N/A		09/29/2023				GPA over 24%	Pending				
2023	Multi-Modal	205739	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Transit	0.000	SP1103-35-39 foot replacement bus with or without lift	STARS		NI	Abandoned	20-23	\$360,000	\$90,000	\$0	\$450,000	5339						N/A		09/29/2023					Pending				
2021	Multi-Modal	205743	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Areawide	0.000	SP1406-security equipment - facilities	Security expense related to operations		NI	Programmed	20-23	\$9,600	\$2,400	\$0	\$12,000	5307	\$12,000					N/A		09/30/2021				GPA over 24%	Pending				
2021	Multi-Modal	205744	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	Vehicle Replacement with lift		NI	Programmed	20-23	\$75,200	\$18,800	\$0	\$94,000	5310	\$94,000					N/A		09/30/2021				GPA over 24%	Pending				
2021	Multi-Modal	205745	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	transit vehicle replacement		NI	Programmed	20-23	\$75,200	\$18,800	\$0	\$94,000	5317	\$94,000					N/A		09/30/2021				GPA over 24%	Pending				
2023	Multi-Modal	205757	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Preventive Maintenance		NI	Abandoned	20-23	\$500,000	\$125,000	\$0	\$625,000	5307						N/A		12/01/2022					Pending				
2021	Multi-Modal	205759	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY21 Section 5310 Vehicle Replacement with lift		NI	Programmed	20-23	\$75,200	\$18,800	\$0	\$94,000	5310	\$94,000					N/A		09/30/2021				GPA over 24%	Pending				
2021	Multi-Modal	205762	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Transit Capital	0.000	SP10-State Match urban Agency	STARS		NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	5339	\$50,000					N/A		09/30/2021				GPA over 24%	Pending				
2021	Multi-Modal	205763	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	stars transit	0.000	SP1305-bus stop improvements	Bus Expasion		NI	Programmed	20-23	\$8,000	\$2,000	\$0	\$10,000	5339	\$10,000					N/A		09/30/2021				GPA over 24%	Pending				
2023	Multi-Modal	205764	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Vehicle Replacement		NI	Programmed	20-23	\$105,000	\$0	\$26,250	\$131,250	5317	\$131,250					N/A		12/02/2022				GPA over 24%	Pending				



FISCAL CONSTRAINT DEMONSTRATION

Fiscal Year 2020 - Fiscal Year 2023

Saginaw Metropolitan Area Transportation Study (SMATS)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
Fiscal Year - 2020, Local MPO Based Constraint						
STP - Small MPO	\$3,481,000	\$1,832,016	\$1,832,016	\$0	\$1,648,984	\$3,481,000
FY 2020, Local MPO Based Constraint Total	\$3,481,000	\$1,832,016	\$1,832,016	\$0	\$1,648,984	\$3,481,000
Fiscal Year - 2020, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,385,476	\$689,476	\$689,476	\$0	\$696,000	\$1,385,476
FY 2020, Local RTF Based Constraint Total	\$1,385,476	\$689,476	\$689,476	\$0	\$696,000	\$1,385,476
Fiscal Year - 2020, Local Projects from Statewide Sources						
STP - Flexible (Bridge)	\$2,035,000	\$1,628,000	\$1,628,000	\$149,400	\$257,600	\$2,035,000
FY 2020, Local Projects from Statewide Sources Total	\$2,035,000	\$1,628,000	\$1,628,000	\$149,400	\$257,600	\$2,035,000
Fiscal Year - 2020, MDOT Project Templates						
Road - Capital Preventive Maintenance	\$1,695,500	\$1,387,767	\$1,387,767	\$307,733	\$0	\$1,695,500
Road - Rehabilitation and Reconstruction	\$1,296,370	\$1,061,079	\$1,061,079	\$205,880	\$29,411	\$1,296,370
Traffic & Safety	\$1,038,718	\$966,321	\$966,321	\$72,397	\$0	\$1,038,718
Other	\$1,487,000	\$1,217,390	\$1,217,390	\$240,117	\$29,493	\$1,487,000
FY 2020, MDOT Project Templates Total	\$5,517,588	\$4,632,557	\$4,632,557	\$826,127	\$58,904	\$5,517,588
Fiscal Year - 2020, Transit Project Categories						
5307	\$3,890,000	\$2,272,000	\$2,272,000	\$218,000	\$1,400,000	\$3,890,000
5310	\$156,000	\$124,800	\$124,800	\$31,200	\$0	\$156,000
5311	\$200,000	\$100,000	\$100,000	\$0	\$100,000	\$200,000



FISCAL CONSTRAINT DEMONSTRATION

Fiscal Year 2020 - Fiscal Year 2023

Saginaw Metropolitan Area Transportation Study (SMATS)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
Fiscal Year - 2020, Transit Project Categories						
5339	\$446,000	\$376,800	\$376,800	\$69,200	\$0	\$446,000
Other	\$244,000	\$167,000	\$167,000	\$30,000	\$47,000	\$244,000
FY 2020, Transit Project Categories Total	\$4,936,000	\$3,040,600	\$3,040,600	\$348,400	\$1,547,000	\$4,936,000
Fiscal Year - 2020 Grand Total	\$17,355,064	\$11,822,649	\$11,822,649	\$1,323,927	\$4,208,488	\$17,355,064
Fiscal Year - 2021						
Fiscal Year - 2021, Local MPO Based Constraint						
STP - Small MPO	\$2,944,599	\$2,018,000	\$2,018,000	\$0	\$926,599	\$2,944,599
FY 2021, Local MPO Based Constraint Total	\$2,944,599	\$2,018,000	\$2,018,000	\$0	\$926,599	\$2,944,599
Fiscal Year - 2021, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,501,000	\$1,001,000	\$1,001,000	\$0	\$500,000	\$1,501,000
TEDF Category D	\$249,000	\$0	\$0	\$249,000	\$0	\$249,000
FY 2021, Local RTF Based Constraint Total	\$1,750,000	\$1,001,000	\$1,001,000	\$249,000	\$500,000	\$1,750,000
Fiscal Year - 2021, Local Projects from Statewide Sources						
STP - Flexible (Bridge)	\$264,000	\$211,200	\$211,200	\$39,600	\$13,200	\$264,000
FY 2021, Local Projects from Statewide Sources Total	\$264,000	\$211,200	\$211,200	\$39,600	\$13,200	\$264,000
Fiscal Year - 2021, MDOT Project Templates						
Bridge Preservation	\$4,727,329	\$4,254,593	\$4,254,593	\$472,736	\$0	\$4,727,329
Bridge Replacement	\$1,716,221	\$1,404,726	\$1,404,726	\$311,495	\$0	\$1,716,221



