

BAY CITY AREA TRANSPORTATION STUDY (BCATS)

Technical Committee Minutes - October 8, 2013

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Call to Order:

The meeting was called to order at 10:00 a.m.

Those Present Were:

Dave Engelhardt, BCATS staff; Dave Harran, City of Bay City; Jim Lillo, Bay County Road Commission; Jim Koenig, MDOT Lansing; Dan Hansford, Essexville; Jay Reithel, MDOT Bay Region; Terry Moulthane, Bay City Planning; Rachel Phillips, MDOT Bay City TSC; Jack Wheatley, ROWE PSC.; Eric Sprague, Bay Metro; Don Howe, MDOT; Maja Bolanowsha, MATS; Marc Lowbert, SVSU; Jay Anderson, BCATS staff, and; Cyndi Gaul, Secretary, BCATS Staff.

Minutes from August 13, 2013 BCATS Tech Meeting:

It was moved by Sprague, seconded by Hansford, to approve the minutes from the August 13, 2013 meeting pending two minor changes. Motion passed.

Legislative Update:

Engelhardt said that there was nothing new to report. Engelhardt mentioned have been ten prosperity regions identified in the Governors Regional Prosperity Initiative.

Governor's Regional Prosperity Initiative:

Engelhardt discussed the identification of specific regions under the Governor's Regional Prosperity Initiative. It's believed that this initiative will bring people together and allow for faster responses. This initiative is economically driven and will place an emphasis on cooperation. Sue Fortune stated that she intends to apply for a regional grant and would like BCATS support. Engelhardt will get more information to present to the committee members. Engelhardt has a request in to Center for Shared Solutions to get a map of all the regions and he will share that information with committee members.

MDOT TIP Amendment:

Engelhardt provided everyone with a handout of the requested MDOT TIP Amendment and discussed the request. MDOT is requesting that the M-84 Carpool Lot Project from the 2014-17 TIP be deleted. This project is no longer being considered.

A motion was made by Koenig, seconded by Reithel, to favorably recommend to the BCATS Policy Committee to remove the M-84 Carpool Lot Project from the 2014-17 TIP. Motion passed.

New TIP Transmittal Form:

Koenig discussed the new guidelines for TIP inclusion which include a TIP Transmittal Form. Right now Federal Highway is back logged and they are going to extend the current 2011-14 TIP until November 30, 2013. Any changes to the 2014-17 TIP will have to wait until after November 30th. Changes made prior to November 30th to the 2014 TIP may be done administratively and updated on e-file.

PE Projects:

Koenig discussed PE Projects and suggested guidelines from MDOT local agencies program of

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\$20,000 minimum and under 10% of total project cost, yet that MPOs should take advantage of total funding. Projects should be put on the shelf in order to allocate funding as it arises. Engelhardt stated that BCATS was under the 10% for most projects and that it didn't seem right to let the funding just go away since there are projects that can utilize the money.

Highway Performance Mapping System (HPMS) Presentation - Don Howe:

Howe gave a presentation and overview of the Highway Performance Monitoring System (HPMS). There is a need to add more details and information about road projects into one system so that there is a complete overview of a project. When roads are reconstructed there should be a recording of the materials used for the project. Howe explained that reporting for the HPMS can be submitted online. This information can be very useful for getting an overall picture of a road project. Engelhardt heard that the HPMS data might possibly be added to the RoadSoft data. Howe provided CDs about the collection of data for HPMS for committee members to take.

MDOT Euclid Road Access Management Plan:

The MDOT Euclid Road Access Management Plan is scheduled to be conducted in Fiscal Year 2014. There is a lot of interest in doing this project in order to minimize the conflicts caused by having multiple driveway access on Euclid Road. Engelhardt discussed the desire to have the Wilder Avenue Road Access Study done at the same time so that the two projects might "piggy back" off each other in order to provide some cost savings. Moulane suggested that the projects be done in phases in order to accommodate funding allocations. Reithel recommended doing complementary projects so that the work isn't duplicated. Engelhardt will look into our options as there needs to be a balance of funding.

Corridor Analysis - Freight Focus:

Engelhardt was at the MTPA Conference in Muskegon in July and found out that they have a deep water port that doesn't need dredging and is used as part of their corridor access for freight. Engelhardt can see that it might be beneficial, down the road, to include our ports as desirable access points for freight. In Muskegon they use their ports to bring in the large windmill blades. Engelhardt could see this or similar large freight as a future application for our ports.

