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2015 Annual Report of the Bay City Area Transportation Study (BCATS)

TRANSPORTATION PLANNING FROM SAFETEA-LU TO MAP-21

On July 6, 2012, President Obama signed into law PL 112-14, Moving Ahead for Progress in the 21st Century (MAP-21). This new transportation bill authorizes and funds federal surface transportation programs for two years, taking effect on October 1, 2012 and expiring on September 30, 2014. MAP-21 succeeds the expired transportation bill SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users).

MAP-21 re-authorizes the federal highway, public transportation, highway safety, and motor carrier safety programs through Fiscal Year 2015. The Bay City Area Transportation Study (BCATS) is designated to carry out the transportation planning process required by SAFETEA-LU and now MAP-21 as the Metropolitan Planning Organization (MPO). Establishment of this process enables BCATS and other transportation agencies in the BCATS area to receive federal funding for a variety of transportation projects including reconstruction and resurfacing of roads & bridges, purchase of transit vehicles, highway & transit safety improvements and non-motorized projects that will efficiently maximize the mobility of people and goods within and through the Bay City urbanized area.

Currently, the 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

The Bay City Area Transportation Study (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.

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

Jay Anderson, BCATS Director (989) 895-4064
Bay County Transportation Planning Division
515 Center Avenue, Bay City MI, 48708
andersonj@baycounty.net

Eric Sprague, Manager (989) 894-2900
Bay Metro Transportation Authority
esprague@baymetro.com

Jack Hofweber (989) 671-1555
Michigan Department of Transportation
Bay City TSC Manager
Hofweberj@michigan.gov

Jim Lillo, Engineer – Manager (989) 686-4610
Bay County Road Commission
2600 East Beaver Road, Kawkawlin, MI 48631
jlillo@baycoroad.org

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

Ken Feldt, Engineering Manager (989) 894-8183
City of Bay City Construction Engineering Services
301 Washington Avenue, Bay City, MI 48708
kfeldt@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 aids or services should contact the County of Bay by writing or calling:

Amber Davis-Johnson, Corporation Counsel Director
515 Center Avenue – Suite 301, Bay City, MI 48708
(989) 895-4131 • (989) 895-4049 TDD
johnsona@baycounty.net

BCATS ASSET MANAGEMENT

The Michigan Asset Management Council was created by Public Act 499 of 2002. To meet the requirements of the Act, the eleventh year of a statewide review of paved federal-aid roadways was conducted using resources of the Michigan Department of Transportation (MDOT) and other local agencies. This year, the state elected to collect data on the remaining half of the federal aid system after collecting half in 2014. In Bay County, BCATS teamed with the City of Bay City, MDOT and the Bay County Road Commission to inventory the surface condition of 253 miles of streets and highways. Of the roads rated this year, the data indicates that 18% of the federal-aid roadways in Bay County were rated in good condition, 26% in fair condition, and 56% were rated in poor condition.

BCATS WEBSITE UPDATES

BCATS has recently updated their website. Available for download on the website are the most recent 2014-15-16-17 Transportation Improvement Program and 2040 Metropolitan Transportation Plan, 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>.



BCATS 4 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

This year marked the second year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2014/15/16/17. The program includes approximately \$74 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 Transit Authority bus replacement to transportation alternative projects. The 2014/17 TIP was initially prepared by BCATS staff during 2013 with input from the local implementing agencies (Bay City, Bay County Road Commission, Bay Metro Transportation Authority, and Essexville), MDOT, the Federal Highway Administration (FHWA), and the public and 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.

Projects that were constructed in 2015 utilizing federal funds (but not limited to):

Michigan Department of Transportation

- US-10 Bridge Replacement over I-75
- Preliminary Engineering for I-75 Resurfacing from M-13 Connector to Beaver Road
- M-25 Resurfacing from Pine Road to Tuscola/ Bay County Line

City of Bay City

- Center Avenue Resurfacing from Water Street to Madison Avenue

- Bay City Riverwalk

Bay County Road Commission

- Salzburg Road Rehabilitation from Four Mile Road to Mackinaw Road

Bay Metro Transit Authority

- Continue bus and vehicle replacement program

Upcoming 2016 Projects:

Michigan Department of Transportation

- Preliminary Engineering for M-25 Westbound Pavement Grooving

City of Bay City

- Madison Avenue Reconstruction from Columbus Avenue to McKinley Street
- Midland Street/Vermont Street Rehabilitation from Wenona Avenue to Dean Street
- Harry S Truman Parkway Bridge (Independence Bridge) Preventative Maintenance

Bay County Road Commission

- Seven Mile Road Bridge Preventative Maintenance over the Kawkawlin River
- Midland Road Bridge Replacement over Culver Creek

Bay Metro Transit Authority

- Continue bus and vehicle replacement program

A complete listing of FY 2015 obligated projects and the full version of the approved 2014/17 TIP can be viewed on the BCATS website.



