

Midland Area Transportation Study (MATS)

Technical Committee Meeting Minutes

Tuesday, January 10 & Thursday, January 19, 2017

1. Call to Order

January 10, 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), Eric Sprague (Bay Metro Transit Authority), Kevin Wray* (Lincoln Township), Maja Bolanowska (MATS), and Ashley Rockefeller (MATS).

January 19, 2017: The meeting was called to order at 10:00 AM by Brian McManus.

Those present were: Brian McManus* (City of Midland), Russ Inman* (Midland County Road Commission), Jan Yuergens* (Midland Dial-A-Ride Transportation), Gary Rogers* (County Connection of Midland), Maria Sandow* (Larkin Township), Kevin Wray* (Lincoln Township), Dennis Borchard (Saginaw County Road Commission), Maja Bolanowska (MATS), and Ashley Rockefeller (MATS).

*voting members or alternates

2. Changes to the Agenda

There were no changes to the agendas.

3. Approval of December 6, 2016 Minutes

During January 10th meeting a motion was made by Brian McManus and seconded by Russ Inman to approve minutes as presented. Motion carried.

4. Public Comment

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

5. Reports of officers

A. Project Updates

During January 10th meeting, Brian McManus reported that a couple of projects utilizing MPO allocation are going through the process, one is expected to have March letting and other April letting. Russ Inman stated that the Shearer Rd project (from Swede Rd one mile west) came 5% under engineers estimate. Midland County Road Commission is starting design on 2018 Saginaw Rd project that goes from Oak St in the Village of Sanford over to Pinesboro Drive just east of Meridian.

6. Agency Reports

A. MATS Work Task Update

Maja stated that work is progressing on MATS' Long Range Plan, Ashley Rockefeller is helping with that task. Midland County Public Transportation Study is ongoing, the

consultant is conducting more meetings with stakeholders, Transportation Task Force is meeting today (January 10th) at 1 PM to review progress of Study.

Also, the TIP Amendment changes that were approved at the December 6 meeting were transmitted to MDOT. FY 2017 first quarter billings are being prepared. Maja has received all the fourth quarter reimbursements for the previous fiscal year, checks have just been issued to the local agencies for the 4th quarter MATS-related planning activities. The 2016 Annual Report has been prepared and has been posted for the public to view, as well as emailed to all the Committee Members. The 2016 Final Acceptance report has been prepared and sent to MDOT for review and approval. MATS audit, required to be done every two years, will be conducted over the next few days. The 2017 Meeting Schedule has been distributed to all Committee Members.

Kevin Wray inquired as to the timing of elections of Technical Committee' Chairman and Vice Chairman. Maja responded that those elections occur annually, in the spring (March or April). A call for nominations goes out a month in advance of elections.

7. Unfinished and New Business

A. MATS' Long Range Plan

During both January 10th and January 19th meetings, the Technical Committee reviewed, discussed and determined components of the Financial Chapter. Specifically, federal, state, and local revenues expected to be available for transportation infrastructure for 2016 through 2045 in MATS area (broken down into 10 following project categories) were reviewed as well as methodology used to derive these revenues.

1. STP Urban Program
2. STP Rural Program
3. Non-Motorized Transportation Program
4. Local Safety Program
5. Local Bridge Program
6. MDOT Facilities (Trunkline, Bridge, Safety) - Preservation & Capacity Program
7. Local Federal-Aid Roads – Capital MTF & EDD Program
8. Operations & Maintenance Program (State and Local Fed-Aid Roads)
9. Urban Transit - Operating and Capital Programs
10. Rural Transit - Operating and Capital Programs

Next, costs associated with maintaining the transportation infrastructure and project construction costs were reviewed as well as methodology used to derive these costs. Finally, financial constraint for each of the 10 project categories was conducted, necessitating project prioritization for several of the categories. The Technical Committee unanimously selected the following projects as being of first priority from previously determined lists of desired/needed projects:

1. Prioritized Urban Projects:

- Sugnet Road Extension - Main Street to Dublin Avenue (by 2025)
- Eastman Road - Blackhurst Road to Hubbard Road (by 2025)
- Bailey Bridge Road - Saginaw Road to Saginaw Co. Line (by 2025)