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Fiscal Year 2020 - Fiscal Year 2023

Saginaw Metropolitan Area Transportation Study (SMATS)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
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Fiscal Year - 2021

Fiscal Year - 2021, MDOT Project Templates

Road - Rehabilitation and Reconstruction	\$20,000	\$16,370	\$16,370	\$3,176	\$454	\$20,000
Traffic & Safety	\$1,344,308	\$1,261,057	\$1,261,057	\$83,251	\$0	\$1,344,308
Other	\$1,404,430	\$1,263,987	\$1,263,987	\$140,443	\$0	\$1,404,430
FY 2021, MDOT Project Templates Total	\$9,212,288	\$8,200,733	\$8,200,733	\$1,011,101	\$454	\$9,212,288

Fiscal Year - 2021, Transit Project Categories

5307	\$3,507,000	\$1,959,600	\$1,959,600	\$137,400	\$1,410,000	\$3,507,000
5310	\$236,000	\$188,800	\$188,800	\$47,200	\$0	\$236,000
5311	\$180,000	\$90,000	\$90,000	\$90,000	\$0	\$180,000
5339	\$60,000	\$48,000	\$48,000	\$12,000	\$0	\$60,000
Other	\$244,000	\$195,200	\$195,200	\$48,800	\$0	\$244,000
FY 2021, Transit Project Categories Total	\$4,227,000	\$2,481,600	\$2,481,600	\$335,400	\$1,410,000	\$4,227,000
Fiscal Year - 2021 Grand Total	\$18,397,887	\$13,912,533	\$13,912,533	\$1,635,101	\$2,850,253	\$18,397,887

Fiscal Year - 2022

Fiscal Year - 2022, Local MPO Based Constraint

STP - Small MPO	\$2,914,500	\$2,058,000	\$2,028,000	\$0	\$856,500	\$2,884,500
FY 2022, Local MPO Based Constraint Total	\$2,914,500	\$2,058,000	\$2,028,000	\$0	\$856,500	\$2,884,500

Fiscal Year - 2022, Local RTF Based Constraint

STP - Rural/Flexible	\$1,521,000	\$1,021,000	\$1,021,000	\$0	\$500,000	\$1,521,000
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Fiscal Year 2020 - Fiscal Year 2023

Saginaw Metropolitan Area Transportation Study (SMATS)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2022						
Fiscal Year - 2022, Local RTF Based Constraint						
TEDF Category D	\$130,000	\$0	\$0	\$130,000	\$0	\$130,000
FY 2022, Local RTF Based Constraint Total	\$1,651,000	\$1,021,000	\$1,021,000	\$130,000	\$500,000	\$1,651,000
Fiscal Year - 2022, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$7,981,510	\$6,532,866	\$6,532,866	\$1,448,644	\$0	\$7,981,510
Traffic & Safety	\$888,012	\$826,961	\$826,961	\$61,051	\$0	\$888,012
FY 2022, MDOT Project Templates Total	\$8,869,522	\$7,359,827	\$7,359,827	\$1,509,695	\$0	\$8,869,522
Fiscal Year - 2022, Transit Project Categories						
5307	\$3,507,000	\$1,959,600	\$1,959,600	\$137,400	\$1,410,000	\$3,507,000
5310	\$94,000	\$75,200	\$75,200	\$18,800	\$0	\$94,000
5311	\$90,000	\$45,000	\$45,000	\$45,000	\$0	\$90,000
5339	\$463,000	\$370,400	\$370,400	\$92,600	\$0	\$463,000
Other	\$244,000	\$195,200	\$195,200	\$48,800	\$0	\$244,000
FY 2022, Transit Project Categories Total	\$4,398,000	\$2,645,400	\$2,645,400	\$342,600	\$1,410,000	\$4,398,000
Fiscal Year - 2022 Grand Total	\$17,833,022	\$13,084,227	\$13,054,227	\$1,982,295	\$2,766,500	\$17,803,022
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraint						
STP - Small MPO	\$3,150,608	\$2,099,000	\$2,099,000	\$0	\$1,051,608	\$3,150,608
FY 2023, Local MPO Based Constraint Total	\$3,150,608	\$2,099,000	\$2,099,000	\$0	\$1,051,608	\$3,150,608



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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$10,000	\$8,185	\$8,185	\$1,588	\$227	\$10,000
Traffic & Safety	\$1,758,812	\$1,692,931	\$1,692,931	\$65,881	\$0	\$1,758,812
FY 2023, MDOT Project Templates Total	\$1,768,812	\$1,701,116	\$1,701,116	\$67,469	\$227	\$1,768,812
Fiscal Year - 2023, Transit Project Categories						
5307	\$3,507,000	\$1,959,600	\$1,959,600	\$137,400	\$1,410,000	\$3,507,000
5339	\$500,000	\$400,000	\$400,000	\$100,000	\$0	\$500,000
Other	\$281,250	\$225,000	\$225,000	\$30,000	\$26,250	\$281,250
FY 2023, Transit Project Categories Total	\$4,288,250	\$2,584,600	\$2,584,600	\$267,400	\$1,436,250	\$4,288,250
Fiscal Year - 2023 Grand Total	\$9,207,670	\$6,384,716	\$6,384,716	\$334,869	\$2,488,085	\$9,207,670



