

BAY COUNTY TRANSPORTATION PLANNING

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Community Initiatives
Geographic Information Systems
Gypsy Moth Suppression Program
Mosquito Control
Transportation Planning

BAY CITY AREA TRANSPORTATION STUDY FY 2022 ANNUAL REPORT

TRANSPORTATION PLANNING FROM MAP-21 TO THE FAST ACT

On December 4, 2015, President Obama signed into law PL 114-94, the Fixing America's Surface Transportation (FAST) Act. This new transportation bill authorizes and funds federal surface transportation programs with \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act took effect on October 1, 2016 and expires on September 30, 2020. On October 1, 2020, former President Trump signed a Continuing Resolution of the FAST Act through fiscal year 2021. The FAST Act succeeds the expired transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

It is also important to note that the emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21. The FAST Act establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. In fact, many of the same programs and metropolitan planning requirements are continued under the FAST Act. However, the FAST Act establishes new requirements for transportation planning.

Recently, the Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021 by President Biden. This legislation will provide \$550 billion over the next five years to various modes of transportation infrastructure.

It is apparent that **performance measures and targets** are still major items that will need to be continually addressed in the transportation planning process. Performance measures are noted in the BCATS 2045 Metropolitan Transportation Plan Update (MTP) (see Chapter 2). Over the past year, BCATS has continued working with the Michigan Department of Transportation (MDOT) to uphold appropriate statewide targets in the areas of safety, pavement and bridge condition, system performance, freight movement, and public transit state of good repair. Safety performance measures are updated on a yearly basis, while the other measures are updated every 4 years alongside the Statewide Transportation Improvement Program and MPO's Transportation Improvement Projects (S/TIP).

The FAST Act language requires a collaborative process to establish performance targets that involves the state, the Metropolitan Planning Organizations (MPO), and the transit operators after the final rule to establish the performance measures is put in place by the U.S. Department of Transportation (USDOT). BCATS has and will continue to participate in this process with MDOT, the other Michigan MPOs, and the transit operators to establish appropriate performance targets. If this process results in changes that are required in the 2045 MTP, the appropriate additions and changes will be incorporated as a plan amendment in the future.

Currently, the Bay City Area Transportation Study (BCATS) area includes the cities of Bay City and Essexville and the townships of Bangor, Kawkawlin, Monitor, Frankenlust, Portsmouth, and Hampton. This is known as the urban transportation planning area.

BCATS COMMITTEES

BCATS is comprised of two committees: The Policy Committee and the Technical Committee. The Policy Committee is made up of mostly elected officials from township, city, and county government. The Technical Committee is made up of transportation planning and engineering professionals from the community. Both committees also have representatives from the Michigan and U.S. Departments of Transportation. The Technical Committee provides valuable expert advice to the Policy Committee on various matters which it must address. The Policy Committee must give final local approval to all plans and projects in the Bay City urbanized area which use federal funding.

The Policy Committee usually meets on the third Wednesday of every other month at the Bay County Building, 515 Center Avenue, Bay City, Michigan. The Technical Committee meets at the same location, usually on the second Tuesday in the same months as the Policy Committee. The schedule for the meetings as well as meeting call-in information can be found on the Bay County website <http://www.baycounty-mi.gov/Transportation/Default.aspx>.

Interested persons are always welcome to attend the meetings or call one of the following Technical Committee members to discuss transportation issues of interest:

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Eric Sprague, Manager (989) 894-2900
Bay Metro Transportation Authority
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Steve Katenhus, (989) 671-1555
Michigan Department of Transportation
Bay City TSC Manager
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Jim Lillo, Engineer – Manager (989) 686-4610
Bay County Road Commission
2600 East Beaver Road
Kawkawlin, MI 48631
jlillo@baycoroad.org

Craig Goulet, Director (989) 893-6101
City of Essexville Department of Public Works
1500 Pine Street
Essexville, MI 48732
cmanager@essexville.org

Rachel Phillips, Engineering Manager (989) 894-8183
City of Bay City Construction Engineering Services
301 Washington Avenue
Bay City, MI 48708
rphillips@baycitymi.org

The County of Bay will provide necessary and reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting/hearing upon ten (10) days notice to the County of Bay. Individuals with disabilities requiring auxiliary aides or services should contact the County of Bay by writing or calling:

Amber Davis-Johnson, Corporation Counsel Director
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BCATS 4 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

This year marked the last year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2020-21-22-23. The program includes approximately \$179 million in transportation and transit projects that will be completed over the four year period. It lists all of the federally funded transportation projects within the Bay City Urbanized Area that will enhance the safety and efficiency of the transportation system, from I-75 reconstruction to Bay Metro Transportation Authority bus replacement to transportation alternative projects. The 2020-2023 TIP was initially prepared by BCATS staff during 2019 with input from the local implementing agencies (City of Bay City, Bay County Road Commission, Bay Metro Transportation Authority, and City of Essexville), MDOT, the Federal Highway Administration (FHWA), and the public; the TIP has been amended since for the addition or adjustment to various projects. The proposed program of projects will become the final program of projects unless modified and a final notice is published. The TIP is available for viewing on the Bay County Transportation Planning website or at the BCATS office. In 2022, BCATS adopted a new 2023 – 2026 TIP that was submitted to MDOT for approval. The new 2023 – 2026 TIP document can be found on the BCATS site on the Bay County webpage.

Projects that were Constructed in 2022 Utilizing Federal Funds (but not limited to)

Bay County Road Commission

- Old Kawkawlin Road (Grove Street) rehabilitation from M-13 to Two Mile Road.
- S 7 Mile Road capital preventative maintenance from Salzburg Road to Midland Rd.
- S 7 Mile Road capital preventative maintenance from Beaver Road to 1600' N of River Road
- S Mackinaw Road capital preventative maintenance from Salzburg Road to Midland Rd.
- S Mackinaw Road capital preventative maintenance from Beaver Road to Linwood Road
- S 7 Mile Road capital preventative maintenance from Salzburg to Midland

Bay Metro Transportation Authority

- Continued bus and vehicle replacement program
- Purchase of computer and security equipment
- Purchase of new communication and maintenance equipment
- Purchase of bus terminal facility improvements
- Purchases of lift van replacements and facility improvements

City of Bay City

- Wenona Avenue Reconstruction between Fisher St and North Union

Michigan Department of Transportation

- US-10 Reconstruction
- HMA Crack Seal over US-10 from Livingston St to Knight Road
- I-75 NB Road rehabilitation, M-13 Connector to Beaver Road.
- Areawide Road Capital Preventative Maintenance
- Bridge Rehabilitation on M-25 over Saginaw River
- Roadway Reconstruction on M-25 E and M-25 W
- Application of special pavement markings.
- Longitudinal pavement markings
- Non-Freeway Signing Upgrade along E Wilder Rd
- South Euclid Avenue from Hotchkiss to Salzburg Road

Upcoming 2023 Projects

Michigan Department of Transportation

- I-75 signing update
- M-84 N Signing Upgrade (Non-Freeway Signing)
- US-10 W 7 Mile Road to Bay City Reconstruction
- US-10 Mackinaw Road over US-10 Bridge Replacement and Bridge Rehabilitation
- M-15 at Young's Ditch Traffic Safety Modernizations
- Regionwide Traffic Safety Pavement Marking Applications

Bay County Road Commission

- E Beaver Road County wide rehabilitation project
- Combined MDOT/BCRC Road Rehabilitation on E Salzburg from Fraser to 8 Mile

City of Bay City

- S Wenona Avenue reconstruction project from Fisher Street to North Union St

Bay Metro Transportation Authority

- Continue bus and vehicle replacement program
- Sec 5307 Operating Assistance
- Sec 5339 Facility Improvement/Maintenance Equipment/Vehicle Replacement projects

A complete listing of FY 2022 obligated projects and the full version of the approved 2023-26 TIP can be viewed on the BCATS website (<http://www.baycounty-mi.gov/Transportation/Default.aspx>).

BAY METROPOLITAN TRANSPORTATION AUTHORITY (BMTA)

In 2022, BMTA's public transportation service provided rides to over 56,000 seniors, 88,000 passengers with disabilities, and 85,000 full and student fare passengers for an overall ridership of nearly 230,000. Ridership for the Dial-A-Ride Transportation (DART), a demand-response service for seniors and disabled, was 43,000 in 2022. Bay Metro operated nearly 1.1 million service miles during the year. Since service began in 1974, Bay Metro has transported over 41 million passengers.

