

BAY COUNTY TRANSPORTATION PLANNING

515 Center Avenue, Suite 504
Bay City, Michigan 48708

JAY ANDERSON, BCATS DIRECTOR

andersonj@baycounty.net

Phone (989) 895-4064

Fax (989) 895-4068

TDD (989) 895-4049

<http://www.baycounty-mi.gov>



JAMES A. BARCIA
County Executive

LAURA OGAR, DIRECTOR

ogarl@baycounty.net

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

BAY CITY AREA TRANSPORTATION STUDY 2018 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. 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.

It is apparent that **performance measures and targets** are major new items that will need to be addressed in the transportation planning process. Performance measures are noted in the BCATS 2045 Metropolitan Transportation Plan (MTP) (see Chapter 2). Over the past year, BCATS has worked with the Michigan Department of Transportation (MDOT) to establish appropriate state-wide targets in the areas of safety, pavement and bridge condition, system performance, freight movement, and public transit state of good repair.

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 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:

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

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
515 Center Avenue – Suite 301
Bay City, MI 48708
(989) 895-4131
(989) 895-4049 TDD
johnsona@baycounty.net

BCATS 4 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

This year marked the second year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2017-18-19-20. The program includes approximately \$142 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 2017-2020 TIP was initially prepared by BCATS staff during 2016 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. The 2017-20 TIP document can be found on the BCATS site on the Bay County webpage.

Projects that were Constructed in 2018 Utilizing Federal Funds (but not limited to)

Michigan Department of Transportation

- Right of Way work on I-75 Rehabilitation from Beaver Road to Cottage Grove Road
- M-25 (Veteran's Memorial Bridge) structural, mechanical, and electrical repairs over the Saginaw River
- M-25 (Veteran's Memorial Bridge) bridge rehabilitation over CM Railroad in Bay City
- M-13 Connector resurfacing from I-75 to M-13
- M-13 resurfacing from Chippewa Street to Linwood Road

City of Bay City

- Harry S Truman Parkway Bridge (Independence Bridge) preventative maintenance

Bay County Road Commission

- Pine Road rehabilitation project from Munger Road to German Road

Bay Metro Transportation Authority

- Continue bus and vehicle replacement program
- Purchase of telephone equipment, floor scrubber, and support vehicle

Safety Projects

- Upgrade flashing light signals at Huron & Eastern Railway and Grove Street
- Region-wide longitudinal pavement marking application
- Region-wide special pavement marking application

Upcoming 2019 Projects

Michigan Department of Transportation

- I-75 Rehabilitation from M-13 Connector to Beaver Rd
- I-75 deep overlay on 8 bridges
- I-75 deck replacement on 2 bridges
- Wilder Road bridge replacement over I-75

City of Bay City

- Trumbull Street reconstruction from M-25 to Woodside Avenue

Bay County Road Commission

- Grove Street (Old Kawkawlin Road) rehabilitation project from M-13 to Two Mile Road
- Wheeler Road rehabilitation project from Seven Mile Road to Rockwell Road
- Mackinaw Road from US-10 to Salzburg Road

Bay Metro Transportation Authority

- Continue bus and vehicle replacement program
- Purchase of security cameras and concrete drive replacement

Safety Projects

- M-25 Westbound (Veteran's Memorial Bridge) pavement grooving for high friction surface
- I-75 marking retroreflectivity readings and condition assessment
- I-75 freeway signing
- I-75 application of special pavement markings

A complete listing of FY 2018 obligated projects and the full version of the approved 2017-20 TIP can be viewed on the BCATS website (<http://www.baycounty-mi.gov/Transportation/Default.aspx>).

INDEPENDENCE BRIDGE REPAIR PROJECT

The City of Bay City, utilizing MDOT Local Bridge and local funding, completed improvements to Independence Bridge. The work included replacement of the bascule span deck grating, span stringers, and sidewalks. It is being funded with Federal and local funding. Work began October 2, 2017 and completed in May of 2018. Davis Construction was the prime contractor on the project with the low bid at \$1,451,208.65.



