

Midland Area Transportation Study (MATS)

Policy Committee Meeting Minutes

Tuesday, April 4, 2023

1. Call to Order/Roll Call

The meeting was begun at 10:00 AM by Brad Kaye, Chairman.

Attending were: Karen Murphy* (DART), Brad Kaye* (City of Midland), Jonathan Myers* (Midland County Road Commission), Dennis Borchard* (Saginaw County Road Commission), Carl Hamann* (Village of Sanford), Terry Holt* (Midland Township), Terrance Hall* (Edenville Township), Dave Haag* (City of Auburn), Steve van Tol* (Williams Charter Township), Richard Bayus* (MDOT Statewide Planning), James Canders (MBS Airport), Maja Bolanowska (MATS), Bryan Gillett (MATS).

*voting members or alternates

Voting members who participated via phone did not count towards the quorum

2. Changes to the Agenda

There were no changes to the agenda.

3. Approval of February 6, 2023 Minutes

A motion was made by Carl Hamann and seconded by Terrance Hall to approve the minutes of February 6, 2023. Motion carried.

4. Reports of officers

Legislative and MDOT Updates

Maja reminded the committee that TAMC Asset Management Plans are coming up on their refresh cycle, and that there are now penalties listed for local agencies that have not yet complied with their plan submission. Region 7 Coordinated Transportation Plan meeting, hosted by KFH Group, will take place on April 6 10 to 11:30 am in the form of a virtual Teams meeting. Maja indicated that MDOT unveiled TEDF D Direct Grant Program Pilot for FY 2023.

Richard Bayus noted the recent determination by FHWA that local match for PL funds would be waived for the 2.5% required expenditure on Complete Streets planning does not extend to any funds utilized beyond the 2.5% for Complete Streets. Richard also indicated that Michigan had missed its target for DUI arrests and convictions, thus incurring a \$27 million penalty from the FHWA. This will result in increased focus by MDOT on safety projects in the future.

5. Agency Reports

A. MATS Administrative Report

Maja reported that the MATS bank balance is currently at approximately \$24,000. In addition, the biennial audit has been completed with no exceptions noted, and has duly been

transmitted to the Michigan Department of Treasury and MDOT. Finally, due to the fact that the PC's in the MATS offices are nearly six years old, a quote was obtained from the Midland County IT Department for two replacement PCs. Because this quote is for approximately \$2,400 and thus exceeds the \$1,000 purchase limit, authorization is needed from the Policy Committee before proceeding. Thereafter, a motion was made by Terry Holt, and seconded by Terrance Hall, to approve the purchase of the two PCs. Motion carried.

B. MATS Work Tasks Update

Maja briefly updated the committee on the status of work tasks: work on the FY 2024 Unified Work Program for MATS is nearly complete. Maja also noted that due to the projected reductions in federal funding allocations for FY 2024 per 2020 Census data, the local match amounts have been adjusted from those presented at the Technical Committee meeting on March 15. Finally, staff has produced a brochure/pamphlet for the general public, in the same format as the previous publication intended for new MATS committee members. Copies of updated local match amounts and brochure were distributed during the meeting.

6. Unfinished and New Business

A. MATS FY 2023-2026 TIP Amendment

Maja summarized the proposed changes to the FY 2023-2026 MATS TIP:

JN 208883: FY 2023 – MDOT – CON Phase - Bridge Replacement: M-20 over Prairie Creek – Cost increase

JN 207374: FY 2023 – MDOT – CON Phase – Traffic Safety: Retroreflectivity readings on Trunklines – Cost increase

JN 208489: FY 2023 – MDOT – ROW Phase – Reconstruction: US10BR/M-20 (Jerome to Washington) – Phase Addition

JN 218686: FY 2023 – City of Midland – Transit Capital - Purchase of 14 bike racks – Project addition

JN 218162: FY 2025 – MCRC - CON Phase - Bridge Replacement: Shaffer Road over Bluff Creek - Project Addition

Short discussion followed. Thereafter, a motion was made by Terrance Hall and seconded by Dave Haag to approve the changes/project additions as presented; and the proposed exemption regarding NMT for the Bluff Creek Bridge project. Motion carried.

B. Performance Measures

Maja presented the 3 sets of performance measures (attached) promulgated by MDOT on the agenda today, noting that, as in previous years, staff recommends supporting the MDOT targets as opposed to MATS creating and adopting its own targets.

