

Midland Area Transportation Study (MATS)

Technical Committee Meeting Minutes

Wednesday, September 16, 2020

Pursuant to Executive Order 2020-42, Executive Order 2020-48, and the Open Meetings Act, this meeting was held virtually via Zoom and, for the purposes of public involvement, Facebook Live video feed.

1. Call to Order

The meeting was called to order at 10:03 AM by Jan Yuergens.

Those who participated were: Russ Inman (Midland County Road Commission), Jan Yuergens (City of Midland), Gary Rogers (County Connection of Midland), Mike Wood (Jerome Township), Jay Reithel (MDOT Bay Region), Dan Armentrout (Saginaw County Road Commission), Jim Lillo (Bay County Road Commission), Katie Beck (MDOT – SUTA), Mitch Huber (MDOT–Statewide Planning), Thoralf Brecht (Non-Motorized Representative), Bryan Gillett (MATS), Maja Bolanowska (MATS). All Members participated via Zoom link.

2. Changes to the Agenda

Item 6F. JobNet Update, was added to the agenda by consensus.

3. Approval of August 19, 2020, Minutes

A motion was made by Russ Inman and seconded by Gary Rogers to approve the minutes of the August 19, 2020 meeting. Motion carried.

4. Reports of officers

Russ Inman reported that the Saginaw Road bridge project in Sanford has been approved by the FHWA for emergency repairs, though that may result in some restrictions. The emergency repairs are expected to be complete in approximately 60 days.

Jay Reithel noted that the M-30 Bridge over the Tittabawassee River should be open for traffic this week. Jan Yuergens updated the Committee on the progress of the DART grant applications. These have been approved, and will be utilized to purchase 2 replacement buses as well as pay for preventative maintenance.

Dan Armentrout reported that the Freeland Road roundabout project is going well, and is on schedule for a November 1 opening. Jim Lillo reported that the Garfield Road project from Hotchkiss to US-10 is paved and is due to be completed on September 26th.

Maja briefly noted that MDOT's Local Agency Programs has issued an updated endangered species process advisory. Additional information may be required, resulting in a longer time

for environmental review to be completed by LAP. Further, a recent review of projects indicates that there are still two FY 2020 road projects yet to be obligated, and that if this requires one or both to be rescheduled to FY 2021 it must be done by October 1.

5. Agency Reports

Maja gave a brief report of the work efforts MATS is currently undertaking. Work is continuing with MDOT to review socio-economic data and projections for the MATS portion of the Great Lakes Bay Region travel demand model. Project changes are being monitored and processed, an update of MATS NMT Plan is being drafted. In addition, an Administrative Subcommittee meeting has been scheduled to review ending FY 2020 and upcoming FY 2021 and deal with some admin matters. Maja also reported that local agencies may bill MATS for costs incurred in the preparation of Asset Management Plans, and that deadline for expenditure of funds for FY 2020 PASER ratings is now extended to next June. Lastly, due to the much varying schedules and terms of office for the various MATS officers, Policy Committee has determined to synchronize and streamline the process, with term of office for all MATS officers set at two years, and all elections being held first meeting of calendar year in odd years, beginning in January of 2021. By-law amendments to that effect are expected to be affirmed at October 6th Policy Committee meeting.

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 phases (PE and CON) of one MDOT project, which is regional in scope and has only a portion of the costs attributed to the MATS area. The attached table shows a summary of the proposed project amendments.

A motion was made by Dan Armentrout and seconded by Jay Reithel to approve the TIP changes and recommend same to the Policy Committee. Motion carried.

B. Performance Measures

Maja provided a review of the State Safety Performance Targets for CY 2021, and the process by which they were developed, reflecting 5-year trends and baseline conditions in future targets. After a brief discussion, a motion was made by Jim Lillo and seconded by Russ Inman for MATS to support the State Safety Performance Targets for CY 2021 and recommend same to the Policy Committee. Motion carried.