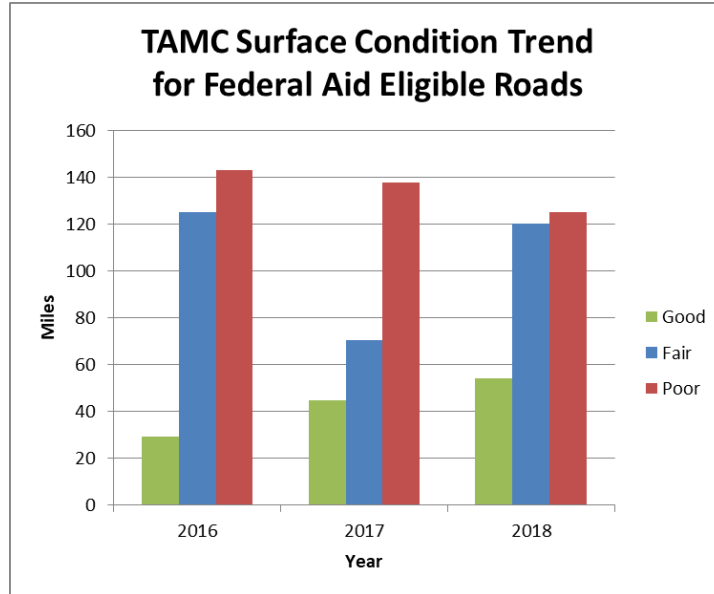
Figure 1: Independence Bridge Construction (Looking South)



Figure 2: Independence Bridge Construction Northbound Complete (Looking South)

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 BCATS elected to collect data on the remaining half of the federal aid system after collecting half in 2017. In Bay County, BCATS teamed with the City of Bay City, MDOT and the Bay County Road Commission to inventory the surface condition of 301.5 miles of streets and highways. Roughly 26 miles of federal aid eligible roads were rated within Bay City, while 275.5 miles of federal aid eligible roads were rated primarily in the southern half of Bay County and the City of Essexville. Of the roads rated this year, the data indicates that 17% of the federal-aid roadways in Bay County were rated in good condition, 42% in fair condition, and 41% were rated in poor condition.



BAY METRO TRANSPORTATION AUTHORITY

In 2018, fixed route bus service was provided to over 89,000 seniors, 232,000 passengers with disabilities, and over 200,000 full and student fare passengers for an overall ridership of 526,000. Ridership for the Dial-A-Ride Transportation (DART), a demand-response service for seniors and disabled, was 48,000 in 2018. Bay Metro operated over 1.4 million service miles during the year. Since service began in 1974, Bay Metro has transported over 40 million passengers.

BMTA also subcontracted over 14,000 additional rides to local and private carriers. Local and 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 2018, the local carrier provided over 8,000 JARC rides.

BCATS WEBSITE UPDATES

BCATS has recently updated their website. Available for download on the website are the most recent 2017-20 Transportation Improvement Program and 2045 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>.

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM AMENDED

In 2018, BCATS approved an amendment to the 2017-2020 TIP document. This amendment brought BCATS into compliance with the Federal Highway Administration’s Rulemaking on Statewide and Metropolitan Planning. As required by the rulemaking, a section on federal performance measures and targets was included in the amendment. More information on performance measures and targets can be found below. Please visit the BCATS website for access to the 2017-2020 TIP.

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 will include the performance targets in their TIPs as well as LRP, and explain 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 assets 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.

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/Maint. Bldg.	4	1	0	0.0%	4
CBS	4	1	0	0.0%	4
REVENUE VEHICLES	-	77	15	19.5%	16.9%
Heavy/Medium Duty	-	52	12	23.0%	20.0%
Heavy/Medium Duty (Directly Operated)	-	45	12	26.7%	23.3%
Light Duty/ Cutaway	-	2	0	0.0%	0.0%
Light Duty/ Cutaway (Directly Operated)	-	0	0	0.0%	0.0%
Van	-	20	2	10.0%	0.0%
Van (Directly Operated)	-	15	2	13.3%	0.0%
NON-REVENUE VEHICLES	-	7	4	57.1%	14.3%
Staff, Service, and Maintenance Vehicles	-	7	4	57.1%	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 serious injuries decline, but fatalities and non-motorized fatalities and 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 Through Calendar Year 2016	Calendar Year 2018 State Safety Target
Fatalities	963	1,003.2
Fatality Rate	1	1.02
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23
Non-Motorized Fatalities & Serious Injuries	721.8	743.6

The Federal Highway Administration (FHWA) requires that State DOTs 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