Midland Road to Woodside Avenue Non-Motorized Options:

Engelhardt provided everyone with a handout that outlined what would be required to create the Midland Road to Woodside Avenue non-motorized route. The proposed non-motorized corridor would include Midland Road, Vermont Street, Liberty Bridge, and Woodside Avenue. The handout was provided so that if work is done on any of the roads involved the agency would know what would be required to include the non-motorized portion to their project. The idea is to work with what already exists in order to make the route a reality. This non-motorized corridor would provide a unique route through the City of Bay City. Sprague mentioned submitting for a grant to place bike racks on the buses. Koenig suggested contacting Amber Nikoloff, MDOT and Josh DeBruyn, MDOT Bicycle and Pedestrian Coordinator (517-335-2918 or debruynj@michigan.gov) to see what their thoughts are on this project.

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Alex Nikoloff - Was with Safe Routes to Schools and is currently with the Transportation Alternatives Program. Phone: 517-241-1317 nikoloffa@michigan.gov

Oversize/Overlimit Permits on I-75 Update:

Engelhardt explained his thoughts about how the oversize/overlimit freight restrictions should be discussed. It's time to revisit this restrictions process and see if it should be updated. Reithel explained that there is a Statewide Policy for the whole I-75 corridor and that there are limits imposed that really shouldn't be in existence as I-75 was built for freight. Interstates were made for hauling. Reithel will continue to look into this and report back to the group.

BCATS Annual Report:

Engelhardt discussed the BCATS Annual Report which details what the group has done over the last year. This report is posted in a local newspaper and on our website in order to comply with the public involvement process. Engelhardt is asking if anyone has something they would like to see in the BCATS Annual Report. Please submit your ideas to Engelhardt over the next three weeks via e-mail at engelhardtd@baycounty.net.

Project Updates:

FY 2013 Funds have been obligated for the **M-25 Shoulder Project** (Nolet Rd to the Bay/Tuscola County Line) and it will be done in 2014. There will be a **Road Diet** taking place from Pine Road moving east toward the old Hampton Mall. Currently there are large shoulders that need to be narrowed down. The **Salzburg Road Project** anticipated to be completed in November 2013. Salzburg road will be closed on Wednesday, October 9th to work on this project. MDOT discussed the **new innovation** in place that allows project contractors to pull preliminary plans to review to see how they plan to deal with traffic during a project. On November 19, 2013 there will be a **public meeting** at the Garfield Township Hall about the removal of a local bridge. Moulthane discussed that the **Rail Trail Committee** has entertained the idea of having the trail go through the Middle Grounds and that he will keep the group informed. The **East Main Street Project** in Bay City is still underway. The **Euclid Avenue Water Main Project** may be underway again as there is possible funding for this project up to Fisher Street. The **Madison Avenue Project** has the PE obligated. The **Mill End Project** should be finishing up by the end of November 2013. The **Uptown at the Rivers Edge Project** should be done by the end of 2013. **Bay Metro** has reduced their routes by two using fixed route services and saved \$200,000 over the year in fuel and wages. There hasn't been a decrease in ridership. There are more people filling each bus. Bay Metro Route #4 will return to Washington Street in Midland to the college campuses. This route has standing room only. The **Woodside Street Project** (Pine to Scheurmann Street) will be ready to start in Spring 2014. The **Midland Road Project** (Three Mile to Four Mile) is complete and went well. The **Salzburg Road Project** (Four Mile to

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Mackinaw) has PE funds allocated for 2015. The **Salzburg Road Project** (Carter to Nine Mile) is looking at alternative funds. The **North Union Project** (Euclid Rd to Two Mile) is obligated. There is an issue with ADA Compliance for the city side of the project. The Pedestrian signals were not put in correctly at the Euclid Avenue/North Union intersection. This will be fixed in Spring 2014. The **Patterson Road Project** (to Old Kawkawlin) had the PE kicked back for a minor glitch.

Other/New Business:

Obligated Balances:

Engelhardt discussed Un-Obligated Balances and explained that if there is money left on the table, BCATS will work hard to make sure it can be used. It's very important to get out projects as soon as possible. There may be some savings that we can reprogram if we can get the FY2014 projects out early, so we need to be aware of that.

Great Lakes Bay Trail Alliance (GLBTA):

Engelhardt said that he has spoken with Cathy Washabaugh of the Rail Trail Group and discussed that there is possible match funding available through the Great Lakes Bay Trail Alliance (GLBTA). Tittabawassee Twp made application to GLBTA for some of these funds to use as local match towards an TAP (enhancement) project.

2014 Unified Work Program (UWP):

The BCATS 2014 Unified Work Program (UWP) was approved by the Federal Highway Commission two weeks ago. They had a few comments and questions about the Cash Contribution being up front with reimbursement.

Annual Listing - Obligated Projects:

Engelhardt wanted to remind everyone to get their list of obligated projects to him as soon as possible.

Non-Motorized Safety Grant:

Engelhardt mentioned that the Road Commission has submitted an application for a GPA Safety Grant for Garfield Road at Hotchkiss Road in order to straighten out the road.

As there was no other business, the October 8, 2013 meeting was adjourned at 12:06 p.m.

Respectfully submitted,

David Engelhardt
BCATS Director