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
Transit Capital																																	
2023	Multi-Modal	205765	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Vehicle Replacement			NI	Abandoned	20-23	\$360,000	\$90,000	\$0	\$450,000	5339					N/A		12/02/2022					Pending	
2023	Multi-Modal	205769	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Vehicle Replacement			NI	Abandoned	20-23	\$400,000	\$100,000	\$0	\$500,000	5339					N/A		12/02/2022					Pending	
2022	Multi-Modal	205795	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	stars transit	0.000	SP1801-preventative maintenance	Preventive Maintenance for Fleet			NI	Programmed	20-23	\$500,000	\$125,000	\$0	\$625,000	5307	\$625,000					N/A		09/30/2022			GPA over 24%	Pending	
2022	Multi-Modal	205804	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Security Equipment related to operations	0.000	SP1406-security equipment - facilities	transit agency			NI	Programmed	20-23	\$9,600	\$2,400	\$0	\$12,000	5307	\$12,000					N/A		09/30/2022			GPA over 24%	Pending	
2022	Multi-Modal	205805	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	35'-39' replacement bus with lift			NI	Programmed	20-23	\$75,200	\$18,800	\$0	\$94,000	5310	\$94,000					N/A		09/30/2022			GPA over 24%	Pending	
2022	Multi-Modal	205806	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	Replacement vehicle with lift			NI	Programmed	20-23	\$75,200	\$18,800	\$0	\$94,000	5317	\$94,000					N/A		09/30/2022			GPA over 24%	Pending	
2022	Multi-Modal	205807	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Bus Replacement			NI	Abandoned	20-23	\$260,000	\$65,000	\$0	\$325,000	5311					N/A		09/30/2022				Pending		
2020	Multi-Modal	205808	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	Replacement vehicle <30ft bus with lift			NI	Programmed	17-20	\$47,000	\$0	\$47,000	\$94,000	5317	\$94,000					N/A		09/30/2020			GPA over 24%	Pending	
2020	Multi-Modal	205889	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1602-New Freedom mobility management	FY20 Section 5317 Mobility Management			NI	Programmed	17-20	\$120,000	\$30,000	\$0	\$150,000	5317	\$150,000					N/A		09/30/2020			GPA over 24%	Pending	
2020	Multi-Modal	206031	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Saginaw Transit Authority Regional Services	0.000	SP10-State Match urban Agency	Preventive Maintenance			NI	Programmed	17-20	\$40,000	\$10,000	\$0	\$50,000	5307	\$50,000					N/A		02/03/2020			GPA over 24%	Pending	
2021	Multi-Modal	206032	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Saginaw Transit Authority Regional Services	0.000	SP10-State Match urban Agency	Transit facility			NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	5307	\$50,000					N/A		02/01/2021			GPA over 24%	Pending	
2022	Multi-Modal	206033	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	STARS Facility	0.000	SP10-State Match urban Agency	Transit facility			NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	5307	\$50,000					N/A		01/03/2022			GPA over 24%	Pending	
2023	Multi-Modal	206035	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	STARS Facility	0.000	SP10-State Match urban Agency	Transit facility			NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	5307	\$50,000					N/A		02/01/2023			GPA over 24%	Pending	
2020	Multi-Modal	206649	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County Commission On Aging	Schust Rd	Commission on Aging	0.000	P003-Elderly and Disabled	Bus Replacement			NI	Programmed	17-20	\$49,600	\$12,400	\$0	\$62,000	5310	\$62,000					N/A		09/30/2020			GPA over 24%	Pending	
2021	Multi-Modal	207187	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Wellspring Lutheran Services	Johnson St	Wellspring Lutheran Services Frankenmuth	0.000	SP02-Bus Capital	Van purchase for Wellspring Lutheran Services Frankenmuth			NI	Programmed	20-23	\$38,400	\$9,600	\$0	\$48,000	5310	\$48,000					N/A		09/30/2021			GPA over 24%	Pending	
2020	Multi-Modal	207688	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Preventive Maintenance			NI	Programmed	17-20	\$500,000	\$125,000	\$0	\$625,000	5307	\$625,000					N/A		09/30/2020			GPA over 24%	Pending	
2020	Multi-Modal	207711	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 2020 Section 5307 Upgrade to Managment System			NI	Programmed	17-20	\$80,000	\$20,000	\$0	\$100,000	5307	\$100,000					N/A		09/30/2020			GPA over 24%	Pending	
2020	Multi-Modal	207736	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2020 5339 2 - bus replacements for vehicles up to 39'			NI	Programmed	17-20	\$276,800	\$69,200	\$0	\$346,000	5339	\$346,000					N/A		09/30/2020			GPA over 24%	Pending	



