

Midland Area Transportation Study (MATS)

Policy Committee Special Meeting Minutes

Thursday, April 22, 2021

Pursuant to the Michigan Open Meetings Act as amended, as well as the Local State of Emergency declared by the City of Midland, this meeting was held virtually via Zoom and, for the purposes of public involvement, Facebook Live video feed.

1. Call to Order/Roll Call

The meeting was begun at 10:01 AM by Jonathan Myers, Vice-Chairman. All members participated via Zoom link or phone, during roll call each voting member provided their name, agency represented and physical location.

Those who participated were: Jonathan Myers* (Midland County Road Commission, from Sanford, MI), Dennis Borchard* (Saginaw County Road Commission, from Saginaw, MI), Jim Lillo* (Bay County Road Commission, from Kawkawlin, MI), Maria Sandow* (Larkin Township, from Midland, MI), Kevin Wray* (Lincoln Twp, from Midland, MI), Mike Wood* (Jerome Township, from Sanford, MI), Karen Murphy* (City of Midland and DART, from Midland, MI), Gary Rogers* (County Connection of Midland, from Midland, MI), Terry Hall* (Edenville Township, from Edenville, MI), Carl Hamann* (Village of Sanford, from Sanford, MI), Steven VanTol* (Williams Township, from Auburn, MI), Marc McGill* (Tittabawassee Township, from Tittabawassee Twp, MI), Anita Boughner* (MDOT – Statewide Planning, from Brighton, MI), Jay Reithel (MDOT – Bay Region), Kim Hill (MDOT – Mt. Pleasant TSC), Brian Stark (MDOT – Bay Region), Maja Bolanowska (MATS) and Bryan Gillett (MATS).

*voting members or alternates

2. Changes to the Agenda

There were no changes to the agenda.

3. Approval of February 2, 2021 Minutes

A motion was made by Terry Hall and seconded by Carl Hamann to approve the minutes as presented. Motion carried.

4. Reports of officers

Legislative and MDOT Updates

Maja Bolanowska reported on current proposals by the Census Bureau and the Federal Office of Management and Budget to change key definitions related to Urbanized Areas and Metropolitan Statistical Areas that could ultimately have a significant effect on the MATS MPO or funding for various programs in the region. She added that the effect of these changes is not possible to ascertain at this time and would not be known for certain for several years, but that they could be substantial.

Anita Boughner indicated that MDOT staff will continue to work from home till at least July 12th.

5. Agency Reports

A. MATS Administrative Report

Maja reported that the bank balance for MATS is currently at approximately \$16,000. However, reimbursements for second quarter 2021 invoices are expected very shortly. In addition, the biennial audit report has been conducted by Smith & Klaczewicz, PC and the summary letter has been submitted to the State as well as included in the supplemental information for this meeting.

B. MATS Work Tasks Update

Maja reported that staff efforts over the past two months consisted of work on the long range transportation plan, and collaboration with MDOT SUTA staff on the Great Lakes Bay Regional Model. As well, addressing project changes via both TIP amendments and administrative modifications (where allowed and warranted). Staff has finalized the draft of the new Non-Motorized Transportation Plan. FY 2022 Unified Work Program report (due to MDOT by June 1) has been completed. Finally, staff has resumed extensive planning work on the 2021 MTPA Conference, which will be held virtually due to the COVID-19 pandemic.

6. Unfinished and New Business

A. MATS TIP Amendment (FY 2020-2023)

Maja explained the proposed changes for the FY 2020-2023 MATS TIP, consisting of addition of two bridge capital preventive maintenance projects by the Midland County Road Commission, changes to a number of Transit Capital projects by the Midland Dial A Ride Transportation, and an addition of the ROW phase for M-20 project by MDOT. The attached table shows a summary of the proposed project amendments.

After a brief review, a motion was made by Karen Murphy and seconded by Maria Sandow to approve the TIP changes. Motion carried.

GPA Thresholds Approval

Maja explained the need for the GPA threshold approval for the FY 2023 Local Bridge GPA, resulting from the addition of 2 bridge CPM projects to the MATS TIP. The attached table shows the new GPA and its threshold. Carl Hamann asked for clarification regarding the meaning of the term GPA, which Anita Boughner explained was the acronym for General Program Account, a grouping of like projects.