Brief discussion ensued regarding the continued infeasibility of MPOs developing their own targets given the data gathering and analysis required. In addition, Richard Bayus indicated that with the possible exception of the Ann Arbor MPO, no agency is currently doing anything other than supporting the state-developed targets. Thereafter, a motion was made by

Jonathan Myers and seconded by Karen Murphy to support the state targets as presented. Motion carried.

In addition, Maja explained the requirement that MPOs acknowledge receipt of local transit targets and plans, in this case acknowledgement of receipt of DART's TAM and PTASP updated plans and targets. After a brief discussion, it was subsequently acknowledged by consensus that MATS had received these plans and targets.

C. NMT Pilot Program Application for Planning and Design for the MATS Area

Maja explained that MATS had been approached by MDOT Transportation Alternatives Program staff regarding undertaking a pilot study, with the intent to lower barriers to application for smaller agencies, thus allowing TAP to grant additional funds that might have been the case in previous years. This is made possible by the change in TAP policies, now allowing for planning and design work to be federally funded in addition to just funding construction of NMT projects.

In brief, the pilot grant would enable MATS to solicit proposals from firms to produce a number of TAP project applications, along with preliminary engineering for those projects, evaluation of ROW and environmental needs, and consideration of other criteria. This would introduce economies of scale into the application process, due to one firm being selected to develop multiple applications. More significantly, it would largely eliminate the expense of local agencies having to individually hire and pay consultants with 100% local funding to produce TAP applications and perform preliminary engineering.

In service of this possibility, MATS staff has held preliminary meetings with the City of Midland planning staff, the Non-Motorized representative Thoralf Brecht, as well as the Midland County Road Commission staff. This has resulted in a preliminary draft list of non-motorized projects that may meet the rough eligibility criteria for eventual TAP construction grant funding.

Maja further explained that the practical limit for pilot funding that can be applied for is around \$240,000 due to much more complex processes at MDOT above that figure. This would result in the need for \$48,000 in local match funding from the implementing agencies that eventually would apply for construction grants under the pilot program.

Significant and extended discussion ensued, regarding the ability of staff to develop the application given other work efforts underway, the hesitancy to commit to the required 20% local match without a more refined list of the projects and thus hesitancy to adopt the MATS TAP Pilot Program resolution at this point in time, and the administrative processes required to implement the grant if funded. Maja also clarified the distinction between this pilot planning and design grant, and subsequent application for construction funding from TAP, required to be done for each project individually by respective local agency.

Subsequently, a motion was made by Terrance Hall, and seconded by Carl Hamann, to approve for staff to proceed and adopt the MATS TAP Pilot Program Application resolution as presented. Motion failed with 3 ayes and 8 nays. Brad Kaye clarified that staff merely

needed a consensus of the committee to approve staff work to continue with the application process and assemble the steering committee. Thereafter the committee approved by consensus that the staff continue work regarding this matter. Once more process and grant application details are available, projects and local matches better defined, the Policy Committee will reconsider adoption of the Pilot Program resolution.

D. MIO Technical Assistance Opportunity regarding Discretionary Grants

Maja provided a short summary of a program recently announced by the Michigan Infrastructure Office (MIO). The program allows for two types of funding to be provided for infrastructure projects in Michigan; technical assistance for discretionary grant applications for transportation projects; and funds to assist with the local match for successful applications. For the area covered by EMCOG, MATS, SATA and BCATS, MIO set aside \$320,000 in grant application assistance, and \$970,000 in matching funds assistance.

At present, the program is at a nascent stage, and only minimal guidance has been provided thus far. What is known is that the program is expected to be administered at a regional level, i.e. MPOs and COGs are the applicant for the technical assistance funds. Documentation of the program was provided to the committee in the meeting packet.

Short discussion followed. It was mentioned that replacement of Saginaw Road Bridge and nearby Pere Marquette Trail Bridge over Tittabawassee River would be a grant worth pursuing. Maja provided a brief summary of related discussion during the March 15 Technical Committee Meeting, at which EV Charging Infrastructure grant application was supported by several agencies. The Policy Committee agreed by consensus for MATS staff to follow up with MIO on this matter regarding those two projects.

E. Changes to MATS funding allocations for transportation projects

Maja explained that, due to the reduction in population for the Midland urbanized area, the amount of federal funding allocated to MATS has been accordingly reduced. The result is a decrease of an estimated \$202,000 in allocation (STBG, STBG Flex, and Carbon Reduction Program) for FY 2024. Although it is assumed that the federal allocation will increase by 2% every year, the initial reduction would be more or less constant.