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
Transit Capital																																	
2022	Multi-Modal	207752	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1108-35-39 foot expansion bus with or without lift	Transit Vehicle Replacement		NI	Programmed	20-23	\$370,400	\$92,600	\$0	\$463,000	5339	\$463,000				N/A		09/30/2022				GPA over 24%	Pending		
2021	Multi-Modal	207758	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1602-New Freedom mobility management	FY21 Section 5317 Mobility Managment		NI	Programmed	20-23	\$120,000	\$30,000	\$0	\$150,000	5317	\$150,000				N/A		09/30/2021				GPA over 24%	Pending		
2022	Multi-Modal	207763	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1602-New Freedom mobility management	FY22 Section 5317 Mobility Managment		NI	Programmed	20-23	\$120,000	\$30,000	\$0	\$150,000	5317	\$150,000				N/A		09/30/2022				GPA over 24%	Pending		
2023	Multi-Modal	207764	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1602-New Freedom mobility management	FY23 Section 5317 Mobility Managment		NI	Programmed	20-23	\$120,000	\$30,000	\$0	\$150,000	5317	\$150,000				N/A		09/29/2023				GPA over 24%	Pending		
GPA Type Subtotals: Transit Capital																\$730,400	\$182,600	\$0	\$913,000														
Transit Operating																																	
2020	Multi-Modal	205022	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Operating Assistance		NI	Programmed	17-20	\$1,400,000	\$0	\$1,400,000	\$2,800,000	5307	\$2,800,000				N/A		12/04/2019					Pending		
2023	Multi-Modal	205647	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Transit	0.000	SP1104-40 foot and greater replacement bus with or without lift	Transit		NI	Programmed	20-23	\$500,000	\$125,000	\$0	\$625,000	5307	\$625,000				N/A		09/29/2023				GPA over 24%	Pending		
2020	Multi-Modal	205721	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Operations		NI	Programmed	17-20	\$100,000	\$0	\$100,000	\$200,000	5311	\$200,000				N/A		12/04/2019				GPA over 24%	Pending		
2021	Multi-Modal	205722	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Operating Assistance, Urbanized Area		NI	Programmed	20-23	\$1,400,000	\$0	\$1,400,000	\$2,800,000	5307	\$2,800,000				N/A		12/01/2020				GPA over 24%	Pending		
2021	Multi-Modal	205724	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Operations		NI	Programmed	20-23	\$10,000	\$0	\$10,000	\$20,000	5307	\$20,000				N/A		12/01/2020				GPA over 24%	Pending		
2021	Multi-Modal	205726	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY21 Section 5311 - Transit Operating		NI	Programmed	20-23	\$45,000	\$45,000	\$0	\$90,000	5311	\$90,000				N/A		09/30/2021				GPA over 24%	Pending		
2022	Multi-Modal	205727	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Operating Assistance, Urbanized Area		NI	Programmed	20-23	\$1,400,000	\$0	\$1,400,000	\$2,800,000	5307	\$2,800,000				N/A		12/02/2021				GPA over 24%	Pending		
2022	Multi-Modal	205728	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Operations		NI	Programmed	20-23	\$10,000	\$0	\$10,000	\$20,000	5307	\$20,000				N/A		12/03/2021				GPA over 24%	Pending		
2021	Multi-Modal	205729	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY21 Section 5311 Operating Assistance		NI	Programmed	20-23	\$45,000	\$45,000	\$0	\$90,000	5311	\$90,000				N/A		09/30/2021				GPA over 24%	Pending		
2023	Multi-Modal	205731	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Operations		NI	Programmed	20-23	\$1,400,000	\$0	\$1,400,000	\$2,800,000	5307	\$2,800,000				N/A		12/02/2022				GPA over 24%	Pending		
2023	Multi-Modal	205732	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Johnson St	Johnson St	0.000	SP10-State Match urban Agency	Transit Operations		NI	Programmed	20-23	\$10,000	\$0	\$10,000	\$20,000	5307	\$20,000				N/A		12/02/2022				GPA over 24%	Pending		
2022	Multi-Modal	205733	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw Transit Authority Regional Services	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY22 Section 5311 Transit Operating		NI	Programmed	20-23	\$45,000	\$45,000	\$0	\$90,000	5311	\$90,000				N/A		09/30/2022				GPA over 24%	Pending		
GPA Type Subtotals: Transit Operating																\$6,365,000	\$260,000	\$5,730,000	\$12,355,000														



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Grand Total:																\$7,195,400	\$442,600	\$5,730,000	\$13,368,000													

Total Job Phases Reported: 51

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020, 2021, 2022, 2023

MPO/Non-MPO: Saginaw Metropolitan Area Transportation Study (Saginaw)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Multi-Modal

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Multi-Modal - ALL

Finance System: Multi-Modal - ALL

RTF: ALL



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	Phase Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status																														
S/TIP Line items																																																														
2021	Trunkline	207279	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	2.573	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$2,898	\$322	\$0	\$3,220	HSIP	\$3,180,000						N/A	10/01/2020		03/05/2021		Phase Added		Pending																													
2021	Trunkline	207279	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	2.573	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$457,884	\$50,876	\$0	\$508,760	HSIP	\$3,180,000					N/A	02/05/2021		03/05/2021		Phase Added		Pending																														
2021	Trunkline	207281	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	2.020	Traffic Safety	Special pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$1,449	\$161	\$0	\$1,610	HSIP	\$590,000					N/A	10/01/2020		04/02/2021		Phase Added		Pending																														
2021	Trunkline	207281	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	2.020	Traffic Safety	Special pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$84,042	\$9,338	\$0	\$93,380	HSIP	\$590,000					N/A	03/05/2021		04/02/2021		Phase Added		Pending																														
2021	Trunkline	207305	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Retroreflectivity Readings	All of SMATS MPO	1.737	Traffic Safety	Retroreflectivity readings on trunklines in Bay Region		CON	Programmed	20-23	\$3,188	\$354	\$0	\$3,542	HSIP	\$22,000					N/A	12/01/2020				Phase Added		Pending																														
2022	Trunkline	207317	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	1.399	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$2,898	\$322	\$0	\$3,220	HSIP	\$3,180,000					N/A	10/01/2021		04/01/2022		Phase Added		Pending																														
2022	Trunkline	207317	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	1.399	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$457,884	\$50,876	\$0	\$508,760	HSIP	\$3,180,000					N/A	03/04/2022		04/01/2022		Phase Added		Pending																														
2022	Trunkline	207319	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	3.252	Traffic Safety	Special pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$1,449	\$161	\$0	\$1,610	HSIP	\$590,000					N/A	10/01/2021		02/04/2022		Phase Added		Pending																														
2022	Trunkline	207319	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	3.252	Traffic Safety	Special pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$84,042	\$9,338	\$0	\$93,380	HSIP	\$590,000					N/A	01/07/2022		02/04/2022		Phase Added		Pending																														
2023	Trunkline	207356	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	3.494	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$2,898	\$322	\$0	\$3,220	HSIP	\$3,180,000					N/A	10/03/2022		02/03/2023		Phase Added		Pending																														
2023	Trunkline	207356	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Longitudinal Pavement Markings	All of SMATS MPO	3.494	Traffic Safety	Longitudinal pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$457,884	\$50,876	\$0	\$508,760	HSIP	\$3,180,000					N/A	01/06/2023		02/03/2023		Phase Added		Pending																														
2023	Trunkline	207357	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	3.554	Traffic Safety	Special pavement marking application on trunklines in Bay Region		PE	Programmed	20-23	\$1,449	\$161	\$0	\$1,610	HSIP	\$890,000					N/A	10/03/2022		03/03/2023		Phase Added		Pending																														
2023	Trunkline	207357	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Special Pavement Markings	All of SMATS MPO	3.554	Traffic Safety	Special pavement marking application on trunklines in Bay Region		CON	Programmed	20-23	\$127,512	\$14,168	\$0	\$141,680	HSIP	\$890,000					N/A	02/03/2023		03/03/2023		Phase Added		Pending																														
2023	Trunkline	207374	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	Bay Regionwide Retroreflectivity Readings	All of SMATS MPO	3.187	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region		CON	Programmed	20-23	\$3,188	\$354	\$0	\$3,542	HSIP	\$22,000					N/A	12/01/2022				Phase Added		Pending																														
GPA Type Subtotals:																\$1,688,665	\$187,629	\$0	\$1,876,294																																											
Trunkline Bridge																																																														
2021	Trunkline	204774	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	I-675	30 Structures on I-675	0.000	Bridge CPM	Overlay - Epoxy (Warranty)		CON	Programmed	20-23	\$3,594,835	\$399,429	\$0	\$3,994,261	IM	\$4,375,407					N/A	10/09/2020		12/04/2020				Pending																														



