

Midland Area Transportation Study (MATS)

Technical Committee Meeting Minutes

Wednesday, April 18, 2018

1. Call to Order

The meeting was called to order at 10:05 AM by Josh Fredrickson.

Those present were: Russ Inman (Midland County Road Commission), Jan Yuergens (Midland Dial a Ride Transportation), Gary Rogers (County Connection of Midland) – via phone, Dennis Borchard (Saginaw County Road Commission), Jonathan Myers (MDOT Mt. Pleasant TSC), Matt Pitlock (MDOT Statewide Planning) – via phone, Jay Reithel (MDOT Bay Region), Aaron Dawson (FHWA), Maja Bolanowska (MATS) and Bryan Gillett (MATS).

2. Changes to the Agenda

There were no changes to the agenda.

3. Approval of February 21, 2018, Minutes

Motion by Russ Inman, seconded by Jay Reithel to approve the minutes of the February 21st, 2018 meeting. Motion carried.

4. Public Comment

There were no public comments brought before the Committee.

5. Reports of officers

A. Project Updates

Jonathan Myers indicated that the M-20 Bridge project over the Tittabawassee River is underway and going well so far after a slow start due to weather. In addition, Jonathan reported on the M-20 resurfacing project scheduled for this summer, as well as the Eastman Road project expected to be completed in fall. Both having been let.

Maja took this opportunity to remind everyone present of the pause in JobNet operations this July and the need for urgency with any TIP changes.

Jan Yuergens announced that DART had received their allocation announcement for 6/12ths of their annual application funding.

Jay Reithel indicated that discussions are underway with the City of Midland regarding the implementation of the Buttles Street road diet.

Dennis Borchard added they are excited for the Dixie Highway project from Junction Road to Airport Road.

Russ noted that the Airport Road project is expected to start in the next week, and the Gordonville Road project shortly thereafter.

Jay indicated that they had received a request from Jonesfield Township in Saginaw County for that segment of Meridian Road to be returned to its former M-30 designation and that this is being studied.

Finally, Josh Fredrickson reported that the Waldo Road project, from US-10 to Ashman will begin next week, and the segment from Bay City Road to Saginaw Road later this summer.

6. Agency Reports

A. MATS Work Tasks Update

Maja reported that staff has been working on a multitude of tasks over the past two months. May 27th is the deadline for several of those work tasks, the readiness and completion of many of them has resulted in today's large agenda.

7. Unfinished and New Business

A. Call for nominations and elections: Chair and Vice-Chair

Maja indicated that nominations for Chair and Vice-chair were opened at the previous Committee meeting and that to date no nominations were received. Josh Fredrickson called for nominations. Russ Inman nominated Josh Fredrickson for Chair, which was seconded by Jay Reithel. Dennis Borchard nominated Russ Inman for Vice-chair, which was seconded by Josh Fredrickson. Both motions carried, thereby electing them for the ensuing one-year term.

B. MATS/SMATS Boundary-Update

Maja presented the current status of the boundary changes for MAST and SMATS, with assistance from Matt Pitlock. At present, the MDOT letter to the Governor is at the MDOT Director's office, and a re-designation letter is currently being drafted for the Governor to sign making the boundary change official. Furthermore, various GIS data is currently being updated to reflect the change. As a result of these activities, the change is expected to happen very soon.

C. MATS TIP - Project Changes

Maja presented the proposed amendments to the MATS TIP, these are summarized herein:

- FY 2020 – MCRC: N. Coleman Road Bridge Replacement over the Chippewa River, Structure #6943, CON Phase, BRT Funds; ADD (Amendment)
- FY 2019 - MDOT: M-30 Capital Preventive Maintenance, PE Phase, M Funds; ADD (Amendment)
- FY 2020 - MDOT: M-30 Capital Preventive Maintenance, CON Phase, M Funds; ADD (Amendment)

Maja also explained that there is \$12,354 in STUL funds available to be programmed for FY 2018, and that essentially there are very few projects these funds can be utilized on at time

remaining for obligation. MCRC has proposed that these funds be added to the Saginaw Road (Oak Street to Pinesboro Street) resurfacing project. After discussion, all present agreed to program the \$12,354 of STUL funding to the Saginaw Road project as proposed.