7. Public Comment

There were no members of the public in attendance and no comments were received.

8. Adjournment

There being no further items for discussion, the April 6, 2023 MATS Policy Committee meeting was adjourned at 11:27 AM. The next meeting has been scheduled for May 2, 2023 at 10:00 AM.

Respectfully submitted,

Maja Bolanowska, Director
Midland Area Transportation Study
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MATS FY 2023-2026 TIP Amendment for April 2023

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	GPA	Comments	Total Job Cost	Job Type
2023	208883	16	CON	Midland	MDOT	M-20	over Prairie Creek	0	Bridge Replacement	Bridge Replacement	\$2,728,470	ER,ST	\$605,030	\$0	\$3,333,500	Not Applicable	PHASBDGT	\$3,618,061	Trunkline
2023	207374	7	CON	Saginaw,Bay,La peer,St. Clair,Midland, Genesee	MDOT	Regionwide	All trunkline routes of MATS MPO	3.187	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region	\$1,786	HSIP	\$198	\$0	\$32,528	Not Applicable	PHASBDGT	\$32,528	Trunkline
2023	208489	11	ROW	Midland	MDOT	US10 BR/M-20	Jerome Street to Washington Street	1.954	Reconstruction	Reconstruction	\$327,400	NH	\$64,432	\$8,168	\$400,000	Not Applicable	PHASADD	\$43,450,800	Trunkline
2023	218686	0	NI	Midland	Midland, City of	Transit Capital	areawide	0	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2023 TAP - Purchase 14 bike racks	\$24,640	TAUL	\$6,160	\$0	\$30,800	Transit Capital	PHASADDGPA	\$30,800	Multi-Modal
2025	218162	0	CON	Midland	Midland County	W Shaffer Rd	Shaffer Road, Str #6939, over Bluff Creek	0	Bridge Replacement	Bridge Replacement	\$1,408,000	BRT	\$176,000	\$176,000	\$1,760,000	Not Applicable	PHASADD	\$2,200,000	Local

April 2023 MATS Complete Streets Review

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Proposed NMT Capability or Exemption Requested	NMT Rep. Approval	NMT Representative or Internal Comment	Technical Comm Approval Date	Policy Committee Approval Date
2025	218162	N/A	Midland County	W Shaffer Rd	Shaffer Road, Str #6939, over Bluff Creek		Bridge Replacement	Bridge Replacement	Exemption Requested	3/8/2023	Bridge deck will be 42.5' wide		

Performance Measure	Desired Trend	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
NHPP: NHS Pavement Condition (§490, Subpart C)				
Pavement Condition Metric (PCM) is IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)				
Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM)	↑	70.4% (1)	59.2%	56.7%
Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM)	↓	1.8% (1)	5.0%	5.0%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Good Condition</u> (PCM)	↑	41.6%	33.1%	33.1%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Poor Condition</u> (PCM)	↓	8.9%	10.0%	10.0%
NHPP: NHS Bridge Condition (§490, Subpart D)				
Percentage of NHS Bridges in <u>Good Condition</u> (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage)	↑	22.1%	15.2%	12.8%
Percentage of NHS Bridges in <u>Poor Condition</u> (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage)	↓	7.00%	6.8%	5.8%
NHPP: NHS System Reliability (§490, Subpart E)				
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u> based on 80th percentile over 4 time periods	↑	97.1%	80.0%	80.0%
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u> based on 80th percentile over 4 time periods	↑	94.4%	75.0%	75.0%
NHFP: Interstate (NHS) Freight Reliability (§490, Subpart F)				
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u> based on 95th percentile over 5 time periods	↓	1.31	1.60	1.60

(1) Reflects 2021 HPMS Pavement Data Quality Summary (Interstates) for Good and Poor pavement condition as prepared by FHWA. In 2021, there were approximately 300 Interstate lane miles, or 5.1% of the Interstate system, under construction wherein no pavement data was collected in accordance with federal data collection requirements. 23 CFR 490.313(b)(4)(i) specifies that total mainline lane miles of Missing, Invalid or Unresolved (MIU) segments not be more than 5.0 percent of the total lane-miles of the respective network (Interstate, in this case). Having exceeded 5.0% MIU, FHWA considers the Interstate data set insufficient for determining Good or Poor condition. There are ongoing discussions with FHWA regarding this issue.