

# Midland Area Transportation Study (MATS)

## Technical Committee Meeting Minutes

Wednesday, March 15, 2017

### 1. Call to Order

March 15, 2017: The meeting was called to order at 10:00 AM by Kevin Wray.

Those present were: Brian McManus (City of Midland), Russ Inman (Midland County Road Commission), Matt Pitlock (MDOT-Statewide Planning), Jan Yuergens (Midland Dial-A-Ride Transportation), Gary Rogers (County Connection of Midland), Kevin Wray (Lincoln Township), Maja Bolanowska (MATS), and Ashley Rockefeller (MATS).

### 2. Changes to the Agenda

There were no changes to the agenda.

### 3. Approval of January 10th & January 19th, 2017 Minutes

During the March 15<sup>th</sup> meeting a motion was made by Brian McManus and seconded by Jay Reithel to approve minutes as presented. Motion carried.

### 4. Public Comment

There were no public comments brought before the Committee at the meeting.

### 5. Reports of officers

#### A. Project Updates

During March 15<sup>th</sup> meeting, Russ Inman stated that the MCRC projects are on task. Brian McManus reported that the two City projects utilizing MPO STUL allocation are progressing as well, the East St. Andrews project has already been bid with favorable results, the Wackerly project is expected to be let in about 3 weeks. He also mentioned that MDOT seems a bit behind with review and project letting. Brian also noted that there is going to be a ton of local road work, city has 5 or 6 street projects scheduled and already bid. Downtown Streetscape project will be bid in early May and will be coordinated with the M-20 Bridge project. Kevin Wray asked if the MCRC and the City will join forces on the Airport Rd project, Brian affirmed likelihood of that.

Jay Reithel stated that the plan review meeting for M-20 bridge replacement was held on February 22, 2017. More archeological investigations are needed, and will be completed later this spring. MDOT is working with Consumers Energy for proposed electrical relocations which should be completed in the fall. The detailed bridge replacement plans are expected to be completed in summer 2017 with a project letting in January and a 2018-2019 construction time. For the M-20 Fixed Price Variable Scope project, the bids came in favorable allowing to extend FY 2017 project limits by two miles. This will mean that the entire segment from Geneva Rd to 9 Mile Rd will be done. The limits for the 2018 work on M-20 will be shifted to the west, the remainder of M-20 within Midland County should be

done in 2018. The maintenance work in the summer/fall of 2017 will include mill and resurface work on Jerome Street from Main to Buttles Street and on an asphalt section of Indian Street. Concrete pavement repairs on Indian and Buttles will be decided later this spring, these are dependent on amount of the maintenance funding remaining.

## **6. Agency Reports**

### **A. MATS Work Task Update**

Maja Bolanowska stated that since the last meeting on January 19<sup>th</sup>, various tasks have been worked on. One of them has been Long Range Plan. Due to substantial amount of work remaining, MATS has asked for an extension on the Long Range Plan submission, from March 27<sup>th</sup> till September 30<sup>th</sup>, 2017. MATS has been working on the TIP Amendment, there are changes to many projects. FY 2017 first quarter billings have been completed and submitted to MDOT. A Pre-UWP meeting has been held in Lansing, regarding MPO work program for FY 2018. MATS official audit has been completed, all was found to be satisfactory and resulting report has been sent to the state treasurer as required. Audit report disseminated to the Technical and Policy members past month. Work progressing satisfactorily on Midland County Public Transportation Study; the consultant has issued a new technical memorandum that provides various improvement strategies along with the pros and cons of each. In addition, attendance at various meetings for development of performance measures and participation in PASER, Jobnet and Project Wise training.

## **7. Unfinished and New Business**

### **A. TIP Amendment Thresholds**

Maja Bolanowska explained that MDOT with agreement of all Michigan MPOs has instituted new state-wide TIP thresholds used 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 at all 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 however if any amount of federal funding is added to the project.

\* Please note that a 'change greater 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.

Maja indicated that 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. After brief discussion, Technical Committee opted not to recommend any changes to local thresholds for now.

## **B. 2017-2020 TIP Amendments**

Maja indicated that she has compiled the necessary 2017-2020 TIP Amendments/Administrative Modifications per recent project changes. These changes affect MDOT, MCRC, DART and County Connection listings. Detailed information provided in attached spreadsheets.

Detailed review of project changes followed. Some discrepancies were noted. Brian McManus indicated that the 9 Mile Rd Bridge was not chosen and that the board voted for the Orr Rd Bridge. Maja noted that she got the 9 Mile Road Bridge information from the statewide snapshot. Brian McManus and Russ Inman agreed to look into this matter. Jan Yuergens mentioned that the some numbers seem a little bit off for some Dial-a-Ride projects, she will double check them. Russ Inman indicated that the limits of Eastman Road project might be different. MDOT requested addition of the Utility phase for the M-20 bridge reconstruction for the year 2017, Maja is still trying to confirm that this project has not already been obligated in FY 2016. The above noted discrepancies

During the March 15<sup>th</sup> meeting a motion was made by Brian McManus and seconded by Kevin Wray to approve TIP Changes contingent on resolving the discrepancies, and presenting corrected TIP Amendments for Policy Committee approval on April 4, 2017. Motion carried.