After a brief discussion, a motion was made by Terry Hall and seconded by Karen Murphy to approve the changes to the GPA threshold. Motion carried.

B. MATS Urban Program – STUL and HIP funding

Maja explained that on February 22, 2021 the MATS Project Selection Committee met to discuss changes to the MATS STUL funded projects and determine how to utilize recently announced HIP/HIPS funding allocations. After extensive discussion the Project Selection Committee decided on a program of urban projects for FY 2022 – 2026 (presented in the attached table), as well as changes to the funding format for them (pro-rata instead of cap method), and recommended committing to flexibility regarding the City of Midland's Jefferson Road project and City's use of STUL funding for this or another project.

Thereafter a motion was made by Kevin Wray and seconded by Marc McGill to approve the FY 2022-2026 program of local urban projects utilizing STUL and HIP funding amounts as shown, change the funding method for local urban projects from capped to pro-rata, and to allow the City of Midland the flexibility to reserve the STUL amount within FY 2025 for another City of Midland project if the Jefferson Road project is able to be constructed with local funds. Motion carried.

C. Non-Motorized Planning

Bryan Gillett updated the Committee on the completed final draft of the MATS Non-Motorized Transportation Plan, noting that it includes a reformatted listing of proposed projects as well as maps developed with the assistance of the Midland County Road Commission and Midland County that depict the existing network of NMT facilities and their relationship to the proposed NMT projects presented on the project list. Subsequently a motion was made by Terry Hall and seconded by Karen Murphy to approve the MATS Non-Motorized Transportation Plan as presented. Motion carried.

In addition, Bryan explained the most recent update to the table of TIP projects reviewed as part of the MATS Complete Streets Policy. This table, reviewed by NMT Representative Thor Brecht, represents changes to TIP projects current through the previous meeting. All projects in the table are requesting exemptions to the Policy, except for JN 212097 and 210348. A motion was then made by Jim Lillo and seconded by Anita Boughner to approve the table of projects and exemptions as presented. Motion carried.

D. MATS Unified Work Program – FY 2022 UWP

Maja introduced the FY 2022 Unified Work Program, which contains projections and breakdown regarding the next year's federal and state allocations, budget, indirect cost rate and local match requirements, in addition to time and cost projections for individual work tasks. She explained that by and large it was very similar to previous years, with the exception of the elimination of the work efforts related to this year's MTPA conference. The major work items for the year related to the update of the MATS Long Range Plan and the upcoming new Transportation Improvement Program for 2023-2026.

Thereafter a motion was made by Dennis Borchard and seconded by Mike Wood to approve the FY 2022 MATS Unified Work Program. Motion carried.

E. Performance Measures

Maja explained that through recent developments and clarifications regarding Transit performance measures, MATS is required to acknowledge receipt of the 2021 State of Good Repair (SGR) targets from MDOT and DART as well as the Public Transit Agency Safety Plan (PTASP) and safety targets from DART. Accordingly a motion was made by Karen Murphy and seconded by Gary Rogers to acknowledge receipt of the referenced documents. Motion carried.

7. Public Comment

There was no public comment recorded via the Facebook Live comment stream.

8. Adjournment

There being no further items for discussion, the April 22, 2021 MATS Policy Committee Special meeting was adjourned at 10:43 AM. The next meeting has been scheduled for May 4, 2021 at 10:00 AM.

Respectfully submitted,

Maja Bolanowska, Director
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MATS FY 2020-2023 TIP Amendment for April 2021

