

**Complete Streets Advisory Council
Meeting Minutes - DRAFT**

*May 15, 2014
2:00 – 5:00 p.m.
Capitol Commons Building*

Present:

Bill Shreck (for Kirk Steudle), F/Lt. Jim Flegel (for Lt. Gary Megge), Steve DeBrabander, Gary Piotrowicz, , Karen Kafantaris, Suzanne Schulz, Jim Tischler

Not Present: Lynn Afendoulis, Rob Bacigalupi, Andrea Brown, Ken Fletcher, Carolyn Grawi, Rochelle Hurst, Rory Neuner, John Niemela, Megan Olds, Barbara Schmid, Christopher White

Welcome

Chairperson Suzanne Schultz called the meeting to order at 2:16 p.m. and welcomed everyone to the Complete Streets Advisory Council (CSAC) meeting. Suzanne mentioned that there were not enough members present for a quorum; therefore, no voting will occur. Suzanne informed the group that there would be a public comment period at the beginning as well as at the end of the meeting. Those wishing to speak were asked to fill out a public comment card and return it to a staff member. She also stated that there was a conference line available for those who would like to listen to the proceedings by phone. Public comments can also be received by email at MDOT-CompletestreetsAC@michigan.gov.

Approval of Minutes

There were not enough voting members present for a quorum; therefore, the December 5, 2013 meeting minutes were not approved.

Public Comment

No public comment at this time.

Presentations

Update from MDOT's Complete Streets Internal Team (CSIT)

Drew Buckner gave an update on the CSIT efforts and Context Sensitive Solutions (CSS) training. He stated that the policy document is currently being updated. He also stated that this was a living document and will be updated on an "as-needed" basis. MDOT's CSS Training modules are moving to an on-demand format for MDOT staff. Complete Streets modules will be added to CSS training. Materials will be added to the public site after the internal roll-out.

Michigan Department of Transportation Multi-Modal Development and Delivery (M2D2) Presentation

Sharon Edgar, Administrator with MDOT's Office of Passenger Transportation, presented a M2D2 update. M2D2 is an internal MDOT project to improve MDOT's institutional capacity to plan, design, construct, operate and maintain Michigan's transportation system for Complete Streets and multiple modes. The goal is to give MDOT better capacity to make decisions regarding modal demands made on MDOT road right of way (ROW). Sharon is one of the MDOT leaders sponsoring the M2D2 initiative.

Sharon noted that there are numerous demands being on the ROW now and in the future, such as use of the ROW for light rail, streetcars, Bus Rapid Transit (BRT) and more. Sharon opted to focus specific attention on Bus Rapid Transit, because this is hot topic for her office and several regions of the state right now. Sharon stated that this is the next generation of light rail. It's a flexible, high performance, rapid transit mode, and combines a variety of physical, operating and system elements. BRT has many of the same features as light rail. The vehicles look and operate like light rail, such as wider doors on each side and other attributes. The stations are very important feature in that they allow for rapid boarding.

Bus Rapid Transit is currently being developed within the Michigan/Grand River Corridor – The Capital Area Transportation Authority (CATA) is taking the lead. This will be a premium transit service. CATA has been approved by Federal Transit Authority (FTA) to move into project development, and has received clearance to start environmental assessment work. CATA is proposing dedicated BRT lanes in existing MDOT ROW.

BRT is also on the agenda for Southeast Michigan. The state law that created the new Regional Transit Authority, tasks the RTA to look at what the law calls “rolling rapid” in major corridors in Southeast Michigan. An Alternatives Analysis is near completion for Woodward Avenue (being done by SEMCOG) and the FTA has granted funding to the RTA to do Alternatives Analysis for the remaining corridors. It is anticipated that BRT will operate in dedicate lanes in MDOT ROW in some portions of the BRT Corridors.

The first BRT service will begin operating in Grand Rapids later this year. The transit agency there, The Rapid, will begin operating the Silver Line in August 2014. It will operate in dedicated lanes on local ROW.

Sharon also discussed what FTA calls “the Bus Lane Paradox.” Where traffic is severely congested, dedicated bus lanes can provide the biggest benefit to bus passengers. It is precisely these places where it's difficult to reduce the amount of space available for general traffic. Where there is plenty of road space available, it may be easy to dedicate lanes to buses, but they will provide few benefits, given that traffic is not likely to be congested. It is this paradox that makes it difficult to decide when and how to accommodate BRT in the existing ROW and one of the many reasons for M2D2 – to increase MDOT's ability to make these sort of decisions.

