

January 13, 2010
SPECIAL MEETING
Road Plan Committee

Chairman Miller called the meeting to order at 4:00 PM.

Present: Mary Gillis, Manager GTCRC, Stites, Halstead, Miller, Harshfield, Schafer, Recording Secretary Meyers and John Goss, member of the public.

Mary provided the following highlights:

- Current Conditions of the Primary Roads
 1. Good – 19.4%
 2. Fair – 67.2%
 3. Poor – 12.8%
- Current Conditions of Local Roads
 1. Good – 1.7%
 2. Fair – 17.1%
 3. Poor – 78.4%
- This information is based on the 2009 PASER Rating.
- 5% decrease in GTCRC funding for the past several years.
- As road conditions deteriorate, the portion of the budget allocated to routine maintenance has risen.
- It was determined in 2008 that it would require \$129 million to improve the county paved road system to good condition.
- Average reconstruction costs for a mile of a two lane road = ½ million dollars.
- Federal Funds – 18 cents per gallon federal tax goes to Federal Highway Trust Fund
 1. 92% comes back to MI
 2. 75% of which go to MDOT
 3. 25% is split between Cities, Villages and Counties
- Federal funds can only be used for Primary Roads
- County is involved in two task forces – Rural and Urban each of which prepares a 5 year plan.
- Rural (which affects Whitewater) is comprised of a member from each of the following:
 - Benzie County
 - Grand Traverse County
 - Leelanau County
 - BATA
 - Benzie Transportation Authority
 - Plus any villages in the 3 counties.
- The Grand Vision Transportation component will assist the Rural Task Force with their next 5 year plan.
- All Federal Funds require a 20% local match (either County, Township, Village or a combination)
- Typical match for a project is approximately \$300,000.
- Act 51 – Michigan Transportation Funds
 1. Gas Tax - .19 per gallon
 2. Diesel Tax - .15 per gallon
 3. Portion of Vehicle Registration Fees

- All of these revenues are decreasing as we lose population, mpg increases and number of miles driven decreases.
- Road Responsibility Percentages
 1. MDOT – 8%
 2. Cities and Villages – 17%
 3. Counties – 75%
- The GTCRC will determine in the next few weeks whether to consider a millage for road maintenance as a due diligence. They cannot maintain the roads as needed with the funding available and to the level of service necessary.
- 4.4 million is available county wide for maintenance.
- About 1 million of that funding is directed to Traverse City and the Villages.
- Good Roads breed good things:
 1. Higher Property Values
 2. Better Delivery of Services
 3. Increased Tourism
- Even with the lack of funding and maintenance, our roads are in much better shape than most due to our great soil conditions.
- Brining Costs are scheduled to go up in 2010.
- 20% of GTCRC budget pays off bonds for improvement projects.
- 50% of County roads are not paved.
- 40% of our bridges are deficient – this isn't as bad as it seems as GTC has limited bridges – mostly culverts.
- Tribal Roads - Federal Aid funding - Which roads are now considered tribal roads and how they achieved that status. These roads were selected by the Bureau of Indian Affairs based on set criteria. The Road Commission worked closely with the Grand Traverse Band and their consultant, R. Clarke, to inventory existing roads and provide information regarding the roads. These roads encompass over 200 miles of roadway in Grand Traverse County which are now eligible for Federal funding through the Bureau of Indian Affairs. All projects that we submit must first be approved by the Council of the Grand Traverse Band of Indians. These roads are still under the jurisdiction of the Grand Traverse County Road Commission.
- A list was provided to the committee members of the “tribal roads.” Gillis stated that an updated list of roads had just been provided to Supervisors that showed the exact limits of identified roads.
- Park Road was discussed as a possible Tribal Road to consider.
- Gillis suggested a letter from the Township Board to the Tribe in care of Robert Keflich, stating that they were pleased with the inclusion of Park and that they looked forward to their support toward to its paving. She also suggested sending a copy of the letter to GTCRC.

Chairman Miller asked if the committee could assist him with a review of transportation for the purpose of recommendations for the upcoming Master Plan re-write at their next meeting. Members agreed.

Next meeting February 9th, 2010 at 4:00 PM.

Meeting adjourned at 5:50 PM.