Fiscal Year	Job no.	Amendment # (CR #)	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Comments	Total Job Cost	Job Type
2023	212248	0	CON	Midland	Midland County	E Freeland Road / 9 Mile Road	E Freeland Road, Str #6931 / 9 Mile Road, Str #6947, Midland County	0	Bridge CPM	Capital Preventative Maintenance	\$164,000	BHT	\$30,750	\$10,250	\$205,000	PHASADDGPA	Local Bridge		\$232,250.00	Local
2023	212247	0	CON	Midland	Midland County	Gordonville Road/4 3/4 Mile Road	Gordonville Road/4 3/4 Mile Road - Midland County	0	Bridge CPM	Bridge Capital Preventative Maintenance	\$183,200	BO	\$34,350	\$11,450	\$229,000	PHASADDGPA	Local Bridge		\$259,750.00	Local
2021	212544	0	NI	Midland	Midland, City of	Transit Capital	City-Wide		SP1101-<30 foot replacement bus with 0 or without lift	FY21 Section 5339 Bus Replacement	\$56,800	5339	\$14,200	\$0	\$71,000	PHASADDGPA	Transit Capital		\$71,000.00	Multi-Modal
2022	207204	4	NI	Midland	Midland, City of	Transit Capital	City-Wide	0	SP1801-preventative maintenance	FY22 Section 5307 Transit Capital Preventive Maintenance & Bus Replacement	\$176,000	5307	\$44,000	\$0	\$220,000	ESTFEDBGT, ESTSTBGT, WKRPTDESC	Transit Capital	Replacement of Bus #20 with unobligated FY 2020 5307 funds	\$220,000.00	Multi-Modal
2023	207215	3	NI	Midland	Midland, City of	Transit Capital	City-Wide	0	SP1101-<30 foot replacement bus with 0 or without lift	FY23 Section 5339 Bus Replacement	\$76,000	5339	\$19,000	\$0	\$95,000	ESTFEDBGT, ESTSTBGT, WKRPTDESC	Transit Capital	Replacement of bus #21 utilizing FY 2022 and 2023 5339 Funds	\$95,000.00	Multi-Modal
2021	207201	4	NI	Midland	Midland, City of	Transit Capital	City-Wide	0	SP1801-preventative maintenance	FY21 Section 5307 Transit Capital Preventive Maintenance, Bus Replacement	\$176,000	5307	\$44,000	\$0	\$220,000	ESTSTBGT, ESTFEDBGT, WKRPTDESC	Transit Capital	Transit Capital Preventive Maintenance and Replacement of bus #17 utilizing unobligated FY 2020 5307 Funds	\$220,000.00	Multi-Modal
2022	207213	3	NI	Midland	Midland, City of	Transit Capital	City-Wide	0	SP1101-<30 foot replacement bus with 0 or without lift	FY22 Section 5339 Bus Replacement	\$152,000	5339	\$38,000	\$0	\$190,000	ESTFEDBGT, ESTSTBGT, WKRPTDESC	Transit Capital	Replacement of buses #18 & #19 utilizing unobligated FY 2021 5339 funds and some FY 2022 5339 Funds	\$190,000.00	Multi-Modal
2021	207209	3	NI	Midland	Midland, City of	Transit Capital	City-Wide	0	SP1101-<30 foot replacement bus with 0 or without lift	FY21 Section 5339 Bus Replacement, Copier	\$80,400	5339	\$20,100	\$0	\$100,500	ESTFEDBGT, ESTSTBGT, WKRPTDESC	Transit Capital	Replacing copier & Bus #16 utilizing \$46,597 unobligated 5339 FY 2020 funds & \$ 33,803 FY 2021 5339 funds	\$100,500.00	Multi-Modal

MATS FY 2020-2023 TIP Amendment for April 2021

Fiscal Year	Job no.	Amendment # (CR #)	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Comments	Total Job Cost	Job Type
2021	204408	5	ROW	Midland	MDOT	M-20	M-30 to east of Currie Parkway	5.674	Road Rehabilitation	Milling and two course HMA overlay	\$16,370	NH	\$3,222	\$408	\$20,000	PHASADD	Not Applicable		\$20,544,757.00	Trunkline

GPA List

[Reset](#)
[Adjust Threshold](#)

FY	GPA	MPO	Status	Job Type	Threshold			Programmed Proposed	Manual Adjustment	Programmed Usage	Remaining	Approval Date
					Federal Approved	Local Approved	Current/To-Be					
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2023	Local Bridge	Midland Area Transportation Study (MATS)	Proposed	Local	\$0.00	\$0.00	\$434,000.00	\$434,000.00	\$0.00	\$434,000.00	\$0.00	

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Current GPA Usage Summary

MATS STUL and HIP Funding 2022-2026 Projects

Programmed as of Feb 16, 2021:

Year	MATS STUL (Fed \$)	HIP Funds* (Fed \$)	Project & (Jurisdiction)	Fed STUL \$	Fed HIP \$	Local \$	Project Cost (without PE or CE)
2021	\$935,083	\$68,618	Poseyville Road (Gordonville Rd to Midland City Limits) (MCRC)	\$591,083	\$68,618	\$540,299	\$1,200,000
			Saginaw Rd (Dartmouth Drive to Patrick Road) (City of Midland)	<u>\$344,000</u>	<u>\$0</u>	<u>\$434,000</u>	\$778,000
				<u>\$935,083</u>	<u>\$68,618</u>	<u>\$1,034,000</u>	
2022	\$963,000	\$0	Sugnet Rd (Main Street to Northwood Drive) (City of Midland)	\$963,000	\$0	\$317,000	\$1,280,000
2023	\$982,000	\$0	Jefferson Road (Wheeler Rd to Wackerly Rd) (City of Midland)	\$332,000	\$0	\$968,000	\$1,300,000
			Freeland Road (N. Gleaner Rd to River Rd) (Saginaw County Rd Comm)	\$400,000	\$0	\$200,000	\$600,000
			Midland Rd (Carter Rd to Flajole Rd) (Bay County Rd Commission)	<u>\$250,000</u>	<u>\$0</u>	<u>\$1,000,000</u>	\$1,250,000
				<u>\$982,000</u>	<u>\$0</u>	<u>\$2,168,000</u>	

Changes per Feb 22, 2021 meeting, subject to approval by MATS Technical and Policy Committees:

2022	\$963,000	\$55,949	Sugnet Rd (Main Street to Northwood Drive) (City of Midland)	<u>\$963,000</u>	<u>\$350,000</u>	\$487,000	\$1,800,000
		\$399,983		<u>\$963,000</u>	<u>\$350,000</u>		
2023	\$982,000	OR	Freeland Road (N. Gleaner Rd to River Rd) (Saginaw County Rd Comm)	\$300,000	\$0	\$75,000	\$375,000
		\$55,949					
		\$399,983	Eastman Road (Monroe Rd to Mier Rd) (Midland County Rd Comm)	<u>\$682,000</u>	<u>\$105,932</u>	\$512,068	\$1,300,000
		(if not used in FY 2022)		<u>\$982,000</u>	<u>\$105,932</u>	<u>\$455,932</u> (Total of FY 2022 and FY 2023 HIP funds)	
2024	\$1,002,000	\$0	Midland Road (Carter Road to Eleven Mile Rd) (Bay County Rd Commission)	\$250,000	\$0	\$1,550,000	\$1,800,000
			Saginaw Road (Pinesboro Dr to Dublin Rd) (Midland County Rd Comm)	<u>\$752,000</u>	<u>\$0</u>	\$398,000	\$1,150,000
				<u>\$1,002,000</u>	<u>\$0</u>		
2025	\$1,022,000	\$0	**Jefferson Road (Wheeler Rd to Chapel Lane) (City of Midland)	\$422,000	\$0	\$358,000	\$780,000
			Midland Road (Eleven Mile Rd to Garfield Rd) (Bay County Rd Commission)	<u>\$600,000</u>	<u>\$0</u>	\$1,300,000	\$1,900,000
				<u>\$1,022,000</u>	<u>\$0</u>		
2026	\$1,042,000	\$0	Garfield Road (M47 to Freeland Rd) (Saginaw County Rd Commission)	\$600,000	\$0	\$150,000	\$750,000
			Monroe Road (Eastman Rd to Sturgeon Rd) (Midland County Rd Comm)	<u>\$442,000</u>	<u>\$0</u>	\$278,000	\$720,000
				<u>\$1,042,000</u>	<u>\$0</u>		

* Highway Infrastructure Program. Funds need to be obligated by Sep 30, 2024.

FY 2021 Highway Infrastructure Program Funding of \$ 55,949 for MATS area, requires local match of 18.15% (HIPS Fin Sys)

FY 2021 Highway Infrastructure Program Covid Relief Funding of \$ 399,983 for MATS area, no local match required (HIP Fin Sys)

** City of Midland requests the flexibility of substituting a different project if local funds are available to construct Jefferson Road project earlier

indicates project which will be adjusted if actual STUL allocation for a given FY is different slightly from the estimate shown in the table above

All implementing agencies request that MATS Urban Program (and thus all STUL funded projects) utilize Pro-Rata Method of funding, in order to spend down MATS carryover STUL funds.