In closing, Sharon mentioned that as part of the M2D2 Implementation Plan, efforts are focusing on how MDOT can revise guidance, standards, and procedures to make multimodal decisions. Sharon answered questions regarding policies, engaging locals, outcomes and matrixes.

New Developments – National Highway System (NHS) Arterials

Mark VanPortFleet, Deputy Chief Engineer and Director of Development provided some comments on NHS Arterials. He referred to a book pertaining to the geometric design guide that most engineers use to help guide them in determining the right things to do in the design phase for projects. This book provides guidance on what to do for projects focusing on restoration, resurfacing, and rehabilitation, but it is a policy/guide book. Federal agencies have adopted this as the standard, but they do grant exceptions. As pertains to the NHS system, the declaration of more local streets being on the NHS system from a design perspective really didn't change anything. When you look at design, you're looking at the function of the roadway, and that doesn't change with the NHS designation.

Mark and Polly Kent answered questions about MAP 21, arterials and paving shoulders for bike trails.

Update on State and Federal Transportation Funding

Frank Raha gave an update on State Transportation Funding. He mentioned that the need for funding continues to grow. Assets are deteriorating every day. Over the last two years, the legislature has put \$585 million of General funds into transportation; \$260M of that was to match Federal Aid in 2013 & 2014; \$100M for relief after brutal 2014 winter; and \$225M to Road Risks and Reserve Fund Projects.

Speaker Bolger developed a \$450 M transportation revenue proposal. The House passed it with bipartisan support.

House Reform Bills

HB 5167: Would increase requirements for competitive bidding and provides for performance based contracting and payment.

HB 4251: Authorizes townships that contribute more than 50% of project cost to require competitive bidding.

HB 5460: Requires warranties for all projects over \$1 million, both new construction & reconstruction; requires reporting where warranties not secured.

House Revenue Bills

HB 5492: 1% of use tax to roads - **\$239 M;**

HB5459: Unallocated sales tax on gas to roads - **\$130 M;**

HB 5477: Replace gas tax with 6% tax on wholesale price - **\$0 at start;**

HB 5493: Replace diesel tax with 6% tax on wholesale price - **\$47 M;**

HB4630: Registration fee adjustments - **\$35 M;**

HB 5452: Increase overweight truck permit fees - **\$5M; total of \$456M.**

This is what came out of the house last week. The Senate is very engaged and working on long-term solutions. Senator Kahn thought we needed about \$1.7 billion per year to really start solving the problem. Hearings will start next week. Frank answered questions regarding the Road Risk Reserve Funds and sales tax.

Federal Funding Outlook

Polly Kent mentioned that the current federal reauthorization law, MAP-21, expires at the end of September, and Congress needs to do something to extend it. In addition, the Federal Highway Trust Fund (HTF) has been spending more than it is taking in for the past several years, and is expected to run out of funds before the end of the fiscal year. When the fund balance goes below \$4 billion, which will likely happen in July, USDOT will need to start monitoring how quickly they pay the money out.

The President has already put out his reauthorization proposal for expiring MAP-21 and it's called GROW AMERICA. It would provide a 27% increase in highway funding, as well as a significant increase in funding for transit, and for accelerated rail. The Senate has just released the language to their bill; and they voted on it in committee today and approved it with some

small amendments. The portion of the Senate's MAP-21 Reauthorization Act approved would extend MAP-21 for six years, but does not provide the \$100 billion in funding needed to accomplish that.

Speed Limit Bill

First Lieutenant Jim Flegel from State Police briefly discussed the Speed Limit bill. He mentioned the State Police are working in conjunction with MDOT. MDOT is the lead on this bill right now. The bill consists of raising the speed limit to 80 mph on freeways and 65 mph on trunklines; setting arterials to the 85th percentile. They are still meeting and doing research on this bill. There's a lot to be considered. Questions were answered regarding demographics and elderly drivers.

October 9 Meeting

If action occurs on a revenue package or there is another big development, the October 9 meeting will occur as scheduled. If not, the meeting will be canceled due to a lack of agenda items. The December 4 meeting will occur to approve the 2014 annual report.

Public Comment

No public comment at this time.

Adjournment

The meeting was adjourned at 4:08 pm