

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

<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 FY 2020 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. On October 1, 2020, President Trump signed a Continuing Resolution of the FAST Act through fiscal year 2021. 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 still major items that will need to be continually 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 continued working with the Michigan Department of Transportation (MDOT) to uphold appropriate statewide targets in the areas of safety, pavement and bridge condition, system performance, freight movement, and public transit state of good repair. Safety performance measures are updated on a yearly basis, while the other measures are updated every 4 years alongside the Statewide Transportation Improvement Program and MPO's Transportation Improvement Projects (S/TIP).

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 as well as meeting call-in information 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 401
Bay City, MI 48708
(989) 895-4131
johnsona@baycounty.net

BCATS 4 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

This year marked the first year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2020-21-22-23. The program includes approximately \$179 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 2020-2023 TIP was initially prepared by BCATS staff during 2019 with input from the local implementing agencies (City of Bay City, Bay County Road Commission, Bay Metro Transportation Authority, and City of Essexville), MDOT, the Federal Highway Administration (FHWA), and the public; the TIP 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. In 2019 BCATS adopted a new 2020 – 2023 TIP that was submitted to MDOT for approval. The new 2020 – 2023 TIP document can be found on the BCATS site on the Bay County webpage.

Projects that were Constructed in 2020 Utilizing Federal Funds (but not limited to)

Bay County Road Commission

- German Road (Bullock Road) rehabilitation project from M-15 to Trumbull Rd
- Old Kawkawlin Road rehabilitation project from 2 Mile Road to State Park Drive

Bay Metro Transportation Authority

- Continued bus and vehicle replacement program
- Purchase of computer and security equipment
- Purchase of new communication and maintenance equipment
- In September 2019, the BMTA Board approved a contract for the purchase of 17 100% propane-fueled cut-away buses. Along with the purchase of two (2) lift vans, BMTA will be replacing a total of 19 buses, 15 Orion IIs, and four (4) Thomas'.

Safety Projects – Michigan Department of Transportation

- US-10 median guardrail installation
- Bay Regionwide application of longitudinal pavement markings
- I-75 marking retroreflectivity readings
- I-75 freeway shoulder delineation enhancement
- Bay Regionwide application of special pavement markings
- M-247 at Huron and Eastern Railroad crossing surface reconstruction

Upcoming 2021 Projects

Michigan Department of Transportation

- I-75 rehabilitation project from Beaver Road to Cottage Grove Rd
- I-75 bridge deck replacement over the North Branch of the Kawkawlin River and Parish Road over I-75
- I-75 bridge deck replacement over Beaver Road
- M-13 & M-84 bridge scour protection over the West Channel of the Saginaw River
- I-75 bridge joint repair and scour protection over Hembling Drain

Bay County Road Commission

- E Salzburg Road rehabilitation project from Fraser Road to Eight Mile Rd

City of Bay City

- S Wenona Avenue reconstruction project from Ionia Street to Fisher Street

Bay Metro Transportation Authority

- Continue bus and vehicle replacement program
- Purchase of computer equipment

Safety Projects

- M-13 at Beaver Road signal modernization and geometric improvements project
- Bay Regionwide application of longitudinal pavement markings
- I-75 marking retroreflectivity readings
- I-75 and US-10 durable pavement marking placement project
- Bay Regionwide application of special pavement markings

A complete listing of FY 2020 obligated projects and the full version of the approved 2020-23 TIP can be viewed on the BCATS website (<http://www.baycounty-mi.gov/Transportation/Default.aspx>).

2020 OLD KAWKAWLIN ROAD/GROVE STREET REHABILITATION PROJECT

The Bay County Road Commission (BCRC) completed rehabilitation of 2.25 miles of Old Kawkawlin Road during the 2020 construction season. This project completed improvements to 3.05 miles of Primary County roadway that stretches between M-13 in Monitor Township (Kawkawlin) and State Park Drive in Bangor Township. Phase I of the project (0.80 miles) was completed in 2019, with Phases 2 and 3 constructed simultaneously during the first-half of this year's construction season. The scope of the 2020 project included intersection upgrades at Wheeler Road, Euclid Avenue (M-247) and State Park Drive. The roadway received a new asphalt pavement surface, six-foot paved shoulders, drainage upgrades, safety improvements, new signing and pavement markings. Carrying over 3000 vehicles per day, this roadway provides an alternate route for motorists wanting to avoid the traffic on Wilder Road. It also provides a detour route for either road construction or an emergency situation (accident, fire, etc.) on Wilder Road or M-13 (Huron Road). BCATS provided \$1.22 million in funding for this project, with the Bay County Road Commission contributing a local match of \$880,000, for a total construction cost of \$2.10 million. The project was completed on time and within budget.

The BCRC thanks BCATS Director Jay Anderson and County staff for their assistance during the planning and implementation process, as well as, all our BCATS partner members, for supporting the selection of this project for funding. Again, thank you!



Before Construction (Looking East from Wheeler Rd)



After Construction (Looking East from Wheeler Rd)



Before Construction (Looking East at Euclid Ave/M-247)



Before Construction (Looking East at Euclid Ave/M-247)

BAY METROPOLITAN TRANSPORTATION AUTHORITY (BMTA)

In 2020, fixed route bus service was suspended for 4 months due to COVID-19, but Bay Metro still provided rides to over 54,000 seniors, 102,000 passengers with disabilities, and over 100,000 full and student fare passengers for an overall ridership of nearly 260,000. Ridership for the Dial-A-Ride Transportation (DART), a demand-response service for seniors and disabled, was 47,000 in 2020. Bay Metro operated over 773,000 service miles during the year. Since service began in 1974, Bay Metro has transported over 40 million passengers.