Also, there are 3 proposed amendments to the transit candidate list consisting of adding a bus replacement project, adding transit facility improvement project and deleting floor sealing project. Due to the unclear status of the Transit Candidate List vis-à-vis the FTA, Maja requested that the Transit Candidate List changes be approved by the Committee at this time, in order to have an organized and up to date list, even though that list might need to be eliminated in the near future.

Motion made by Russ Inman and seconded by Jay Reithel to approve the proposed changes and recommend same to the Policy Committee. Motion carried.

In addition to the amendments presented, Maja indicated that there are a great many administrative modifications that were carried out by MATS staff. These administrative modifications were primarily due to changes in DART or CCM funding, and new FHWA/FTA rulings regarding the Transit Candidate List.

D. MATS FY 2017-2020 TIP Report - Amendment

Maja explained that in order to become compliant with the new performance rule regarding the Metropolitan Transportation Planning process by May 27th 2018, an amendment to the MATS FY 2017-2020 TIP Report needed to be prepared. This amendment takes what was previously a one-page summary of transportation performance management and expands it to a complete chapter, which has been added to the report. The new Performance Measure Chapter was distributed for review/comment to all Technical/Policy Committee members and posted on the website for public viewing.

A motion was made by Russ Inman and seconded by Jay Reithel to approve the proposed amendment and recommend same to the Policy Committee. Motion carried.

E. MATS FY 2019 Unified Work Program

Maja presented the draft FY 2019 UWP 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. Performance measures are now a prominent task, however overall the categorization of tasks has been greatly simplified, having been reduced from 10 work areas to 5. This document needs to be submitted to MDOT by late May, therefore it needs to be presented for approval to the Policy Committee at the May 1st meeting, to be on schedule. Short discussion followed.

A motion was made by Russ Inman and seconded by Jan Yuergens to approve the MATS FY 2019 Unified Work Program and recommend same to the Policy Committee. Motion carried.

F. Long Range Plan – Administrative Modification of Page 59

Maja presented a revised Page 59 of the MATS Long Range Plan and explained that this small adjustment would eliminate the need for a much larger work effort if done after the May 27th, 2018 deadline for implementation of the planning performance rule. A motion was made by Josh Fredrickson and seconded by Jay Reithel to approve the administrative modification and recommend same to the Policy Committee. Motion carried.

G. MATS State of Good Repair Targets for 2018

Maja explained the Transit State of Good Repair Target requirements, with mandatory annual review/set cycle. A document summarizing 2018 targets for DART, CCM, and MATS was provided. On the whole, the targets are set to remain the same for 2018 as they were in 2017.

DART targets are self-derived (as required for each urban transit provider). MDOT derived group and individual targets for Section 5311 and 5310 sub-recipients (i.e. Rural transit providers and thus CCM). MATS overall targets cover both DART and CCM. MATS Targets are essentially an average between the DART targets and the MDOT derived targets for CCM in those areas that are applicable. At this point, DART has 0% of vehicles that exceed the Useful Life Benchmark, while CCM is higher. Therefore, the compromise of 10% is proposed for the rolling stock (small bus) target, which matches the MDOT group target. The infrastructure target is not applicable at all since the assets to be measured are not owned or operated by either DART or CCM. Maja further explained that similar to MDOT targets, the MATS' targets for equipment and facilities are set at a very low bar, with 100% of equipment being allowed to meet or exceed the Useful Life Benchmark set.

Motion made by Russ Inman, seconded by Jan Yuergens to approve the Transit State of Good Repair Targets for 2018. Motion Carried.

In addition, it was noted by Maja and Jan that DART is required to complete a Transit Asset Management Plan by October 1st, 2018, and is proceeding in that effort.

8. Adjournment

There being no further items for discussion, the April 18th, 2018 MATS Technical Committee meeting was adjourned at 10:52 AM.

Respectfully submitted,
Maja Bolanowska
Director

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