

# 2013 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 21<sup>st</sup> 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 2014. 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:

David Engelhardt, BCATS Director (989) 895-4064  
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515 Center Avenue  
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Eric Sprague, Manager (989) 894-2900  
Bay Metropolitan 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

David Harran, Public Works Director (989) 894-8312  
City of Bay City Street Department  
800 South Water Street  
Bay City, MI 48708  
dharran@baycitymi.org

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

Martha P. Fitzhugh, ADA Coordinator  
Department of Corporation Counsel  
515 Center Avenue - Suite 402  
Bay City, MI 48708  
(989) 895-4131  
(989) 895-4049 TDD  
fitzhughm@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 2012. In Bay County, BCATS teamed with the City of Bay City, MDOT and the Bay County Road Commission to inventory the surface condition of 240 miles of streets and highways. Of the roads rated in the eleventh year, the data indicates that 8% of the federal-aid roadways in Bay County were rated in excellent condition, 25% in good condition, 38% in fair condition, and 29% were rated in poor condition.

## BCATS 4 YEAR TRANSPORTATION IMPROVEMENT PROGRAM



Salzburg Avenue before



Salzburg Avenue after

This year marked the third year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2011/12/13/14. The program includes approximately \$87 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 2011/14 TIP was initially prepared by BCATS staff during 2010 with input from the local implementing agencies (Bay City, Bay County Road Commission, Bay Metro Transit 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 TIP is available for viewing on the Bay County Transportation Planning website or at the BCATS office.

Projects that were constructed in 2013 utilizing federal funds (but not limited to):

### Michigan Department of Transportation

- Reconstruction of Salzburg Avenue (M-13/M-84) in Bay City from Euclid Avenue to the Lafayette Bridge

### Bay County Road Commission

- Midland Road Reconstruction from 3 Mile Road to 4 Mile Road

### Bay Metropolitan Transportation Authority

- Continue bus and vehicle replacement program

### City of Bay City

- Preliminary Engineering for the Reconstruction of Madison Avenue from Columbus Avenue to McKinley Street
- Preliminary Engineering for the Reconstruction of Patterson Avenue from Smith Street to Marquette Avenue

### Upcoming 2014 Projects:

#### Michigan Department of Transportation

- Electrical repairs on Veterans Memorial Bridge

#### City of Bay City

- Reconstruction of Saginaw Street from 6th Street to 10th Street

#### City of Essexville

- Woodside Avenue Resurfacing from Scheurmann Street to Pine Street

#### Bay County Road Commission

- North Union Road Rehabilitation from Two Mile Road to Euclid Avenue
- Old Beaver/Russell Street Road Bridge Preventative Maintenance (near Kawkawlin)

#### Bay Metropolitan Transportation Authority

- Continue bus and vehicle replacement program

A complete listing of FY 2013 obligated projects and the full version of the approved 2011/14 TIP can be viewed on the BCATS website.



Midland Road

## MIDLAND ROAD RECONSTRUCTION

Another section of Midland Road received a much needed upgrade during the 2013 construction season. This project included reconstruction of Midland Road, Three Mile Road to Four Mile Road in Monitor Township. The project basically entailed the same scope of work as the section of Midland Road that was completed in 2011. That being, new storm sewer installation, asphalt roadway and eight foot paved shoulders, safety improvements, signing and pavement markings. Midland Road was also widened from two to three lanes from Three Mile Road to a point immediately west of Rueger Farms Subdivision, tapering back to two lanes prior to the Four Mile Road intersection. The center or third lane provides for a protected left turn, which aids those turning into subdivisions, commercial and residential properties and is especially important at the McAlear-Sawden Elementary School entrance. BCATS provided \$1.14 mil for this project with the Bay County Road Commission contributing the required local match portion of \$480,000.

## UPTOWN BAY CITY REDEVELOPMENT

The City of Bay City, with the contributions from the BCATS FY 2014 Surface Transportation Funding (STP) and the State of Michigan's Transportation Economic Development Fund (TEDF), has secured funding to construct a portion of Saginaw Street and East Main Street in collaboration with the Uptown Bay City redevelopment project.

The reconstruction of Saginaw Street from 6th Street to 10th Street shall consist of new curb and gutter, HMA pavement, storm sewer, catch basins, ADA ramps and sidewalks. Approximately, eighty percent of the construction costs of Saginaw Street are federally funded through the BCATS STP. East Main Street is to be constructed with the utilization of TEDF funds. Construction of these public roadways is expected to be completed by spring 2014.

Uptown Bay City is a 43-acre brownfield site located along the Saginaw River. The developer, SSP Associates, is redeveloping the site into a vibrant, walkable, mixed-use community with restaurants, specialty retail shops, a hotel and conference center, medical and commercial office facilities and residential living. Once complete, the development will retain and attract hundreds of new jobs to the area. The initial capital investment is estimated at \$50 million with a complete build-out within 20 years estimated at \$150 million.

## BAY METROPOLITAN TRANSPORTATION AUTHORITY

In 2013, fixed route bus service was provided to 78,000 seniors, 281,000 passengers with disabilities, and 262,000 full and student fare passengers for an overall ridership of 621,000. Ridership for Dial-A-Ride Transportation (DART), demand-response service for seniors and disabled, was 52,000 in 2013. Bay Metro Transit operated over 1.475 million service miles during the year. Since service began in 1974, Bay Metro has transported over 27 million passengers.

BMTA also subcontracted 21,000 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 2013, the local carrier provided over 10,000 JARC rides.

Bay Metro once again provided transportation for Bay City's Tall Ships Celebration this year, transporting nearly 31,000 passengers over the 4-day event.

Bay Metro Transit began upgrades to the Central Bus Station in 2013 using Michigan DOT Intercity Program funds. Upgrades include ADA compliant restroom improvements, energy efficient lighting, security features, and new signage. Bay Metro also secured State and Federal grants in 2013 for the replacement of some of their aging buses and vans.

## BCATS WEBSITE UPDATES

BCATS has recently updated their website. Available for download on the website are the most recent 2011-12-13-14 Transportation Improvement Program and 2040 Metropolitan Transportation Plan, the next Transportation Improvement Program for 2014-15-16-17, 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>.



## 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM COMPLETED

In 2013, BCATS completed the new 2014-2017 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.