Maja stated that MDOT has completed Bridge Mid-Performance review assessing its previously derived 2 and 4 year targets. This review resulted in the recommendation of changes to the 2022 Bridge targets, lowering the bar somewhat. Maja presented the Adjusted FY 2022 State Bridge Targets and briefly explained how they differ from previously supported targets and why. Maja noted that condition of NHS bridges in the MATS area exceeds overall state bridge targets. A brief discussion ensued, after which a motion was made by Russ Inman and seconded by Gary Rogers for MATS to support the Adjusted FY 2022 State Bridge Targets and recommend same to the Policy Committee. Motion carried.

Finally, Maja reminded the committee of the need to submit both the DART and CCM Transit Safety Plans to MATS by December 31, 2020, as well as the DART FY 2021 Transit Asset Management Targets to MATS by December 31, 2021.

C. MATS Long-Range Plan

Maja indicated the need for information from committee members and their representative agencies in order to provide inputs to MDOT with regard to the GLBR model process. This data consists primarily of three elements: A review and revision of the previous list of capacity projects to be modeled, as shown in Exhibit 31 of the current Long Range Plan; information from the municipalities regarding new or proposed substantial developments, whether residential or commercial, from 2018 onwards; and information from the agencies regarding changes to the network from 2018 onwards to the 2045 time frame of the model and plan. All above noted information is needed within next 2 months, and sooner if possible in order to keep the model process moving in a timely manner.

Brief discussion ensued, it was suggested that the revised interchange at Waldo Road and US-10 be modeled.

D. MATS NMT Plan Update

Bryan Gillett updated the Committee on the overall progress of the NMT Plan update. Bryan indicated that a state has been reached where the Non-motorized Committee should meet and review/revise both the previous NMT project lists and the draft plan. Therefore, the first step is to finalize membership of the committee. Bryan suggested that those who are interested in being on the committee could either volunteer now or email MATS to be placed on the list. Both Dan Armentrout and Mike Wood volunteered, and it was suggested that Shane Bjorge from the City of Midland and Brian Stark from the MDOT Bay Region office also be added to the list.

E. MATS Complete Streets Forms

Bryan introduced the most recent list of TIP projects that have had Complete Streets forms submitted to staff, reviewed by the NMT Representative, and thus are now presented to the Committee for approval. This group of five projects includes one project requesting an exemption due to the impracticality of including NMT facilities in the project, and four requiring approval of various degrees of no increase in NMT scope or a proposed NMT scope. Brief discussion ensued, after which a motion was made by Russ Inman and seconded by Thor Brecht to approve the exemption and scope, and recommend same to the Policy Committee. Motion carried.

F. JobNet Update

Maja reported to the Committee a recent change of the federal requirements regarding TIP (Transportation Improvement Program) which may impact how projects are reported and programmed for agencies in JobNet. In the future, JobNet programming will have to reflect total project costs in the database, which currently is not the case. This hinges primarily around the issue of local funds, defined as funds not obligated through MDOT's financial systems, but are still a part of the project (non-federally participating preliminary or

construction engineering (PE or CE), for example). These will be referred to in JobNet as “Total Job Cost” and “Total Job Cost including Other Local Funds”. This will not impact criteria for a federal TIP amendment, but will need to be considered when evaluating environmental review.

7. Public Comment

No public comments were received via the Facebook Live video and comment feed.

8. Adjournment

There being no further items for discussion, the September 16, 2020 MATS Technical Committee meeting was adjourned at approximately 10:50 AM.

Respectfully submitted,

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MATS FY 2020-2023 TIP Amendment for October 2020

Fiscal Year	Job no.	Amendment # (CR #)	Administration Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	AmendType	General Program Account	Total Project Cost	Job Type
2021	211142	0	FHWA	CON	Saginaw, Midland, Bay, Genesee, St. Clair	MDOT	Regionwide - Bay Region	All routes within MATS MPO boundary	3.189	Traffic Safety	Durable Pavement Marking Placement	\$21,960	HSIP	\$2,440			\$400,000	PHASADD	Not Applicable	\$405,000	Trunkline
2021	211142	0	FHWA	PE	Saginaw, Midland, Bay, Genesee, St. Clair	MDOT	Regionwide - Bay Region	All routes within MATS MPO boundary	3.189	Traffic Safety	FY 2021 Durable Pavement Marking	\$275	HSIP	\$31			\$5,000	PHASADD	Not Applicable	\$405,000	Trunkline