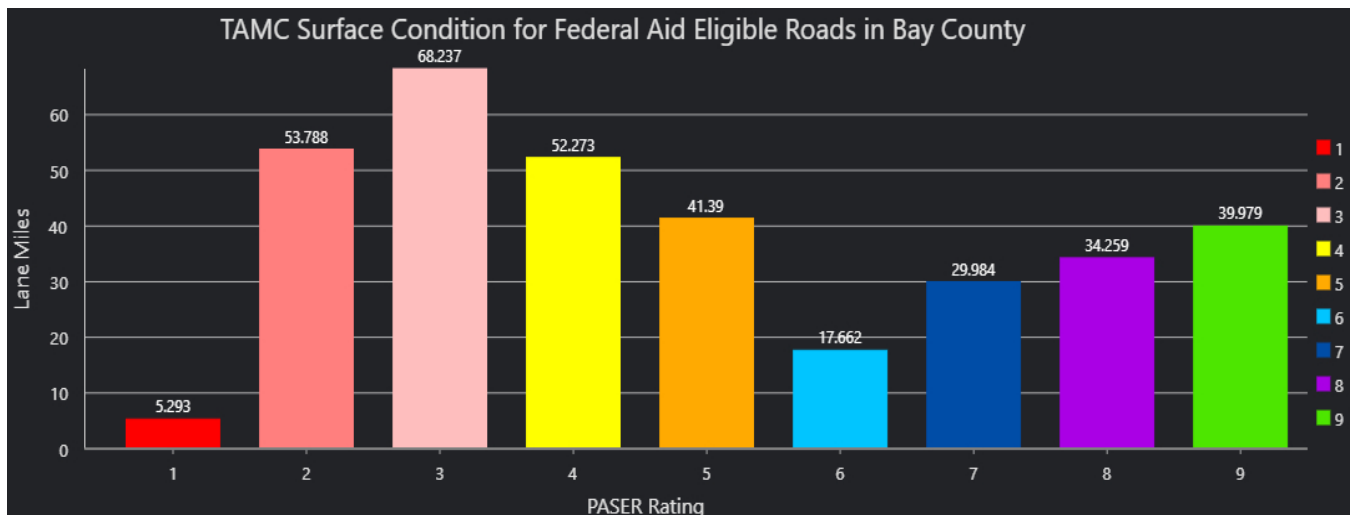
BMTA receives funding from the State under the Specialized Services Program to assist area agencies in providing transportation to senior and disabled passengers. This funding helps offset a portion of the expense to local agencies for the self-transportation of their clients. In addition, Bay Metro transported 6,521 senior and disabled riders through the Specialized Services Program in 2022. Also in 2022, Bay Metro transported 6,534 riders to and from work through the Transportation to Work program that is also funded by the State of Michigan.

BCATS ASSET MANAGEMENT

The Michigan Asset Management Council was created by Public Act 499 of 2002. To meet the requirements of the Act, an annual statewide review of paved federal-aid roadways is conducted using resources of the Michigan Department of Transportation (MDOT) and other local agencies.

In Bay County, BCATS partners up with the City of Bay City, MDOT, and the Bay County Road Commission to inventory the surface condition of 342.8 miles of federal aid eligible streets and highways. During 2022, roughly 48.3 miles of federal aid eligible roads were rated within the City of Bay City, while 294.5 miles of federal aid eligible roads were rated outside of the Bay City limits, within the County. Of the roads rated this year, the data indicates that 21% of the federal-aid roadways in Bay County were rated in good condition, 27% in fair condition, and 52% were rated in poor condition. BCATS Staff will focus on local road PASER collection within all of Bay County throughout 2023. To view current and historical PASER data for Bay County, please visit the new Bay County PASER Dashboard available at: <https://arcg.is/PGS400>

This year, all BCATS staff attended the two-day TAMC Data Collection Training through the Center for Technology and Training virtually. Road raters must complete and certify within the course to conduct road ratings in cooperation with their local agencies within their Metropolitan Planning Area.