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Trunkline Bridge																																	
2021	Trunkline	204784	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	I-675	I-675	0.000	Bridge CPM	Overlay - Epoxy			CON	Programmed	20-23	\$659,758	\$73,307	\$0	\$733,065	BOI	\$798,494					N/A	10/09/2020		12/04/2020				Pending
2021	Trunkline	206932	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	I-675 N	I-675 over Saginaw River and M-58 EB Ramp	0.000	Bridge CPM	Epoxy Overlay, Deck Patch, Reseal End Joints, Silane Barrier			CON	Programmed	20-23	\$1,263,987	\$140,443	\$0	\$1,404,430	IM	\$1,424,430					N/A	10/09/2020		12/04/2020				Pending
GPA Type Subtotals:			Trunkline Bridge													\$1,923,745	\$213,750	\$0	\$2,137,495														
Trunkline Road																																	
2020	Trunkline	204374	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-46	M-52 to Meijer Drive	2.885	Road Capital Preventive Maintenance	Milling and one course overlay.			CON	Programmed	17-20	\$1,387,767	\$307,733	\$0	\$1,695,500	NH	\$1,774,729	Adjustment	09/21/2018			N/A	12/13/2019		02/07/2020				Approved
GPA Type Subtotals:			Trunkline Road													\$1,387,767	\$307,733	\$0	\$1,695,500														
Trunkline Traffic Operations And Safety																																	
2021	Trunkline	129228	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-47	Tittabawassee Road	0.120	Traffic Safety	Signal Modernization			CON	Programmed	20-23	\$199,800	\$22,200	\$0	\$222,000	HSIP	\$317,000					N/A	10/22/2020		12/04/2020		GPA over 24%, Phase Added		Pending
2020	Trunkline	201946	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	I-75 S	SMATS MPO Area	38.622	Traffic Safety	Freeway Shoulder Delineation Enhancement			CON	Programmed	17-20	\$109,078	\$12,120	\$0	\$121,198	HSIP	\$157,400			08/21/2018	09/28/2018	N/A	12/13/2019		02/07/2020				Approved
2021	Trunkline	203797	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-58	Bay Region Saginaw MPO	0.000	Traffic Safety	Signal modernization, upgrade, and optimization.			CON	Programmed	20-23	\$234,192	\$0	\$0	\$234,192	STG	\$276,645					N/A	03/12/2021		05/07/2021		GPA over 24%		Pending
2020	Trunkline	207745	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	MDOT	M-83	M-54 / M-83 Intersection	0.043	ITS Applications	Small Dynamic Message Sign			CON	Programmed	17-20	\$320,240	\$71,013	\$0	\$391,252	ST	\$430,252	Adjustment				N/A	01/10/2020		03/06/2020				Pending
GPA Type Subtotals:			Trunkline Traffic Operations And Safety													\$863,310	\$105,333	\$0	\$968,642														
Grand Total:																\$5,863,487	\$814,445	\$0	\$6,677,931														

Total Job Phases Reported: 44

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020, 2021, 2022, 2023

MPO/Non-MPO: Saginaw Metropolitan Area Transportation Study (Saginaw)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Trunkline

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Trunkline - ALL

Finance System: Trunkline - ALL

RTF: ALL



ALL PROJECT SEARCH - STANDARD REPORT

Date: 05/08/2019

Fiscal Year(s) : 2020, 2021, 2022, 2023

Page: 2 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
S/TIP Line items																																		
2023	Local	205672	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	Mackinaw Street	Alexander Street to Congress Avenue	0.630	Reconstruction	Asphalt Reconstruction			CON	Programmed	20-23	\$1,049,500	\$0	\$976,608	\$2,026,108	STUL	\$2,026,108					N/A	01/06/2023		03/03/2023				Pending	
2021	Local	205674	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw	Mackinaw St	Mackinaw Street	0.870	Reconstruction	Asphalt Reconstruction			CON	Programmed	20-23	\$1,158,016	\$0	\$1,345,900	\$2,503,916	STUL	\$2,503,916					N/A	01/08/2021		03/05/2021				Pending	
2021	Local	205714	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Center Rd	Center Road, State to Tittabawassee	3.010	Road Capital Preventive Maintenance	Asphalt Overlay (=1 1/2 inches)			CON	Programmed	20-23	\$859,984	\$0	\$190,699	\$1,050,683	STUL	\$1,050,683					N/A	01/08/2021		03/05/2021		Phase Budget over 24%		Pending	
2022	Local	205715	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	McCarty Rd	McCarty Rd	0.305	Major Widening	Major Widening			CON	Programmed	20-23	\$504,000	\$0	\$126,000	\$630,000	STUL	\$630,000					N/A	01/07/2022		03/04/2022		Phase Added		Pending	
2022	Local	205716	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Kochville Road	Michigan Road to Melbourne Road	1.968	Road Capital Preventive Maintenance	Resurface			CON	Programmed	20-23	\$525,000	\$0	\$400,000	\$925,000	STUL	\$925,000					N/A	01/07/2022		03/04/2022				Pending	
2023	Local	205718	Saginaw Metropolitan Area Transportation Study (SMATS)	Saginaw	Saginaw County	Dixie Highway	Hess Avenue to Fort Street	3.572	Road Capital Preventive Maintenance	Resurface			CON	Programmed	20-23	\$1,049,500	\$0	\$400,000	\$1,449,500	STUL	\$1,449,500					N/A	01/06/2023		03/03/2023				Pending	
GPA Type Subtotals:			S/TIP Line items														\$5,146,000	\$0	\$3,439,207	\$8,585,207														
Grand Total:																\$9,525,146	\$518,600	\$4,996,438	\$15,040,184															