- Joe Mann Blvd - Eastman Avenue to Jefferson Avenue (by 2025)
- Stewart Road - Patterson Road to Poseyville Road (by 2025)
- Waldo Road - Wackerly Road to Monroe Road (by 2025)
- N. Saginaw Road - Perrine Road to Dublin Road (by 2025)
- Sturgeon Road - Letts Road to Monroe Road (by 2035)
- Swede Avenue - Ashman Street to Patrick Road (by 2035)
- Waldo Road - Monroe Road to Hubbard Road (by 2035)
- Waldo Road - Wheeler Road to Ashman Street (by 2035)
- Gordonville Road - Poseyville Road to Saginaw Road (by 2035)
- S. Saginaw Road - Patrick Road to Ashman Street (by 2035)
- Homer Road - Pine River Road to Olson Road (by 2035)
- Hope Road - Saginaw Road to Beamish Road (by 2035)
- Sturgeon Avenue - Letts Street to Wackerly Street (by 2035)
- Stark Road - Airport Road to Beamish Road (by 2045)

2. Prioritized Rural Projects:

- Gordonville Road - Meridian Road to 4 3/4 Mile Road (by 2025)
- 4 3/4 Mile Road - Gordonville Road to Pine River Road (by 2025)
- Shaffer Road - E. Coleman CL to M-18 (by 2025)
- Adams Street/2nd Street/Jefferson Street - 3rd Street to E. Coleman CL (by 2025)
- Coleman Road - M-20 to Huckleberry Road (by 2025)
- Dopp Road - Meridian Road to Homer Road (by 2025)
- Poseyville Road - Gordonville Road to Freeland Road (by 2025)
- 9 Mile Road/Pine River Road - Kent Road to 8 Mile Road (by 2025)
- Chippewa River Road - Magruder Road to 11 Mile Road (by 2025)
- Ruhle Road/Coleman Road - CO. Line to Burns Road (by 2025)

3. Prioritized Non-Motorized Projects:

- Monroe Road/Jefferson Avenue - Eastman Road to Joseph Drive (by 2025)
- Eastman Road - Commerce Drive to Mier Road (by 2025)
- M-30 Rail Trail Connector - M-30 Rail Trail Connector (by 2025)
- Jefferson Ave/Hurley Rd/Eastman Rd/Baker Rd/Sturgeon Rd/Shearer Rd - Monroe Road to Midland-Mackinac Trail (by 2035)
- Eastman MUP - Midland Mall to Buttles (by 2035)
- Northeast Section of Midland Loop MUP - Stratford Woods to Jefferson Ave (by 2035)
- Poseyville Road/Gordonville Road/Saginaw Road - Ashby Road to M-47 (by 2045)
- Badour Road/Stewart Road - Gordonville Road to Poseyville Road (by 2045)

Technical Committee charged Maja to check financial constraint, and recommended that where necessary local match be increased from minimum required to achieve financial constraint. The separately attached tables for 10 project categories represent final revenue and cost numbers, taking into account all recommendations and updates.

Technical Committee has unanimously approved the revenues and costs for 10 project categories. Technical Committee has given authorization to present the decisions and recommendations from January 10th and January 19th Technical meetings, as well as resulting tables for 10 project categories, to the Policy Committee for approval at the February 7th meeting.

8. MATS STUL Carry-Over Balance

Maja stated that MDOT's Local Agency Balance Reports for MATS show project carry-over balance of almost \$800,000. However, upon detailed review of the reports, two of the City of Midland projects and federal funding associated with them have not been reflected. With those projects accounted for, the MATS carry-over balance is estimated at approximately \$117,000. Maja and MDOT staff are working on resolving the discrepancies. Once MATS carry-over balance is confirmed, the Technical and Policy Committees would need to determine how and when to utilize it. However, it is a simple process of programming a new project, because that would violate financial constraints, that money has already been accounted for in the TIP in previous years and if shown again in current TIP would result in double counting.

9. Adjournment

The January 10th, 2017 MATS Technical Committee meeting was adjourned at 11:00 AM.
The next meeting is scheduled for January 19, 2017 at 10 AM.

The January 19th, 2017 MATS Technical Committee meeting was adjourned at 10:42 AM.
The next meeting is scheduled for February 15, 2017 at 10 AM.

Respectfully submitted,

Maja Bolanowska, Director
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