Bay County 2022 PASER Road Ratings

BCATS WEBSITE UPDATES

BCATS has recently updated their website. A new Bay County PASER Dashboard and BCATS TIP projects web map have been added to the website. Available for download on the website are the most recent 2045 Metropolitan Transportation Plan Update, the Public Participation Plan, the Non-Motorized Transportation Plan, Title VI Non-Discrimination Plan and complaint form, Technical and Policy Committee meeting minutes & agendas, traffic counts, various maps, and assorted transportation related links.

The direct web page is available at: <http://www.baycounty-mi.gov/transportation>.

PERFORMANCE MEASURES & TARGETS

BCATS has worked with MDOT, FHWA, and other MPOs around the state to establish appropriate state-wide performance targets in the areas of safety, pavement and bridge condition, system performance, freight movement, and public transit state of good repair. MPOs either agree to plan and program projects that support MDOT targets or commit to their own targets for their Metropolitan Planning Area (MPA). The BCATS Policy Committee has chosen to support MDOT's targets and included the performance targets in their TIPs as well as LRP; explaining how their projects and programs support MDOT's targets. The performance measures and their targets can be found in the tables below.

Bay Metro Transportation Authority (BMTA) conducts a condition assessment of capital assets used in the provision of public transportation each fiscal year. This condition assessment generates information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the BMTA's investment prioritization. BMTA considers a capital asset to be in a state of good repair if it meets the following objective standards; the capital asset is able to perform its designed function; the use of the asset in its current condition does not pose an identified unacceptable safety risk; the life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements. BMTA has established three asset classes within its capital inventory and set measures of performance for each class. The annual State of Good Repair Performance Measures and Targets for fiscal year 2020 can be found in the table below.

ASSET CLASS w/Subsection	TERM Rating (Condition)	Quantity	Quantity Below TERM Rating of 3/ At or Below ULB	Percentage Below TERM Rating of 3/ At or Below ULB	Performance Target
FACILITIES	-	2	0	0.0%	-
Main Admin/Maintenance Building	4	1	0	0.0%	4
Central Bus Station	4	1	0	0.0%	4
REVENUE VEHICLES	-	68	26	38.2%	16.9%
Heavy/Medium Duty	-	42	26	61.9%	23.3%
Light Duty/ Cutaway	-	0	0	0.0%	0.0%
Van	-	16	0	0.0%	0.0%
NON-REVENUE VEHICLES	-	7	2	28.6%	14.3%
Staff, Service, and Maintenance Vehicles	-	7	2	28.6%	14.3%

With increasing travel volumes, both the State of Michigan and Bay County are experiencing similar increases in traffic fatalities. In evaluating the trends in recent crashes, travel volumes, and economic data, BCATS chose to support the statewide safety targets, in which the serious injury rate declines, but fatalities and non-motorized fatalities & non-motorized serious injuries increase. An increase in overall traffic volumes and a growing economy both have a strong correlation with increased traffic crashes. Safety targets are required to be developed by the state and responded to by the MPOs each year.

Safety Performance Measure	Baseline Condition (2017-2021)	State Safety Target Calendar Year 2023
Fatalities	1,041.8	1,105.6
Fatality Rate Per 100 million Vehicle Miles Traveled	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate Per 100 million VMT	5.878	6.058
Non-Motorized Fatalities & Serious Injuries	752.0	743.4

The Federal Highway Administration (FHWA) requires that State Departments of Transportation like the MDOT establish 2-year and 4-year targets for the four pavement and two bridge performance measures as well as travel time reliability on the Interstate and Non-Interstate National Highway System. MPOs are required to establish 4-year targets for these measures. MPO targets are due 180 days after the MDOT has established its targets. To contribute towards reaching statewide targets, BCATS continues its ongoing coordination with the State and other road agencies to address areas of concern, and will plan and program projects that contribute toward meeting the set performance targets.

Performance Area	Measure	Baseline Condition (2017)	2- Year Targets	4- Year Targets
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
	Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7%
Pavement	Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10%
	Percent of Non-Interstate NHS Percent in Good Condition	49.7%	46.7%	43.7%
	Percent of Non-Interstate NHS Percent in Poor Condition	18.6%	21.6%	24.6%
Reliability	Level of Travel Time Reliability of the Interstate	85.1%	75%	75%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75