BMTA also subcontracted over 5,000 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 2020, the local carrier provided over 3,000 JARC rides.

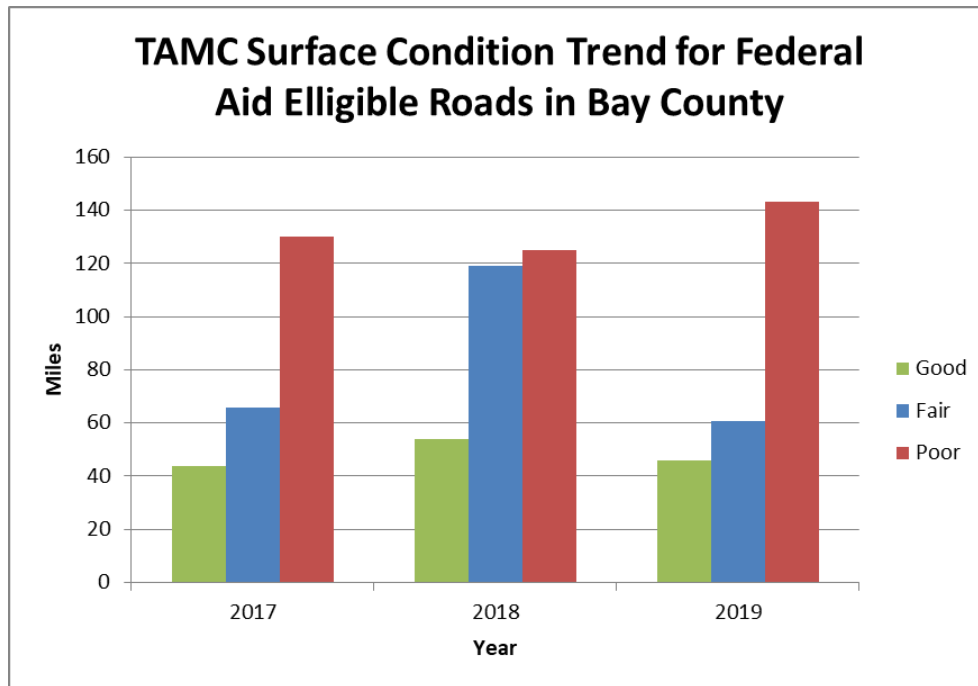
BCATS ASSET MANAGEMENT

The Michigan Asset Management Council was created by Public Act 499 of 2002. To meet the requirements of the Act, an annual statewide review of paved federal-aid roadways is conducted using resources of the Michigan Department of Transportation (MDOT) and other local agencies. This year due to Coronavirus (COVID-19) concerns, BCATS along with its local partners elected not to collect data in 2020. BCATS is planning to collect the entire federal aid eligible road network in 2021.

In Bay County, BCATS teams with the City of Bay City, MDOT and the Bay County Road Commission to inventory the surface condition of 250.2 miles of federal aid eligible streets and highways. In 2019, roughly 23.1 miles of federal aid eligible roads were rated within Bay City, while 227.2 miles of federal aid eligible roads were rated primarily in the Northern half of Bay County. Of the roads rated this year, the data indicates that 15% of the federal-aid roadways in Bay County were rated in good condition, 35% in fair condition, and 50% were rated in poor condition. In addition to collecting PASER data for the Federal Aid Roads in Bay City and Bay County, all local roads in Bay City (164.01 miles) were rated by BCATS staff alongside Bay City staff. The Bay County Road Commission also collected

PASER data for 802.9 miles of local, county-owned roads. To view current and historical PASER data for Bay County, please visit the new Bay County PASER Dashboard available at: <https://arcg.is/PGS400>

This year BCATS staff attended a total of 13 asset management related webinars hosted by Center for Technology and Training as well as the 2020 Roadsoft Users Conference of the United States (RUCUS) that was held in Bay City. Additionally, BCATS was represented at the October 23, 2019 Integrated Asset Management Summit hosted by the Michigan Infrastructure Council (MIC) and Eastern Michigan Council of Governments (EMCOG).



BCATS WEBSITE UPDATES

BCATS has recently updated their website. A new Bay County PASER Dashboard and BCATS TIP projects web map have been added to the website. Available for download on the website are the most recent 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>.

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 included the performance targets in their TIPs as well as LRPs; explaining 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 asset 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. The annual State of Good Repair Performance Measures and Targets for fiscal year 2020 can be found in the table below.

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/Maintenance Building	4	1	0	0.0%	4
Central Bus Station	4	1	0	0.0%	4
REVENUE VEHICLES	-	68	26	38.2%	16.9%
Heavy/Medium Duty	-	42	26	61.9%	23.3%
Light Duty/ Cutaway	-	0	0	0.0%	0.0%
Van	-	16	0	0.0%	0.0%
NON-REVENUE VEHICLES	-	7	2	28.6%	14.3%
Staff, Service, and Maintenance Vehicles	-	7	2	28.6%	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 the serious injury rate declines, but fatalities and non-motorized fatalities & 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 2018	State Safety Target Calendar Year 2020
Fatalities	987.4	999.4
Fatality Rate	0.99	0.97
Serious Injuries	5,415.6	5,520.4
Serious Injury Rate	5.41	5.34
Non-Motorized Fatalities & Serious Injuries	742.4	735.8

The Federal Highway Administration (FHWA) requires that State Departments of Transportation 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