Salzburg Road before



Salzburg Road after

SALZBURG ROAD REHABILITATION

Salzburg Road received a much needed upgrade during the 2015 construction season. This project included the rehabilitation of Salzburg Road, Four Mile Road to Mackinaw Road in Monitor Township. The scope of the project included drainage upgrades in the form of new storm sewer installation, enclosing a portion of a County Drain and regrading existing roadside ditches and swales. Intersection upgrades, a new asphalt roadway with three foot paved shoulders, safety improvements, signing and pavement markings were also part of the project. The rehabilitation of this mile of two-lane roadway completes three miles of a four mile corridor that connects the south side of Bay City (specifically M-84) with Delta College and further south, the City of Saginaw, the Valley Center Tech Park and the US-10 expressway interchange at Mackinaw Road. The Bay County Road Commission has plans to complete rehabilitation of the final section of this corridor, M-84 to Two Mile Road in the next two years, providing funding remains available. BCATS provided \$584,000 for this project with the Bay County Road Commission contributing the local match and additional funding required to complete this \$927,000 project.

M-13/WILDER ROAD ACCESS MANAGEMENT PLAN

BCATS and MDOT in conjunction with the Bay County Road Commission, City of Bay City, Bangor Township, and Monitor Township, completed an access management plan and overlay zoning ordinance for the M-13 (Euclid Avenue) and Wilder Road corridors. Implementing the recommended improvements in the plan will attempt to improve efficient traffic flow, preserve the roadway's capacity, and reduce crashes while maintaining reasonable access to land uses.

The plan includes several recommendations that can be implemented immediately and others that are future initiatives that will require coordination between the local communities and road agencies. These recommendations are generally implemented in one of the following ways:

- A property owner desires to expand or redevelop which involves a review of the site plan and access permit.
- A new development is proposed.
- MDOT or community have a street or utility construction project, in which case MDOT may work with property owners to redesign access problems.
- A property owner or an agency provides funds to close or redesign a driveway.

The objective of the plan is to create a safer roadway corridor for all users through the implementation of strategic improvements to access points. The full plan can be viewed on the BCATS website.

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

During the next year, BCATS will begin the process of creating the new 2017-2020 Transportation Improvement Program (TIP). The process involves collecting proposed projects from the road and transit agencies, prioritizing them and allocating funds that are expected over the life of the TIP to those projects. The TIP must be financially constrained meaning that all projects included in the TIP must have funding identified and available to complete the project.

BAY METROPOLITAN TRANSPORTATION AUTHORITY (BMTA)

In 2015, fixed route bus service was provided to 65,000 seniors, 253,000 passengers with disabilities, and 240,000 full and student fare passengers for an overall ridership of 558,000. Ridership for Dial-A-Ride Transportation (DART), demand-response service for seniors and disabled, was 53,000 in 2015. Bay Metro operated over 1.478 million service miles during the year. Since service began in 1974, Bay Metro has transported over 29 million passengers.

BMTA also subcontracted 20,000 additional rides to local, private carriers. Local, private carriers assist BMTA DART service in daytime "overflow" situations, as well as providing transportation to area agencies representing senior and disabled passengers. BMTA receives funding from the State under the Specialized Services Program to offset a portion of the expense of reimbursing the local carriers for their service. Since the end of 2007, BMTA has supplemented funding and expanded service to individuals in need of transportation to work before and after BMTA service hours under the State's Job Access/Reverse Commute (JARC) Program. In 2015, the local carrier provided over 10,000 JARC rides.

Bay Metro secured State and Federal grants for the replacement of some of their aging buses and vans. In 2015, Bay Metro received 9 new buses to replace their 1994-1998 models, as well as 8 new lift vans.



Center Avenue after

CENTER AVENUE IMPROVEMENT PROJECT

The City of Bay City, utilizing BCATS Surface Transportation funding, completed improvements to Center Avenue from Water Street to Madison Avenue (M 25) in the heart of downtown Bay City. The improvements consisted of replacing the pavement surface, curb and gutter repairs, new ADA compliant ramps, storm sewer components and street lighting. The old downtown street had 5 inches of asphalt surface over the original road brick. Repairs to the storm sewer revealed the road brick and remnants of a historic street car rail system. The City's Electric Department took the opportunity to upgrade the existing street lights with underground serviced LED fixtures while pavement surfaces were open. The four block long project was completed in alternating blocks to maximize access to downtown businesses during the construction activity. The federal funds utilized on the project consisted of \$614,643.00. The project was completed on time by Shaw Contracting, from Bay City.