Total Job Phases Reported: 21

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020, 2021, 2022, 2023

MPO/Non-MPO: Saginaw Metropolitan Area Transportation Study (Saginaw)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Local

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Local - ALL

Finance System: Local - ALL

RTF: ALL

Appendix D

Financial and Operations and Maintenance Assumptions

Appendix E

List of Available Federal-Aid Highway and Transit Resources¹

Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system.	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; nonmotorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	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 retroreflectivity, 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)	Reduce emissions from transportation sources	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)	Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes	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 nonmotorized 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

¹ Not intended to be an exhaustive list of all eligible activities.

	roads classified as principal arterials or above).	the same corridor as a segment of the NHS.
National Highway Freight Program	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.	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.

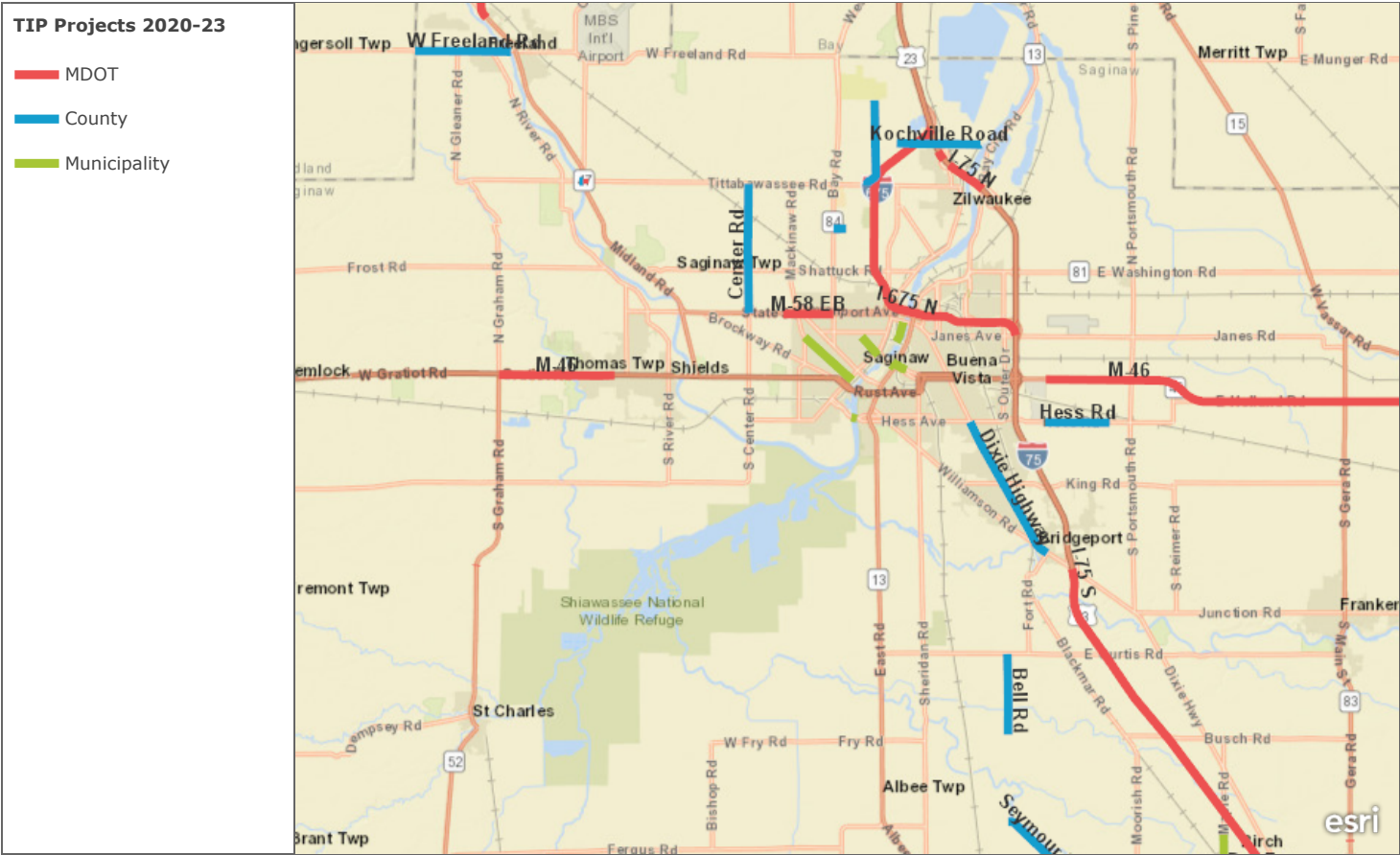
Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	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	Improving mobility options for seniors and disabled persons.	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	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	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	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

