

Midland Area Transportation Study (MATS)

Policy Committee Meeting Minutes

Tuesday, February 1, 2022

1. Call to Order/Roll Call

The meeting was begun at 10:05 AM by Jonathan Myers, Vice-Chairman.

Those who participated were: Amy Bidwell* (representing City of Midland and DART), Jonathan Myers* (Midland County Road Commission), Dennis Borchard * (Saginaw County Road Commission), Jim Lillo* (Bay County Road Commission) – via phone, Kevin Wray* (Lincoln Twp), Mike Wood* (Jerome Township), Dave Haag* (City of Auburn), Carl Hamann* (Village of Sanford), Phillip Shaver* (Tittabawassee Township), Terry Hall* (Edenville Township), Terry Holt* (Midland Charter Township), Steven VanTol* (Williams Township), Brian Stark (MDOT Bay Region), Anita Boughner* (MDOT Statewide Planning – via phone), Cody Bodrie (EMCOG), Russ Inman (Midland County Road Commission) – via phone, Maja Bolanowska (MATS) and 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 December 7, 2021 Minutes

A motion was made by Carl Hamman and seconded by Mike Wood to approve the minutes of December 7, 2021. Motion carried.

4. Reports of officers

Legislative and MDOT Updates

Anita Boughner briefly described the changes to STUL and other program allocations, the January 28th release of proposed lower funding amounts, comments received since then, and the subsequent effort by MDOT to revert to the higher funding amounts (for FY 2022) released in December 2021.

5. Agency Reports

A. MATS Administrative Report

Maja reported that the bank balance for MATS is currently at approximately \$32,000, however reimbursements from MDOT for PL and asset management 1st QTR FY 2022 activities will increase that amount shortly.

B. MATS Work Tasks Update

Maja reported on the status of various work tasks:

The update of the 2045 MATS Long Range Plan has been out for public comment since December 8th, and several comments have been received. Where appropriate, changes have been made to the document.

MATS staff have completed the two required end-of-year reports, the Annual Obligation Report and the Final Acceptance Report, which have been submitted and posted where required. These are available both on the MATS website, and at the cloud link in the notice for today's meeting.

TIP changes are being processed and brought to the committees where warranted, including on today's agenda. Furthermore, MATS staff have begun preparing the FY 2023-2026 TIP report.

Lastly, development of the FY 2023 Unified Work Program is also underway, a pre-UWP coordination meeting with MDOT and other interested parties having been set for February 14. Committee members are welcome to attend.

6. Unfinished and New Business

A. MATS TIP Amendment (FY 2020-2023)

Maja explained the proposed changes to the FY 2020-2023 MATS TIP, which consist of addition of JN 214325 PE & CON Phases, CPM – Asphalt/HMA Crack Seal on US 10 (Bay CO Line to M-18) and M-20 (9 Mile to Castor) as well as increased threshold for the FY 2022 Trunkline Traffic operations & Safety GPA. The attached table shows a summary of the proposed amendments.

A motion was made by Kevin Wray and seconded by Mike Wood to approve the addition of the MDOT CPM project to the MATS TIP. Motion carried.

A motion was made by Mike Wood and seconded by Carl Hamman to approve the increase threshold for the FY 2022 Trunkline Traffic operations & Safety GPA. Motion carried.

B. Funding allocation changes per IJJA and MATS FY 2023-2026 TIP Development

Maja summarized the recent changes in STUL and other program funding levels as a result of the passage of the IJJA. She explained that due to evolving understanding on the part of MDOT vis-à-vis the new programs and rules to existing programs, the proposed allocations for MATS have fluctuated and are still not final. This also applies to the FY 2022 projects, which need to be obligated presently. Anita Boughner elaborated on the internal discussions taking place at MDOT on how to keep FY 2022 funding levels at the previously released amounts, while acknowledging that FY 2023-2026 amounts almost certainly will decrease.

That said, and recognizing the hard deadline of March 1, 2022 for programming projects into JobNet, Maja asked for approval of the project listing as it was recommended by the Technical Committee, and the understanding that MATS staff will program these projects with maximum utilization of the federal dollars available to MATS.

After a brief further discussion, a motion was made by Kevin Wray and seconded by Dave Haag to approve the listing of projects as recommended and the understanding that MATS staff will program to maximum federal funds availability. Motion carried.

