

Midland Area Transportation Study (MATS)

Technical Committee Meeting Minutes

Wednesday, March 15, 2023

This meeting was held at the Midland County Services Building 4th floor Conference Room.

1. Call to Order/Roll Call

The meeting was called to order at 10:04 AM by Russ Inman.

Those who participated were: Russ Inman (Midland County Road Commission), Amy Bidwell (DART), Dan Armentrout (Saginaw County Road Commission), Gary Rogers (County Connection of Midland) – via phone, Jim Lillo (Bay County Road Commission), Terrance Hall (Edenville Township), Thoralf Brecht (Non-Motorized Representative), Steven Van Tol (Williams Charter Township), Dave Haag (City of Auburn), Cody Bodrie (EMCOG), James Canders (MBS Airport), John Kelley (MDOT Mt. Pleasant TSC), Maria Sandow (Larkin Township), Natasha Gauna (MDOT OPT) – via phone, Max Gierman (MDOT Statewide Planning), Maja Bolanowska (MATS), Bryan Gillett (MATS).

2. Changes to the Agenda

There were no changes to the agenda.

3. Approval of January 18, 2023 Minutes

A motion was made by Dan Armentrout and seconded by Terry Hall to approve the minutes of the January 18, 2023 meeting. Motion carried.

4. Reports of officers

Dan Armentrout reported: No update, except that many projects are currently ready to bid.

Jim Lillo reported: The non-federal aid Midland Road project, from Flajole Rd. to Carter Rd., has been dropped for this year, due to very high bids, mostly related to high drainage (concrete) costs. This project may be combined with the next segment and re-bid at another time.

Russ Inman reported: With 10 projects on the MATS TIP, and the 11th as a result of the Federal Aid buyout process, the MCRC will be very busy this upcoming construction season. Right of way discussions for the Waldo Road roundabout have concluded successfully, clearing the way for construction beginning with a June letting. Furthermore, the Waldo Road overlay project is scheduled for a June letting as well.

Amy Bidwell reported: The electric vehicle project is moving along at this point, with assistance from Consumers Energy regarding electric power to the charging facilities. Also, the RFP for the Midland County Transit Study has been put out for bid again, this time with no budget cap. Lastly, the Bay Metro Route #4 portion into Midland is being dropped as a fixed-route service due to the Bay City bridge privatization and the cost of tolls. Demand-response service will still be available to the Midland area however. Currently investigating an area near US-10 for installation of an electric vehicle charging station to facilitate inter-transit operations with Bay Metro.

John Kelley reported on the status of various MDOT projects in the MATS area, including the Eastman (US-10BR) at Wackerly project still being scheduled for this year pending right of way finalization, and the possibility that the US-10 BR Indian and Buttles project would be delayed a year due to scheduling conflicts (though it would still be obligated in 2025 as planned), as well as highlighting the assistance of the Midland DDA in arranging for utility work and the City of Midland arranging for decorative lighting.

Gary Rogers reported: New buses are on order, with a possible delivery date of 2025 now.

James Canders reported: MBS airport will be putting improvements to the secondary runway out to bid this year.

5. Agency Reports

Maja reported on the status of various MATS work tasks:

The FY 2024 Unified Work Program is nearly complete and will be presented at next month's meeting for review and recommendation for approval. In conjunction with this, Maja distributed the page of the document dealing with local matches, explaining that the City of Midland and MCRC local matches are much lower for FY 2024, with Bay County Road Commission having to pay a large local match due to their single project utilizing all of the available MATS funding allocation for FY 2024.

MATS staff has been monitoring and processing project changes and initiating change requests, as needed.

MATS staff has created a new brochure/pamphlet for the general public, introducing them to the organization, and its role in transportation planning and infrastructure spending.

MATS biennial audit is complete, copies of which can be viewed at MATS' office.

Maja also reminded attendees of the upcoming deadline for earmark funding applications for FY 2024, details of which can be obtained from Michigan's congressional delegation for the Midland area, links to earmark process were sent by MATS staff to all members.

Maja explained the potential Michigan TAP pilot program for planning and design of NMT facilities that has been offered to MATS, indicating that the concept is still being finalized but that discussions with local units have begun.

6. Unfinished and New Business

A. MATS FY 2023-2026 TIP Amendment

Maja explained the proposed changes to the MATS TIP (details shown in attached tables), as shown herein:

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 – DART/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; Complete Streets Review – approval of exemption regarding NMT

After a brief discussion a motion was made by Dan Armentrout and seconded by Maria Sandow to approve the TIP changes, and the exemption request, and recommend same to the Policy Committee. Motion carried.

B. Performance Measures

Maja provided an overview and source of the table included in the supplemental materials for this meeting regarding:

MDOT 2-year and 4-year Interstate Pavement and Non-Interstate NHS Pavement Targets
MDOT 2-year and 4-year NHS Bridge Condition Targets
MDOT 2-year and 4-year Interstate and Non-Interstate NHS Reliability and Freight Reliability Targets

Maja reiterated that MPOs are required to either support the state-derived targets for these performance measures, or develop their own for one or all of the targets required. As in the past, MATS staff is recommending that the state targets be supported. Discussion followed. Subsequently a motion was made by Jim Lillo and seconded by Dan Armentrout to support the state-derived targets (details shown in attached table) for the performance measures presented, and to recommend same to the Policy Committee. Motion carried.

Maja also explained that MATS needs to acknowledge receipt of the DART' updated Transit Asset Management Plan and the Public Transit Agency Safety Plan and respective performance targets. Brief discussion followed. Subsequently a motion was made by Jim Lillo and seconded by Dan Armentrout for MATS to acknowledge receipt of the documents/targets and recommend same to the Policy Committee. Motion carried.

In addition, MATS needs to acknowledge receipt of the rural Transit Asset Management targets from MDOT (applicable to the County Connection of Midland), but these are not yet available.

C. Michigan Infrastructure Office 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.

Maja provided several brief summaries of federal discretionary programs that would possibly be of interest to the local agencies, and extensive discussion followed.

At this point, little is known about the exact mechanism by which this MIO program would work, and inquiries have been made to the Michigan Infrastructure Office to further clarify the process involved. Once more information is available, MATS staff will forward it to all members.

7. Public Comment

No public comments were received and no members of the public were present. Jim Lillo thanked MATS staff for their efforts to investigate and promulgate information related to the MIO program, as well as other efforts aimed at a smoothly functioning and cooperative MPO program.

8. Adjournment

There being no further items for discussion, the March 15, 2023 MATS Technical Committee meeting was adjourned at approximately 11:05 AM.

Respectfully submitted,

Maja Bolanowska
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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.