

# Midland Area Transportation Study (MATS)

## Technical Committee Meeting Minutes Wednesday, October 17, 2018

### 1. Call to Order

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

Those present were: Josh Fredrickson (City of Midland), Russ Inman (Midland County Road Commission), Gary Rogers (County Connection of Midland), Tom Doyle (MDOT Statewide Planning), Mike Wood (Jerome Township), Janet Yuergens (Midland Dial A Ride Transit), Jim Lillo (Bay County Road Commission), David Haag (City of Auburn) – via phone, Mary Hoffmeyer (MDOT Office of Passenger Transportation) – via phone, Maja Bolanowska (MATS) and Bryan Gillett (MATS).

### 2. Changes to the Agenda

Maja Bolanowska requested the addition of item 7G, Public Act 325 of 2018, to the agenda.

### 3. Approval of August 15, 2018, Minutes

Motion by Jan Yuergens, seconded by Russ Inman to approve the minutes of the August 15<sup>th</sup>, 2018 meeting. Motion carried.

### 4. Public Comment

There were no public comments brought before the Committee.

### 5. Reports of officers

#### A. Project Updates

Maja relayed information that Jay Reithel provided, namely that the M-20 Bridge project is approximately two weeks behind schedule, with completion of current phase expected in November.

Russ Inman reported that the Poseyville Road project is still on track for 2019, and that all other projects are wrapping up for the season. Russ also indicated that the Road Commission is requesting that new meetings be set up for the Non-motorized Committee. This will also be mentioned at the next Policy Committee meeting.

Josh Fredrickson indicated that their projects are also all wrapping up, with Carpenter and the north Waldo Road project being complete, and the south Waldo Road project finishing this week. Finally, the portion of Saginaw Road being vacated is expected to be done next week, pending the Waldo Road completion.

## 6. Agency Reports

### A. MATS Work Tasks Update

Maja reported that staff has been focusing a large amount of effort dealing with various JobNet process issues, participating in numerous JobNet-related meetings, making the necessary changes to the database and correcting JobNet errors. In addition, end of fiscal year invoices are needed from all agencies for both planning and asset management work. Lastly, Maja indicate that end of calendar year reports such as the Final Acceptance Report and the Annual Listing of Obligated Projects will need to be prepared soon.

### B. MDOT Staff Changes

Maja reported that MDOT's Statewide Planning Section has recently re-assigned its staff. Tom Doyle was introduced as the new MDOT MPO Program Manager for MATS. In addition, Maja mentioned that Eric Mullen is now our region's Planning Supervisor.

## 7. Unfinished and New Business

### A. JobNet – Update and Live Demonstration

Maja updated the committee on the rollout of JobNet 2.0, now functional and serving as the TIP for all MPOs, and still containing a significant number of errors and bugs. In addition, fiscal constraint does not match up with the prior eFile, but that is also being worked on. Bryan then led the committee through a brief demonstration of what JobNet actually looks like, and what reports are available as outputs. Lastly, Maja explained the new changes to the Transit GPA's, with GPA's previously organized by funding source, i.e. 5311 and 5307 etc., they will now be organized into two broad groups, Operating and Capital, regardless of funding source. Bryan distributed a graphic that illustrates this as well. As was done with DART, a meeting will be scheduled to review this information with CCoM in the near future.

### B. FY 2017 – FY 2020 TIP Changes

Maja reviewed the list of proposed TIP changes for everyone's information. These consist almost entirely of several new MDOT projects such as signage upgrades. There are also 2 local jobs being added to MATS TIP: Wheeler Road and Freeland Road projects. Maja provided details and JobNet complications. All project changes are summarized herein:

Fiscal Year	Agency	Project Name	Limits	Phase	Funds	Type	Mod Type
2019	MDOT	I-75 N	Midland County and part of Bay County	CON	HSIP	NEW	MPO Mod/Adj
2019	MDOT	I-75 N	Midland Area	CON	HSIP	NEW	MPO Mod/Adj
2019	MDOT	I-75 N	Midland County and part of Bay County	PE	HSIP	NEW	MPO Mod/Adj
2019	MDOT	I-75 N	Midland County and part of Bay County	CON	HSIP	NEW	MPO Mod/Adj
2019	MDOT	I-75 N	Midland County and part of Bay County	PE	HSIP	NEW	MPO Mod/Adj
2019	MDOT	US-127BR	none	ROW	STG	NEW	MPO Mod/Adj
2019	Bay County	E. Wheeler Rd.	Eight Mile to Rockwell	CON	STL	NEW	MPO Mod/Adj
2019	MDOT	M-20/US-10BR	West of Saginaw Rd. to US-10	PE	NH	NEW	MPO Mod/Adj
2020	MDOT	M-20	West of Saginaw Road to US-10	CON	NH	NEW	MPO Mod/Adj
2020	Saginaw County	W Freeland Rd	Freeland Rd At River Rd intersection	CON	STUL	NEW	MPO Mod/Adj
2017	MDOT	US-127BR	Signal Corridors in Clare, Genesee, Gratiot, Isabella, Midland, and Saginaw	ROW	STG	NEW	Federal Amendment
2018	MDOT	US-127BR	Signal Corridors in Clare, Genesee, Gratiot, Isabella, Midland, and Saginaw	ROW	STG	NEW	Federal Amendment
2019	MDOT	I-75 N	Midland Area	CON	HSIP	SCOPE	Federal Amendment
2020	MDOT	M-20	M-30 to east of Currie Parkway	PE	NH	NEW	Federal Amendment
2020	MDOT	M-47 S	M-47 from Midland Rd to US-10	CON	NHG	NEW	Federal Amendment
2020	MDOT	US-127	Gratiot, Isabella, Midland County	CON	NH	NEW	Federal Amendment
2020	MDOT	M-54	Various Locations in Genesee, Midland, and Bay Counties	ROW	STG	NOT IN MATS' AREA	Federal Amendment