C. M-30 Center Turn Lane Letter of Support

Maja presented the draft letter of support for Jerome Township, addressed to the MDOT Mt. Pleasant TSC Manager. At the last MATS Policy Committee meeting, MATS staff had been requested to prepare a letter of support for Jerome Township's request to have the center turn lane north of Sanford extended to run continuously between W. Blakely Road and W. Barden Road. This need had been discussed at several MATS Technical and Policy Committee meetings in recent years, and this draft letter includes a discussion of both accident data and improvements to traffic flow that would be brought about by the extension of the center left turn lane. It was noted that the letter was prepared for Chairman Brad Kaye's signature, and if there are no objections from the Policy Committee the letter will be presented to him upon his return. Brief discussion ensued, with no objections. Kevin Wray and Jonathan Myers thanked staff for preparing the letter and commended its content.

D. Long Range Planning

Maja updated the committee regarding the status of the MATS Long Range Transportation Plan, noting that the draft approved for public release at the last meeting has been out for public comment since December 8th, with public comment closing on January 25, 2022. Many comments have been received, the vast majority of them are in connection with the proposed Letts Road extension project, which has garnered significant opposition reflected in the comments. In addition, several comments have been received from MDOT, collected and forwarded on by Lindsey Dowswell, as well as a thorough review and commentary by Thoralf Brecht our non-motorized representative. All these comments were reviewed by MATS staff and appropriate changes/corrections were made within MATS LRP. Brief discussion ensued regarding the comments from the public pertaining to the Letts Road project. Draft of MATS Long Range Plan has been approved by the Technical Committee, the final version of the document will be presented at the March 1, 2022 Policy Committee meeting for approval and adoption.

7. Public Comment

There was no public comment.

8. Adjournment

There being no further items for discussion, the February 1, 2022 MATS Policy Committee meeting was adjourned at 10:40 AM. The next meeting has been scheduled for March 1, 2022 at 10:00 AM.

Respectfully submitted,

Maja Bolanowska, Director
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MATS FY 2020-2023 TIP Amendment for February 2022

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	Amendment Type	General Program Account	Comments	Total Job Cost	Job Type
2022	214325	0	PE	Midland, Saginaw, Bay, Gladwin	MDOT	US-10 W	EB & WB US-10 Bay Co Line to M-18 with Ramps AND M-20 from Castor Rd to Nine Mile Rd. 81.343 Ln/Miles	42.863	Road Capital Preventive Maintenance	HMA Crack Seal	\$19,614	ST	\$4,349	\$0	\$43,200	PHASADD	Not Applicable		\$863,625.00	Trunkline
2022	214325	0	CON	Midland, Saginaw, Bay, Gladwin	MDOT	US-10 W	EB & WB US-10 Bay Co. Line to M-18 with Ramps AND M-20 from Castor Rd to Nine Mile Rd. 81.343 Ln/Miles, EB & WB US-10 Bay Co. Line to M-18 with Ramps AND M-20 from Castor Rd to Nine Mile Rd. 81.343Ln/Miles	42.863	Road Capital Preventive Maintenance	HMA Crack Seal	\$372,484	ST	\$82,597	\$0	\$820,425	PHASADD	Not Applicable		\$863,625.00	Trunkline



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: January 12, 2022

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Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
2022	MATS	Local	Local Bridge	Federal Approved	\$4,816,200	\$3,612,200	\$0	\$0	\$1,204,000	12/16/2021	12/16/2021
2022	MATS	Local	Local Road	Local Approved	\$2,729,813	\$889,600	\$0	\$0	\$1,840,213	01/11/2022	
2022	MATS	Multi-Modal	Transit Capital	Federal Approved	\$822,602	\$686,446	\$0	\$0	\$136,156	08/21/2019	09/27/2019
2022	MATS	Multi-Modal	Transit Operating	Local Approved	\$5,569,215	\$1,918,194	\$0	\$0	\$3,651,021	06/10/2021	
2022	MATS	Trunkline	Trunkline Traffic Operations And Safety	MDOT Submitted	\$891,104	\$1,232,444	\$484,880	\$0	\$143,540		
Grand Total:					\$14,828,934	\$8,338,884	\$484,880	\$0.00	\$6,974,930		

Number of Records: 5

Preferences:

Years : 2022

MPO : Midland Area Transportation Study (MATS)

**MATS Urban Program
2022-2026 Projects**

IIJA-based Allocations (as of Dec 20, 2021):

