

Midland Area Transportation Study (MATS)

Policy Committee Meeting Minutes

Tuesday, April 4, 2017

1. Call to Order

April 4, 2017: The meeting was called to order at 10:00 AM by Brad Kaye.

Those present were: Brad Kaye* (City of Midland), Terry Palmer* (Midland County Road Commission), Jim Lillo* (Bay County Road Commission), Joe Wisniewski* (Saginaw County Road Commission), Pamela Boyd* (MDOT-Statewide Planning Section), Karen Murphy* (Midland Dial-A-Ride Transit), Gary Rogers* (County Connection of Midland, Maria Sandow* (Larkin Township), Russ Varner* (Homer Township), Mike Wood* (Jerome Township – via phone), Kevin Wray* (Lincoln Township – via phone), Lee Kilbourn* (City of Auburn), Bob Carl* (Village of Sanford), Paul Wasek* (Williams Charter Township – via phone), Jay Reithel (MDOT – Bay Region), Jonathan Myers (MDOT – Mt Pleasant TSC), Dave Engelhardt (East Michigan Council of Governments – via phone), and Ashley Rockefeller (MATS).

*voting members or alternates

2. Changes to the Agenda

There were no changes to the agenda.

3. Approval of February 4, 2017 Minutes

A motion was made by Terry Palmer and seconded by Joe Wisniewski to approve minutes as presented. Motion carried.

4. Public Comment

There were no public comments brought before the Committee.

General question was asked about a portion of the Saginaw Road closing and the comments/feedback that have been received about it. Brad Kaye answered the question from the perspective of City of Midland, both positive and negative comments/feedbacks have been received. It was also mentioned that Dow will be hosting several public meetings regarding this matter, first one is tonight April 4th, 2017. The decision on whether or not to make a formal request with respect to closure of portion of Saginaw Road will be determined after the meetings and stakeholder/public input.

5. Reports of officers

A. MDOT Update

Jonathan Myers indicated that there will be a resurfacing project this summer on M-20 between 9 Mile Road and Geneva Road. It will start in June and it is expected to last a month. The project was originally planned for length of four miles but MDOT might extend project limits if favorable bid is received. M-20 work will continue to the west in 2018. As far as other projects, work on the M-20 bridge replacement progresses as

another archeological dig is gearing up and will continue through June 2017. Final plans for relocations of utilities are being worked on. The plan is to still have the project letting next January. Maintenance work that is planned in the City of Midland is on hold at the moment, MDOT is trying to figure out a plan of action.

B. Legislative Update

Pam Boyd provided a brief update regarding the 21st Century Infrastructure Committee which is a new committee formed by legislature to look at infrastructure across the state. This committee will focus not only on surface facilities, but also underground ones like utilities, sewer, and water mains. The Committee is piloting a couple of cities, Grand Rapids and Detroit, to get a handle on the studies.

6. Agency Reports

A. MATS Administrative Report

Brad Kaye reported that MATS Bank Account had balance of \$31,363 as of March 29, 2017. The required MATS audit is completed and has been submitted to the state treasurer, MATS is therefore in compliance of regulations.

Next item was the endorsement of interviewing panel recommendation of hiring Bryan Gillett as the new full time MATS Transportation Planner. The interviewing panel consisting of Terry Palmer, Brad Kaye, and Maja Bolanowska conducted several interviews and determined Bryan Gillett as the most experienced and best fit candidate. A Compensation Package was developed, and has been sent to committee members for review. A motion was made by Karen Murphy and seconded by Lee Kilbourn to approve hiring of Bryan Gillett and proposed compensation package. Motion carried.

B. MATS Work Tasks Update

Brad Kaye stated that the Long Range Plan and other tasks continue to progress. Several tasks are currently ongoing and are the reason why Maja needs help. Pam Boyd added that Maja has been working hard, but the LRTP is a major endeavor and the first one for MATS. Maja has submitted a request for a five month extension through the end of the fiscal year 2017. The request has been forwarded onto the Federal level and has been approved. Bay and Saginaw have met the March 30th deadline. The MATS extension will not impact Bay or Saginaw MPOs.

7. Unfinished and New Business

A. TIP Amendment Thresholds

Pam Boyd explained that MDOT with agreement of all Michigan MPOs has instituted new state-wide TIP thresholds. They provide a uniform way to differentiate between an administrative modification versus an amendment requiring Federal approval. Two factors were key in the initiation of this effort, consistency throughout the state for MPOs/MDOT/FHWA and roll-out of JobNet requirements. The approved thresholds are:

1. A change greater than 25% of the total cost of a project, not listed within a GPA.
2. A change greater than 25% of the total cost of a GPA.
3. Project that include 100% state and local funding do not require an amendment

regardless of the percent change in total funding. An amendment is required only if any amount of federal funding is added to the project.

