

BAY CITY AREA TRANSPORTATION STUDY (BCATS)

Technical Committee Minutes - February 12, 2013

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Call to Order:

The meeting was called to order at 10:06 a.m.

Those Present Were:

Dave Engelhardt, BCATS staff; Terry Moulthane, Bay City; Eric Sprague, BMTA; Jim Koenig, MDOT; Dave Harran, City of Bay City; Jack Wheatley, City of Bay City; Jim Lillo, Bay County Road Commission; Dirk Westbury, BCATS staff, and; Cyndi Gaul, Secretary, BCATS Staff.

Minutes from December 11, 2012 BCATS Tech Meeting:

It was moved by Sprague, seconded by Wheatley, to approve the minutes from the December 11, 2012 meeting. Motion passed.

For future minutes, the Uptown at the "Uptown at the River's Edge Project" will now be called the "Uptown Bay City Project".

Legislative Update:

Engelhardt discussed the funding implications of MAP-21. It seems that the small MPOs are taking the largest STP funding reductions under the new transportation bill. Even though the Category C & D Programs were eliminated in MAP-21, MDOT made a policy decision to fund the programs with flexible STP funds. The Category C Program Funding is for counties with populations over 400,000 that need congestion relief. The Category D Program Funding is for the rural all-season roads under the Road Commission. Both of these funding categories are not available to the small MPOs. Engelhardt, on behalf of the small MPOs, is looking for a way to eliminate the C & D Programs and have the funds for those program distributed according to the Act 51 funding formula, making the funds available to all the agencies. There is also funds for the local National Highway System (NHS) roads that MDOT has made available to the TMAs only. The local NHS lane miles in the TMA areas account for 92% of all local NHS lane miles, with the remaining in the small MPOs, small urban, or rural areas. Engelhardt is also looking into having MDOT distribute these allocated funds for NHS to all agencies that have local NHS lane miles, include BCATS, not just the TMAs.

STP Funding for Fiscal Years 2013 and Future Years:

In addition to the changes to STP funding under the new Transportation Bill, MAP-21, there is all currently approximately \$55 Million of unobligated funding balance available to local agencies. According to Act 51, MDOT must distribute 25% of all federal funds to the locals, but when locals were unable to obligate all those funds, MDOT has utilized those funds to the trunklines in order to not return the federal funds. MDOT has been accounting for these unobligated funds and would like to bring the total down over three years. It is proposed that projects will be on a first come, first serve basis after all the area's current obligation is used up, so it's important to have projects that are ready to go and obligate existing projects as early as possible. Engelhardt would like to include Preliminary Engineering (PE) for

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any anticipated projects included in the Illustrative List for the TIP, so BCATS will be positioned to use these funds if they become available. The idea is that should future funding become available, that Dave Engelhardt would have administrative modification rights to amend PE projects into the BCATS TIP to utilize those funds.

BCATS TIP Amendments:

Engelhardt discussed the TIP Amendments for all agencies and how the projects in 2014 must match from the 2011-2014 IP with the upcoming 2014-17 TIP. Projects include: PE for the MDOT Carpool Lot (2014), Woodside Ave resurfacing in Essexville (2014), BMTA grant for replacement of nine buses (2013), Beaver Rd cost corrections (2013), deletion of several BMTA and BCRC projects (2014) and Saginaw St reconstruction (2014). Wheatley mentioned that the City is in the process of applying for a TEDF grant for the Saginaw St project, but if they fail to get the grant, the project will not go forth in 2014. If the TEDF grant is not obtained and the Saginaw project does not go forward, the STUL funds will shift to the Road Commission for a project on North Union Rd and some will be available for a 3rd St project in Bay City. Engelhardt mentioned that the group needs to solidify the 2014 Projects and that the next scheduled TIP Amendments were due by March 22, 2013.

A motion was made by Sprague, seconded by Wheatley, to favorably recommend to the BCATS Policy Committee to approve the TIP Amendments, including the PE Projects and BMTA Project into the Illustrative List, with Engelhardt having authority to submit those projects should additional future funding arise, or if bid savings occur. Motion Passed.

BCATS 2014-2017 TIP Development:

Engelhardt provided everyone with a project list of the projects submitted by the local agencies of projects for inclusion in the 2014-17 TIP. Westbury gave a brief overview of the project list. This list would be formally approved at the April BCATS Policy meeting when the draft 2014-17 TIP is approved to go out for public review.

Adjusted Census Urban Boundary (ACUB):

A map was provided by Westbury showing the adjusted census urban boundary being proposed by BCATS to smooth out the Urban Area from the 2010 Census. The 2000 Census Urban Area went up to Linwood bringing Fraser Twp into BCATS. In the 2010 Census, the Urban Area did not extend that far north, removing Fraser Township from the urban area. After a review of funding options, it would seem that it's better if Fraser Township is not in the urban area. Engelhardt has spoken to the Township Supervisor and he agrees that his township is better off not being included in the urbanized area. The township will write a letter that they are fine not being included in the urbanized area. After the letter is received the BCATS By Laws will be amended removing Fraser Twp as a voting member at the next

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scheduled BCATS Policy meeting.

A motion was made by Lillo, seconded by Sprague, to favorably recommend to the BCATS Policy Committee to approve the adjusted census urban boundary map with the exclusion of Fraser Township. Motion Passed.

Principal Arterial Function Review:

Engelhardt discussed the Principal Arterial Functional Class Review. Due to MAP-21, all Principal Arterials are part of the National Highway System (NHS). Once all the Adjusted Census Urban Boundaries are known, the group will take a closer look at the Principal Arterial roads.

Midland MPO Status:

The creation of the Midland MPO is complete and the group has been formally recognized by the Governor and FHWA. Midland is still working on getting the group up and moving as they are still looking for a director. The group will need to work on prioritizing their projects for the State TIP (STIP) since the new Midland MPO hasn't had a Technical Committee Meeting or a Policy Committee Meeting yet. The Midland MPO voted to make the Bay County Road Commission a "non-voting" member. The Bay County Road Commission is being asked to explain why they should be a voting member at their Policy Committee Meeting. MDOT was very clear and strongly stressed who they thought should be included as voting members for the new Midland MPO, however Midland decided to go in a different direction. Engelhardt pointed out that Midland would not be able to have their MPO if not for the inclusion of the Bay and Saginaw areas.

Project Updates:

The Road Commission reported that the **Midland Road Project** is out for bid. The **Beaver Road Project** will be let in July, 2013. The City of Bay City reported that the **Harrison Street Project** is out for bid. The **Uptown Bay City Project** will be discussed at an upcoming TEDF Meeting and should know in May 2013 if they are the recipient of the TEDF grant. The **M-84/M-13 Salzburg Street Project** will begin in March 2013 and include the **Wenona Street Intersection Project**. Bay Metro Transit reported that they have received permission to use the lot on **North Johnson Street** for overflow parking during the Tall Ships Festival. They also have the General Motors parking lot in order to shuttle people to the festival.

Engelhardt mentioned that Bay City may be able to work with MDOT on repairs the South Euclid Avenue water line. MDOT may entertain covering the road portion cost of the project with the city making improvements to and moving the water line outside the road way.

As there was no other business, the February 12, 2013 meeting was adjourned at 12:29 p.m.

Respectfully submitted,

David Engelhardt

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BCATS Director

Transcribed by C. Gaul

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