

Grand Vision
Transportation Network
Tuesday October 2, 2012

DRAFT
MEETING NOTES

In Attendance:

Matt Skeels
Jim Moore
Bob Carstens
Doug DeYoung
Patty O'Donnell
Sue Miller
James Bruckbauer
Tom Menzel
Julie Clark

Mr. Moore called the meeting to order at 3:30pm.

Network members had no changes to the September meeting notes and no additions to the agenda..

Project Updates

- The Buffalo Ridge Trail is under construction and should be completed soon. This is a Safe Routes to School project. The project is behind schedule and the contractor will be paying liquidated damages as a result.

Subcommittee reports:

Transit – CWTA is opening a Tustin transfer point that will allow riders to access point south of Wexford County.

BATA's construction project at the South Airport Road facility is being completed, the new branding initiative will be launched when the project is completed and is open.

The Benzie Bus/BATA route from Traverse City to Frankfort with transfer point at Interlochen will be running soon.

Benzie Bus is converting 5 busses to LP gas fuel this fall.

Rail – No Report

Complete Streets – Julie Clark reported that PSA's are being developed and will be shown on 10/18/12. TART is planning to hold an information session for newly elected officials on November 13th to provide information and education on the benefits of Complete Streets. The Boardman Lake Trail is scheduled to be completed next year.

HUD grant – Matt Skeels reviewed the draft Fact Sheet to be used at the February/March strategy sessions. Members of the Transportation Network suggested additions to the Fact Sheet including data on: Freight, VMT, School bus, taxi and Motorcoach transportation as well as sheriff patrol.

Traverse City corridor studies – The 8th Street corridor has been largely completed as well as the remaining corridors, the consultants received comments and is preparing the final document.

Natural gas RFP- Doug DeYoung presented the result of the Chamber of Commerce's Natural Gas Fueling study. The consultants prepared 3 scenarios that varied the ownership of the facility between DTE, TCAPS and BATA. Each scenario produced different results for the number of years in the future before the agencies realized cost savings. A major capital cost for converting the BATA fleet to natural gas is needed to retrofit their bus garage to meet requirements for storing natural gas vehicles. The facility retrofit costs are minimal for TCAPS as their busses are stored outside. The study has generated interest from other fleet owners, especially American Waste. More users of the natural gas system will reduce the costs for all.

Meeting adjourned 5:15pm