* Please note that a change great than 25%; refers to both an increase or decrease in total cost.

This policy started on February 21, 2017 and will remain in effect for one year then this policy will be re-evaluated by the TIP Threshold Committee and MTPA. Till now, MDOT was dealing with 15 different set of TIP Amendment thresholds – one for each MPO, per each MPOs By-laws. Between Feb 21 and March 21, 2017, definition of total project cost was clarified.

Thresholds specified in MATS' By-laws remain valid, and continue to govern local process with respect to project changes. These local thresholds can be changed if desired by Policy Committee to match State thresholds. At March 15 meeting, Technical Committee opted not to recommend any changes to local thresholds for now.

B. 2017-2020 TIP Amendments

Brad Kaye explained the proposed changes to the MATS' TIP (presented in attached spreadsheet). Karen Murphy added that DART had decided to have a separately listed preventative maintenance program, it will allow them to match the Federal funding with state funds at 80%/20% level. This will add an additional \$21,000 annually to the program. DART is thus moving some funding from an operating line item and to the newly created preventive line item. A motion was made by Jim Lillo and seconded by Terry Palmer to approve the TIP changes as presented. Motion carried.

C. FY 2018 Unified Work Program

Pam Boyd stated that the pre-UWP meeting was held on March 3, 2017 in Lansing. No drastic changes are expected to the FY 2018 work tasks, although some additions/alterations are projected (for example extra work regarding performance measures) – these will be reflected in the FY 2018 UWP Report. Maja will start working on developing draft report shortly, members of Technical and Policy Committees are likely to receive it for review in May. The locally approved FY 2018 UWP Report is due to MDOT by June 1st. This due date is important because there will be a new statewide financial system called SIGMA. SIGMA will affect all state departments and everything down to timesheets. This change is expected to occur in September-October, 2017. In order to make smoother transition, and have planning funds secured and obligated, UWPs need to be reviewed and submitted by MDOT to Feds by July 1st.

D. MATS' Long Range Plan – Update

The LRTP is progressing, however at a slower pace than anticipated. Due to substantial amount of work remaining, Maja has asked for an extension on the Long Range Plan submission, from March 27th till September 30th, 2017. That request was granted. Copies of the request letter and response letter have been provided to all members.

Jay Reithel stated that the Study regarding Indian/Buttles Road Diet took place this past year and has been concluded. Findings were presented at the City Council meeting. The recommendation is to convert from a three lane to a two lane cross-section in each

direction of travel. Temporary pavement markings will be done as a pilot, to assess the impacts of the conversion and community reaction. Brad Kaye added that Indian and Buttles are huge physical, emotional and social barriers to the downtown development. Jay added that if the road diet works than MDOT will try to find some kind of funding and create more of a green space through the area.

E. MPO Coordination Rule

Pam Boyd stated that no one nationwide was really on board with this Rule. Under new administration, bills have been introduced to repeal the Rule. It was brought to Committee attention that we need to wait and see what the next census brings us. There is a possibility of becoming a Transportation Management Area (TMA) which is a term used for a region with an urban population of 200,000 or more. This could happen if Bay City, Saginaw and Midland cities keep growing towards each other. This would mean more federal funding but also more responsibility.

Brad Kaye indicated that as requested at the last Policy meeting, a letter from MATS to Congressman John Moolenaar has been prepared and sent, requesting support in revoking the MPO Coordination and Planning Area Reform Rule. Copy of the request letter has been provided to all Members. Legislation to repeal this Rule has been already introduced in both the House and Congress. It has been passed by Congress in early March, and by House Transportation and Infrastructure Committee on March 29th. The next vote will be by the full US House of Representatives. Once the House votes on the bill, it is expected to be sent directly to the President for his signature into law.

F. Performance Measures – Update

Brad Kaye provided an update regarding performance measures.

1. Safety Measure - Target Setting and Coordination

There has been a lot of meetings between MPOs with MDOT and FHWA regarding performance measures. The one that has received the most attention is the first one due, i.e. the Safety Performance Measure. MDOT has to come up with their targets by August of 2017. MATS has to submit their targets for the five categories within Safety Performance Measure by February 2018. MPOs have three options:

1. Support MDOT's targets
2. Set own targets
3. Or use a combination of.

The other MPOs, especially the smaller ones like MATS, are leaning towards supporting the MDOT targets. What that means is there is a little less work necessary, both in terms of actual target setting, and data collection/evaluation to show advancement in achievement of targets. If we set our own targets, we also have to set a way of measuring progress. During March 15th Technical Meeting it was suggested that MATS waits for MDOT to set their targets and at that time decision can be made whether to support MDOT's targets or not.