## **C. MATS Long Range Plan – Update**

Maja Bolanowska stated that the LRTP is progressing, however at 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 27<sup>th</sup> till September 30<sup>th</sup>, 2017. Copy of the request letter has been provided to all Members. Maja has discussed this matter with MDOT and FHWA representatives, there should not be an issue in getting an extension.

## **D. MPO Coordination Rule – Update**

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 already been passed by Congress.

## **E. Performance Measures – Update**

### **Safety Target Setting and Coordination**

Maja Bolanowska stated that 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. Kevin Wray suggested that we wait for MDOT to set their targets and we can make up our minds if we want to follow them or not at that time.

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.

### **Transit Asset Management**

Maja Bolanowska stated that 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 1<sup>st</sup>, 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.

### **F. Asset Management – Update**

PASER trainings are underway throughout the state. Maja stated that she went to the Saginaw training session and was surprised not to see anyone from the local agencies. The City and the MCRC staff will definitely attend a training session later on this spring.

Starting in Fiscal year 2018, the Federal Aid gravel roads will also need to be rated and there is training available on that matter.

The Asset Management Board has indicated that there have been some changes to the investment reporting tool. This affects all local agencies, since they have a requirement to report each year. Maja said she sent all Members a summary with a link of the changes to the investment reporting tool. Maja indicated that she has received compliance statement indicating that City of Midland has not been reporting as required.

As part of MDOT changes, the asset management billing procedures have changed with an additional form to be filled. A two page summary of allowable asset management travel expenses has been issued and was provided to all Members. There will be some flexibility in the rate being used by the local agencies, but it has to be reasonable.

### **G. FY 2018 Unified Work Program**

The pre-UWP meeting was held on March 3, 2017 in Lansing. Maja briefly recapped the major points of that meeting. 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 approved FY 2018 UWP Report is due to MDOT in June.

### **H. MATS STUL Carry-Over Balance**

The STUL Carry-Over Balance issue was discussed, also whether that extra funding could be used for Airport Road project. Even though MATS does have a carry-over STUL balance of approximately \$117,000, MATS cannot program a project with that money. Maja explained that the annual total STUL amount cannot be supplemented in the TIP by the left over money because that would be double counting and would violate financial constraints. It is not a simple process of programming a new project, because that money has already been accounted for in the TIP in previous years. That money can be used but only in a certain way. If a project goes to LAP for review and the project estimates are a bit low, and if the difference is less than 25% LAP will allow the project to go through, utilizing the carry-over STUL balance to supplement the project. However, pro-rata format is required, and currently MATS' projects are reviewed on a cap basis. Policy Committee would have to approve the change to pro-rata format for FY 2018 projects, it is too late to make that change for FY 2017 projects.

Brian McManus voiced concern about requirement to comply with Level 2 stormwater management. He is expecting letter from DEQ shortly regarding this issue. It applies to the urbanized portion of MATS, affecting City of Midland, MCRC, Sanford and Auburn. Time and resources will be required to comply, Brian indicated City of Midland has set aside \$50,000 in its budget to begin resolving this matter.

## **9. Adjournment**

The March 15<sup>th</sup>, 2017 MATS Technical Committee meeting was adjourned at 11:00 AM.

The next meeting is scheduled for April 19, 2017 at 10 AM.

Respectfully submitted,

Maja Bolanowska, Director  
Midland Area Transportation Study  
220 West Ellsworth Street, Suite 326  
Midland, MI 48640  
Phone: 989-832-6333  
E-mail: [info@midlandmpo.com](mailto:info@midlandmpo.com)