Appendix F

Maps

TIP Projects-Copy



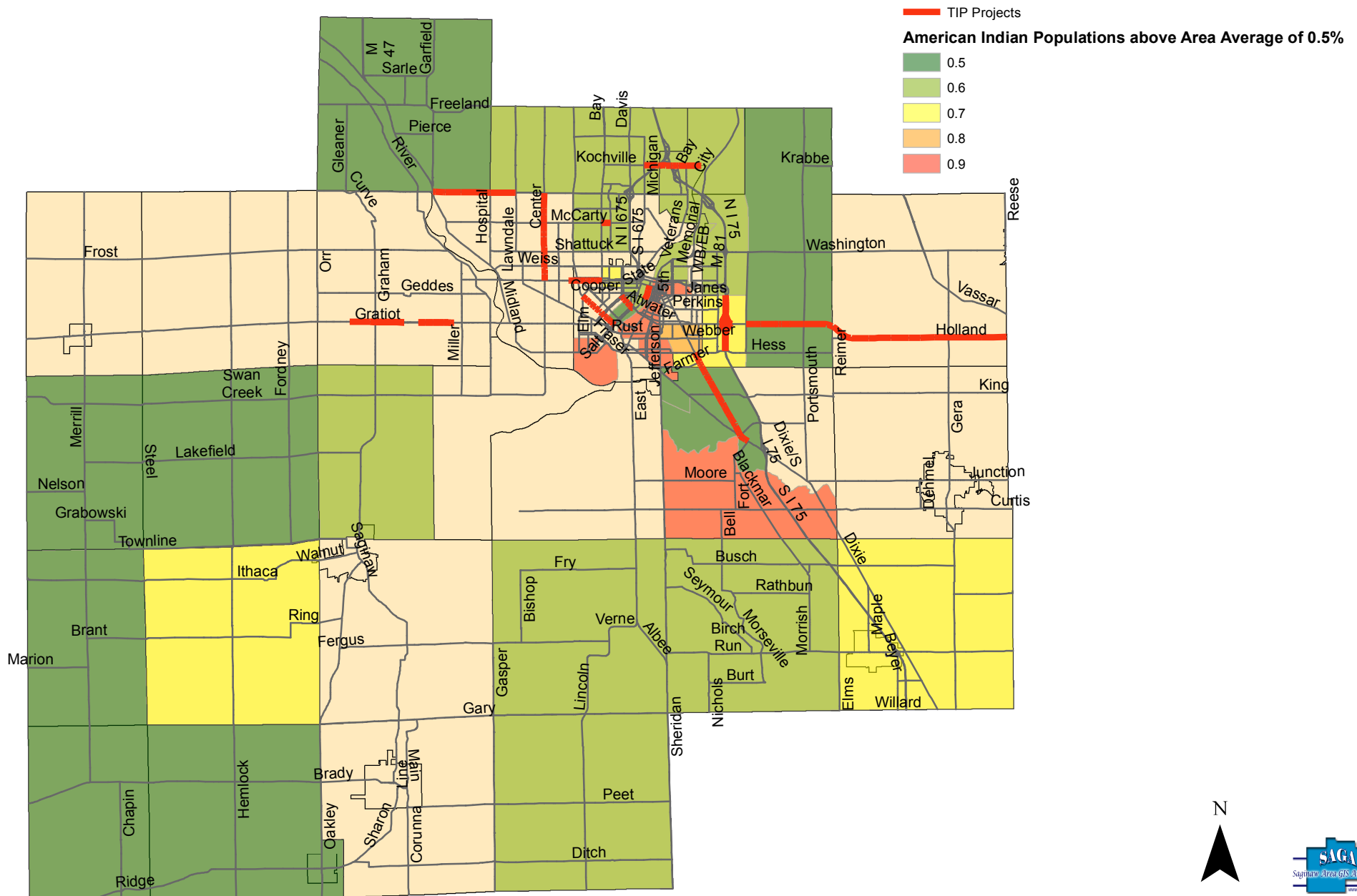
Esri, HERE, Garmin, NGA, USGS, NPS



Saginaw Metropolitan Area Transportation Study: TIP 2020-2023

Environmental Justice Maps

American Indian Populations above Area Average of 0.5%

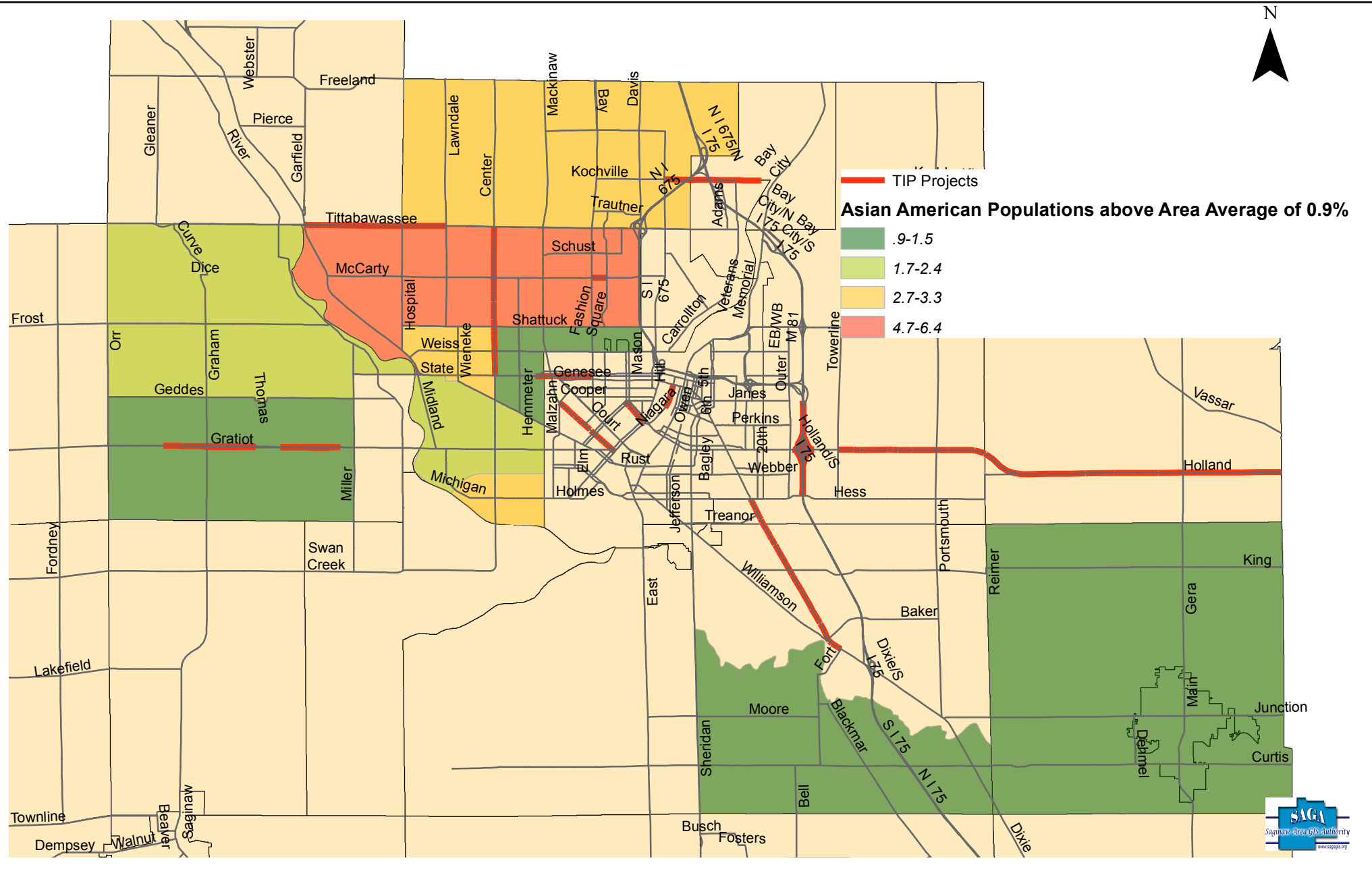




Saginaw Metropolitan Area Transportation Study: TIP 2020-2023