Furthermore, Maja explained that the adoption of these project changes must be accompanied by an approval of the concomitant GPA thresholds and proposed amounts. Two distinct motions are preferred for clarity. A motion was subsequently made by Russ Inman and seconded by Jim Lillo to recommend that the Policy Committee approve the changes to the FY 2017-2020 MATS TIP as presented. Motion carried. A motion was made by Russ Inman and seconded by Jan Yeurgens to recommend to the Policy Committee adoption of the GPA list as presented. Motion carried.

#### **C. FY 2020-2023 TIP Process and Timeframe**

Maja described the upcoming process to develop the new FY 2020-2023 TIP document, and Bryan presented both the Gantt chart and associated detailed timeline, which was handed out. Of key significance are the time frames for local project selection (local call for projects and project selection process), and the deadline to complete and submit the document in June 2019.

#### **D. Call for 2020-2023 Projects within MATS' Area**

Maja elaborated on the need for timely submittal and development of both the local project list, and the final list of all projects to be entered into JobNet by February 28<sup>th</sup> 2019. This significant initial step in the FY 2020-2023 TIP development process commences as of this meeting, and must be complete (including a meeting of the Project Selection Subcommittee) in time for presentation at the February 5<sup>th</sup> 2019 Policy Committee meeting. Initial limited information required consists of project name, limits, work type, and estimated Federal, State, and local costs. Once the projects have been selected from the initial submission, and approved by the Policy Committee, a great deal of additional information will be needed to enter the projects into JobNet.

#### **E. Performance Measures**

Maja explained that it is time once again for the annual adoption of targets for the Safety Performance Measures. The targets presented today were promulgated by the state as per their timeframe, and MPO's are required to act within 180 days, or November 16<sup>th</sup> in this specific instance. As was the case previously, MATS can choose to support the state targets, or choose to develop our own. Maja reiterated the difficulty of this last option, hence the staff recommendation to support the MDOT-derived targets. A motion was made by Russ Inman, and seconded by Jim Lillo to recommend to the Policy Committee support of the state Safety Performance Measure Targets for FY 2019. Motion carried.

Maja further explained the significance of Transit Asset Management Plans, which are due from transit systems by the end of October. In our case, MDOT has developed the TAM Plan for rural systems including CCoM, while DART must submit theirs to MATS for information only. In this way, the information from both documents can be included in the forthcoming 2020-2023 TIP Report as required.

#### **F. Non-motorized Planning**

Bryan presented a map and table showing data for non-motorized crashes from 2008 through 2017. This represents an update of data previously presented in past years.

Although no significant conclusions can be drawn, historical patterns are being tracked. By way of illustration of newly analyzed data available from RoadSoft, and of some interest, is the pattern of crashes by day of the week. This shows a marked decline during the weekend time period.

Bryan also presented a table summarizing the October 2018 Complete Streets Review for the recently submitted projects. In addition, these are now being tracked by MDOT Job Number, for consistency with JobNet and ease of tracking. A motion was made by Russ Inman and seconded by Jan Yeurgens to approve the requested exemptions for the four submitted projects. Motion carried.

#### **G. Public Act 325 of 2018**

Lastly, Maja reviewed a communication received from the Michigan Transportation Asset Management Council (TAMC) regarding Public Act 325 of 2018. This act, which became effective in July of 2018, works in conjunction with two other recently passed statutes to modify the scope of the TAMC. In addition, road agencies with 100 or more certified miles of road are now be required to submit an asset management plan to the TAMC sometime between 2020 and 2022.

Although the exact requirements have not been detailed yet, the basic elements of the plan will be an asset inventory, performance goals, analysis of anticipated revenues and expenditures, and a discussion of performance outcomes as well as other criteria. Within the year, i.e. by October 1, 2019 TAMC will develop a rollout schedule which ensures that 1/3 of these agencies will submit their asset management plans each year thereafter.

#### **8. Adjournment**

There being no further items for discussion, the October 17, 2018 MATS Technical Committee meeting was adjourned at 11:35 AM.

Respectfully submitted,  
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