TIP Modifications - March 2017

MATS 2017-2020 TIP

Main List - Programmed Projects

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advanc e Constr uct	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Local Cost	Local Fund Source	Total Phase Cost	MDOT Job No.	Local ID No.	MPO/ Rural Action Date	Amend- ment Type	Air Quality	Comments	Total Project Cost
2017	Midland	MDOT	M-20	over River & CSA Rail Road (Aband)	1.04	Bridge Replacement	Bridge Replacement	UTL		\$409,250	NH	\$80,750	M			\$500,000	119064		4/4/17	ADD	NA	Utility Phase of M-20 Bridge Replacement Project	\$27,424,104
2017	Midland	MDOT	Trunkline Highway Preservation	Region-wide		GPA	Trunkline Highway Preservation			1,849,705 2,150,869	NH	410,166 476,950	M			2,259,871 2,627,819			4/4/17	COST	NA	Adding PE & CON projects at 03510/05308R (preventive maintenance)	2,259,871 2,627,819
2018	Midland	MDOT	Eastman Road at Schaffer Road	Eastman Road at Schaffer Road		Construction of center left-turn lane, other safety provisions	Center left-turn lane construction, enclosed drainage, placement of curb and gutter, transverse rumble strips, flashing, warning beacons	CON		\$461,835	HRRR	\$51,315		CNTY		\$513,150			4/4/17	ADD	NA	Safety project	\$513,150
2018	Midland	MDOT	Poseyville Road	Gordonville Road to Brooks Road	2	Widening, shoulder widening, other safety provisions	Widening and paving of shoulders, removal of fixed objects and stop flagging resulting from enclosure and relocation of existing drainage features	CON		\$600,000	HRRR	\$200,000		CNTY		\$800,000			4/4/17	ADD	NA	Safety project	\$800,000
2019	Midland	MDOT	9 Mile Road Bridge	over S Branch Carroll Creek		Bridge Replacement	Bridge Replacement	CON		\$1,376,400	BO	\$258,075	M			\$1,720,500	133034		4/4/17	ADD	NA	Local Bridge project	\$1,720,500
2017	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops		725,000 640,719	5307		CTF		725,000 628,719			4/4/17	COST	NA	2017 FTA 5307 Funds	1,450,000 1,257,438	
2017	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops		\$72,000	5307	\$21,000	CTF		\$72,000			4/4/17	ADD	NA	2017 FTA 5307 Funds	\$105,000	
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		66,988 64,419	5339	16,742 16,105	CTF		66,988 64,419			4/4/17	COST	NA	2017 FTA 5339 Funds	83,710 80,524	
2018	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops		725,000 640,719	5307		CTF		725,000 628,719			4/4/17	COST	NA	2018 FTA 5307 Funds	1,450,000 1,257,438	
2018	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops		\$72,000	5307	\$21,000	CTF		\$72,000			4/4/17	ADD	NA	2018 FTA 5307 Funds	\$105,000	
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		66,988 64,419	5339	16,742 16,105	CTF		66,988 64,419			4/4/17	COST	NA	2018 FTA 5339 Funds	83,710 80,524	
2019	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops		725,000 640,719	5307		CTF		725,000 628,719			4/4/17	COST	NA	2019 FTA 5307 Funds	1,450,000 1,257,438	
2019	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops		\$72,000	5307	\$21,000	CTF		\$72,000			4/4/17	ADD	NA	2019 FTA 5307 Funds	\$105,000	
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		66,988 64,419	5339	16,742 16,105	CTF		66,988 64,419			4/4/17	COST	NA	2019 FTA 5339 Funds	83,710 80,524	
2020	Midland	Dial-A-Ride Transportation	Operating Assistance	City-wide		Transit operations	Operating Assistance	T-Ops		725,000 640,719	5307		CTF		725,000 628,719			4/4/17	COST	NA	2020 FTA 5307 Funds	1,450,000 1,257,438	
2020	Midland	Dial-A-Ride Transportation	Preventative Maintenance	City-wide		Transit operations	Preventative Maintenance	T-Ops		\$72,000	5307	\$21,000	CTF		\$72,000			4/4/17	ADD	NA	2020 FTA 5307 Funds	\$105,000	
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		66,988 64,419	5339	16,742 16,105	CTF		66,988 64,419			4/4/17	COST	NA	2020 FTA 5339 Funds	83,710 80,524	
2017	Midland	County Connection of Midland	Operating Assistance	County-wide		Transit operations	Operating Assistance	T-Ops		466,451 480,634	5311	901,638 995,211	CTF		1,122,177			4/4/17	COST	NA	2017 FTA 5311 Funds	2,521,359 2,598,022	

TIP Modifications - March 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		\$1,648,705	NH	\$410,166	M			\$2,259,871	129088		12/6/16		NA	Trunkline Highway Preservation GPA. Fixed Price/Variable Scope - Project limits extend.	\$2,365,472
2017	Midland	MDOT	US-10 E	US-10 near the US-10BR interchange	4.11	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repairs	PE		\$10,852	NH	\$2,407	M			\$13,259	200203		4/4/17	ADD	NA	Trunkline Highway Preservation GPA	\$367,948
2017	Midland	MDOT	US-10 E	US-10 near the US-10BR interchange	4.11	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repairs	CON		\$290,312	NH	\$64,377	M			\$354,689	200203		4/4/17	ADD	NA	Trunkline Highway Preservation GPA	\$367,948
										\$	2,150,869	NH	\$	476,950	M							\$	2,627,819

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	Midland	County Connection of Midland	Tire Changer/Balancer	County-wide		Transit Maintenance-Equipment	Tire Changer/Balancer	T-Cap		\$13,600	5339	\$3,400	CTF			\$17,000			4/4/17	DELETE	NA	Not yet obligated for funding	\$17,000	
Midland	Midland	County Connection of Midland	Floor Sealing	883 E. Isabella Road		Facility Improvements	Floor Sealing	T-Cap		\$	12,000	5339		\$	3,000	TRAL			4/4/17	ADD	NA	FTA 5339 Funds	\$	15,000
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#35)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#36)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#37)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#38)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#40)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#41)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#42)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#43)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#44)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#45)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#46)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#48)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#49)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#51)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	
Midland	Midland	County Connection of Midland	Replace (1) Bus	County-wide		Transit Vehicle Additions/replacement	Replace (1) Bus (veh#52)	T-Cap		59,660	67,200	5339	13,460	16,800	CTF	67,960	84,000		4/4/17	COST	NA	Not yet obligated for funding	67,960	