Environmental Justice Maps

Asian American Populations above Area Average of 0.9%

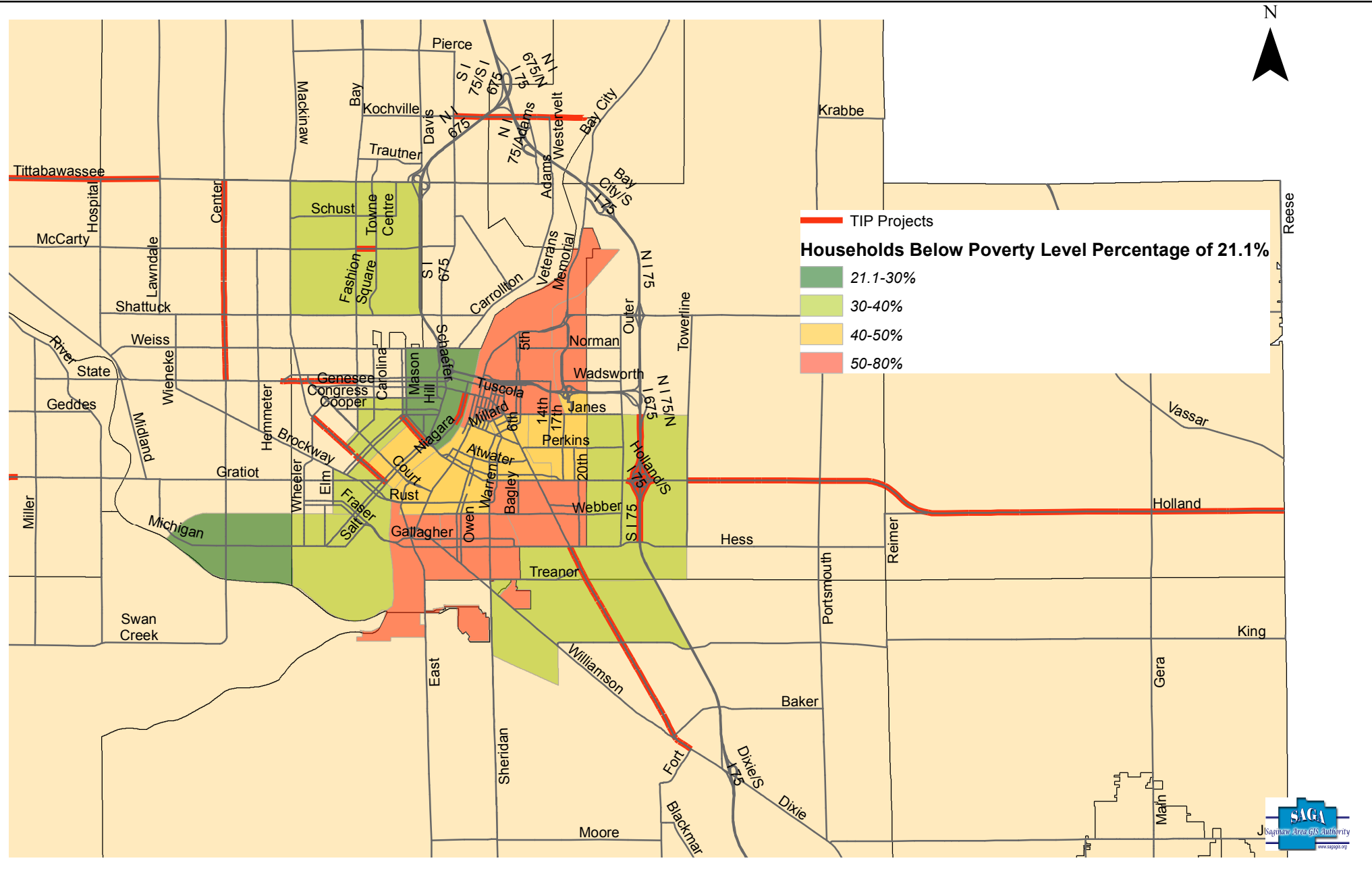




Saginaw Metropolitan Area Transportation Study: TIP 2020-2023

Environmental Justice Maps

Households Below Poverty Level Percentage of 21.1%





Saginaw Metropolitan Area Transportation Study: TIP 2020-2023

Road and Non-motorized Project Map