MDOT is going to set the targets on a state wide basis. One of the things recently clarified was that MPOs supporting state targets would not have to divide the state-wide targets into regional components. When an MPO decides to support MDOTs targets, it is an overall support in a general way. Basically, MPOs would just have to indicate what type of safety projects are being done, and what other safety actions are in place (for example informing and educating the public about safety). Also, there is no penalty to MPOs if the state-wide targets are not met. MPO would maintain control of choosing and programming local projects, neither MDOT nor FWHA can dictate the type of local projects in the TIP.

2. Transit Asset Management

June 2017 is the transit asset management deadline for MPOs to report transit targets. The urban transit agencies were supposed to set their individual targets by January 1st, 2017. However, there has been a lot of confusion as to the exact requirements of the rule. FTA is looking into it and trying to answer the questions and provide some guidance. This requirement only pertains to Dial-A-Ride, it is urban providers utilizing the 5307 funding that each need to set their own asset management targets. County Connection is under the state-wide umbrella with MDOT deriving joint asset management targets for all the rural transit agencies. MATS and DART will work cooperatively to ensure compliance of this matter.

Pam Boyd indicated that the Transportation Asset Management Council (TAMC) will be providing specific tasks that all MPOs need to include in their work programs. These include data collection, training and the development of asset management plans for cities that have 100 miles or more of more of Federal Aid roads. There will be added funding to facilitate that work and help develop those plans.

G. Call for Nominations

Brad Kaye indicated that nominations are opened for Chair, Vice-Chair and Treasurer positions on Policy Committee as well as Chair and Vice-Chair positions on Technical Committee to serve one-year terms. Elections will take place during May meetings.

8. Adjournment

The April 4th, 2017 MATS Policy Committee meeting was adjourned at 10:46 AM.

The next meeting is scheduled for May 2, 2017 at 10 AM.

Respectfully submitted,

Maja Bolanowska, Director
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TIP Modifications - March/April 2017