PROPOSED 'UNDERPROGRAMMED' FUNDS REMEDY - 1/19/2022

Year	STUL (Fed \$)	HIP/HIC* (Fed \$)	STP - Flex (Fed \$)	Total Urban Fed \$	Project & (Jurisdiction)	Fed STUL \$	Fed HIP \$	Fed STP - Flex \$	Earmark Funds	Local \$	Project Cost (no PE or CE)	Total Fed \$ to be Programmed:
2022	\$1,144,664	\$300,000	\$70,764	\$1,515,428	Sugnet Rd (Main Street to Northwood Drive) (City of Midland)	\$927,596	\$300,000			\$253,302	\$1,480,898	MOVE Project from FY 2023 to FY 2022 \$1,515,428
					Freeland Road (N. Gleaner Rd to River Rd) (Saginaw County Rd Comm)	\$217,068	\$0	\$70,764	\$71,958	\$359,790		
						\$1,144,664	\$300,000	\$70,764				
2023	\$1,166,413	\$55,949 \$99,983	\$72,108 ?	\$1,394,453	Freeland Road (N. Gleaner Rd to River Rd) (Saginaw County Rd Comm)	\$300,000	\$0			\$75,000	\$375,000	Earmark has to utilize obligation from STUL funds ADD Project ADD Project \$1,394,453
					Eastman Road (Monroe Rd to Mier Rd) (Midland County Rd Comm)	\$438,220	\$155,932	\$0	\$243,780	\$462,068	\$1,300,000	
					Waldo Road (Monroe Rd to 0.23 miles south of Wackerly Rd) (MCRC)	\$340,000	\$0	\$72,108	\$0	\$147,892	\$560,000	
					Stewart Road (Poseyville Rd to Patterson Rd) (Midland County Rd Comm)	\$144,413	\$0	\$0	\$0	\$105,587	\$250,000	
	\$922,633	\$155,932	\$72,108	\$243,780								
2024	\$1,188,574	\$0	\$73,479 ?	\$1,262,053	Midland Road (Carter Road to Eleven Mile Rd) (Bay County Rd Commission)	\$436,574		\$73,479		\$1,289,947	\$1,800,000	ADJUST project funding \$1,262,053
					Saginaw Road (Pinesboro Dr to Dublin Rd) (Midland County Rd Comm)	\$752,000		\$0		\$398,000	\$1,150,000	
						\$1,188,574		\$73,479				
2025	\$1,211,157	\$0	\$74,875 ?	\$1,286,032	**Jefferson Road (Wheeler Rd to Chapel Lane) (City of Midland)	\$422,000	\$0			\$358,000	\$780,000	ADJUST project funding \$1,286,032
					Midland Road (Eleven Mile Rd to Garfield Rd) (Bay County Rd Commission)	\$789,157	\$0	\$74,875		\$1,035,968	\$1,900,000	
						\$1,211,157	\$0	\$74,875				
2026	\$1,234,169	\$0	\$76,297 ?	\$1,310,466	Garfield Road (M47 to Freeland Rd) (Saginaw County Rd Commission)	\$600,000	\$0			\$150,000	\$750,000	ADD Project \$1,310,466
					Monroe Road (Eastman Rd to Sturgeon Rd) (Midland County Rd Comm)	\$442,000	\$0			\$278,000	\$720,000	
					Prairie and Pine River Roads (Homer Rd to Woodcock Rd) (Midland Cty Rd Comm)	\$192,169	\$0	\$76,297		\$109,534	\$378,000	
						\$1,234,169	\$0	\$76,297				

* Highway Infrastructure Program. Funds need to be obligated by Sep 30, 2024.

FY 2021 Highway Infrastructure Program Funding of \$ 55,949 for MATS area, requires local match of 18.15% (HIPS Fin Sys)

FY 2021 Highway Infrastructure Program Covid Relief Funding of \$ 399,983 for MATS area, no local match required (HIP Fin Sys)

** City of Midland requests the flexibility of substituting a different project if local funds are available to construct Jefferson Road project earlier

Indicates project which will be adjusted if actual STUL allocation for a given FY is different slightly from the estimate shown in the table above

Indicates funds that may not be available and may have to be substituted with local funding

All implementing agencies request that MATS Urban Program (and thus all STUL funded projects) utilize Pro-Rata Method of funding, in order to spend down MATS carryover STUL funds.