

## **MINUTES**

### **HOUSE APPROPRIATIONS SUBCOMMITTEE ON Transportation**

**DATE: March 21, 2019**

Chairman Maddock called the meeting to order at 10:30 AM. Representatives Maddock, Yaroch, Miller, Brann, Bollin, Peterson, and Love were present.

Rep. Yaroch moved to adopt the minutes of the March 14, 2019 subcommittee meeting. The motion was adopted by voice vote without objection.

The subcommittee then heard testimony from Mike Trout, Director of MDOT's Office of Aeronautics on state Aeronautics programs. [Copies of Mr. Trout's presentation handout are included in the official House Fiscal Agency minutes.] Mr. Trout was joined by Bryan Budds, State Aeronautics Commission Advisor. Among other things, Mr. Trout discussed the improvement in state airport pavement condition as a result of a bonding program between 2002 and 2007. He also described the federal Airport Improvement Program which provides capital grants to local airports. Almost all airport improvement projects involve a combination of federal grant funding and state and local matching funds.

Rep. Maddock inquired about the status of the city of Detroit-owned Coleman Young airport.

The subcommittee then heard testimony from Tim Hoeffner P. E., Director of MDOT's Office of Rail. [Copies of Mr. Hoeffner's presentation handout are included in the official House Fiscal Agency minutes.] Among other things, Mr. Hoeffner discussed Amtrak service in Michigan. He indicated that Amtrak is in the final stages of testing Positive Train Control on the Michigan Line, a 135 mile state-owned track segment between Dearborn and Kalamazoo. Hoeffner indicated he anticipated implementation of PTS on the line this year; this would allow for the 110 MPH service on the line.

In response questions from members, Mr. Hoeffner indicated that unlike California, Michigan had adopted an incremental approach to high-speed rail. He also indicated that the department is working with the city of Detroit in establishing a rail passenger station in the city. Mr. Hoeffner also described different cost elements related to rail passenger program: operating, track maintenance, and capital improvements – some of which benefited both rail passenger and rail freight services.

Chair Maddock adjourned the subcommittee, without objection, the time being 11:45 a.m.