MATS 2017-2020 TIP

Main List - Programmed Projects

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advan Construct	Federal Fund Source	Federal Cost	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Phase Cost	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost	
2017	Midland	MDOT	M-20	over Tribunawasee River & CSX Rail Road (Abroad)	1.04	Bridge Replacement	Bridge Replacement	UTL		NH	\$409,250	\$80,750	M			\$500,000	119064		ADD	NA	Utility Phase of M-20 Bridge Replacement Project	\$27,424,104	Amendment	
2017	Midland	MDOT	Trunkline Highway Preservation	Region-wide		GPA	Trunkline Highway Preservation			NH	\$,669,765 2,150,895	410,166 476,950	M			2,259,871 2,627,819			4/4/17	COST	NA	Adding PE & CON projects at US10/US108R (preventive maintenance)	2,259,871 2,733,420	Admin Modification
2018	Midland	MDOT	Eastman Road at Schaffer Road	Eastman Road at Schaffer Road		Construction of center turn lane, other safety provisions	Center turn-lane construction, enclosed drainage, placement of curb and gutter, transverse rumble strips, flashing warning beacons	CON		HRRR	\$461,685				ONTY	\$513,150			4/4/17	ADD	NA	Safety project	\$513,150	Amendment
2018	Midland	MDOT	Poseyville Road	Gordonville Road to Brooks Road	2	slope flattening, shoulder widening, other safety provisions	Widening and paving of shoulders, removal of fixed objects and slope flattening resulting from enclosure and relocation of existing drainage features.	CON		HRRR	\$600,000			\$200,000	ONTY	\$800,000			4/4/17	ADD	NA	Safety project	\$800,000	Amendment
2017	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	725,066 640,719	5307	\$72,000	\$21,000	CTF		CITY	1,450,066 1,281,438			4/4/17	COST	NA	2017 FTA 5307 Funds	1,450,066 1,281,438	Admin Modification
2017	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops								\$93,000			4/4/17	ADD	NA	2017 FTA 5307 Funds	\$93,000	Amendment
2017	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	66,968 64,419	5339	\$6,742 16,105	\$6,742 16,105	CTF		CITY	83,710 80,524			4/4/17	COST	NA	2017 FTA 5339 Funds	83,710 80,524	Admin Modification
2018	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	725,066 640,719	5307	\$72,000	\$21,000	CTF		CITY	1,450,066 1,281,438			4/4/17	COST	NA	2018 FTA 5307 Funds	1,450,066 1,281,438	Admin Modification
2018	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops								\$93,000			4/4/17	ADD	NA	2018 FTA 5307 Funds	\$93,000	Amendment
2018	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	66,968 64,419	5339	\$6,742 16,105	\$6,742 16,105	CTF		CITY	83,710 80,524			4/4/17	COST	NA	2018 FTA 5339 Funds	83,710 80,524	Admin Modification
2019	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	725,066 640,719	5307	\$72,000	\$21,000	CTF		CITY	1,450,066 1,281,438			4/4/17	COST	NA	2019 FTA 5307 Funds	1,450,066 1,281,438	Admin Modification
2019	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops								\$93,000			4/4/17	ADD	NA	2019 FTA 5307 Funds	\$93,000	Amendment
2019	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	66,968 64,419	5339	\$6,742 16,105	\$6,742 16,105	CTF		CITY	83,710 80,524			4/4/17	COST	NA	2019 FTA 5339 Funds	83,710 80,524	Admin Modification
2020	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops	725,066 640,719	5307	\$72,000	\$21,000	CTF		CITY	1,450,066 1,281,438			4/4/17	COST	NA	2020 FTA 5307 Funds	1,450,066 1,281,438	Admin Modification
2020	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops								\$93,000			4/4/17	ADD	NA	2020 FTA 5307 Funds	\$93,000	Amendment
2020	Midland	Dial-A-Ride Transportation	Bus Replacement	City-wide		Transit vehicle additions/replacements	Up to 2 Bus replacements with lift and security camera	T-Cap	66,968 64,419	5339	\$6,742 16,105	\$6,742 16,105	CTF		CITY	83,710 80,524			4/4/17	COST	NA	2020 FTA 5339 Funds	83,710 80,524	Admin Modification
2017	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops	466,451 480,034	5311	981,058 995,211	1,122,177	CTF	1,122,177	TRAL	2,521,959 2,598,022			4/4/17	COST	NA	2017 FTA 5311 Funds	2,521,959 2,598,022	Admin Modification

TIP Modifications - March/April 2017

MATS 2017-2020 TIP

GPA Project Details

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost	Federal Source	State Cost	State Source	Local Cost	Local Source	Total Phase Cost	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost	
2017	Midland	MDOT	M-20	Geneva Road to 9 Mile Road		Resurface	Cold mill and HMA Overlay	CON	\$1,643,705	NH	\$410,166	M		\$2,259,871		129088		12/6/16			Trunkline Highway Preservation GPA. Fixed Price Variable Scope - Project limits extended	\$2,355,472		
2017	Midland	MDOT	US-10 E	US-10 near the US-10BR interchange	4.11	Road Capital Maintenance	Full Depth Concrete Pavement Repairs	PE	\$10,852	NH	\$2,407	M		\$13,259		200203		4/4/17	ADD		Trunkline Highway Preservation GPA	\$367,948		
2017	Midland	MDOT	US-10 E	US-10 near the US-10BR interchange	4.11	Road Capital Maintenance	Full Depth Concrete Pavement Repairs	CON	\$290,312	NH	\$64,377	M		\$354,689		200203		4/4/17	ADD		Trunkline Highway Preservation GPA	\$367,948		
										\$ 2,150,869	NH	\$ 476,950	M											\$ 2,733,420

Transit Candidate List

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost	Federal Source	State Cost	State Source	Local Cost	Local Source	Total Phase Cost	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost
	Midland	County Connection of Midland	Tire Changer/Balancer	County-wide		Transit Maintenance-Equipment	Tire Changer/Balancer	T-Cap	\$13,640	5339	\$3,406	CTF		\$17,000				4/4/17	DELETE	NA	Not yet obligated for funding	\$17,000	
	Midland	County Connection of Midland	Floor Sealing	883 E Isabella Road		Facility Improvements	Floor Sealing	T-Cap	\$ 12,000	5339				\$ 3,000	TRAL	\$ 15,000			4/4/17	ADD	NA	FTA 5339 Funds	\$ 15,000
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #35)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #36)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #37)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #38)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #40)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #41)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #42)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #43)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #44)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #45)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #46)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	
	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh #41)	T-Cap	53,660 67,200	5339	13,406 16,800	CTF		67,660 84,000				4/4/17	COST	NA	Not yet obligated for funding	67,660 84,000	