



MEETING NOTICE

There will be a Transportation Policy Committee meeting held on:

DATE: Wednesday, May 16, 2018

TIME: 1:30 p.m.

PLACE: *WMSRDC Offices- 3rd Floor of Terrace Plaza*
316 Morris Avenue, Suite 340
Muskegon, Michigan 49443
<http://www.wmsrdc.org>

If you are unable to attend, please call Syndi Copeland at 231.722.7878 x10

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WESTPLAN TRANSPORTATION POLICY COMMITTEE

AGENDA

May 16, 2018

- I. CALL TO ORDER
- II. APPROVAL OF THE PREVIOUS MINUTES (APRIL 18, 2018) – (ATTACHMENT I)(ACTION)
- III. PUBLIC COMMENT
- IV. TRANSPORTATION IMPROVEMENT PROGRAM
 - FY2017-2020 TIP- AMENDMENT L- (ATTACHMENT II) (ACTION)
- V. PERFORMANCE BASED PLANNING- (ATTACHMENT III) (ACTION)
- VI. FY2019 UNIFIED WORK PROGRAM (UWP) (EMAILED SEPERATELY) (ACTION)
- VII. MPO ROUNDTABLE
- VIII. NEW BUSINESS
 - PUBLIC PARTICIPATION PLAN UPDATE (EMAILED SPERATELY) (APPROVE DRAFT FOR 45 DAY PUBLIC REVIEW)
- IX. OLD BUSINESS
 - SMITH BAYOU BRIDGE
- X. PUBLIC COMMENT
- XI. ADJOURNMENT

ATTACHMENT I

WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN) POLICY COMMITTEE MEETING

MEETING MINUTES

April 18, 2018

I. CALL TO ORDER

Chairperson Roger Bergman called the meeting to order at 1:31 p.m. Mr. Mulnix took attendance and it was determined that there was a quorum.

ATTENDANCE

A. Members Present

Roger Bergman, Ottawa County (Chairperson)
Bill Mogren, City of North Muskegon
Kay Beecham, City of Norton Shores
Elmer Hoyle, Ravenna Township
Susie Hughes, MATS (Vice-Chairperson)
Jack Kennedy, Muskegon County Road Commission
Melissa Klos, City of Roosevelt Park
Bonnie McGlothin, City of Muskegon Heights
Robert Monetza, Harbor Transit
Roger Vanderstelt, Village of Fruitport
Byron Turnquist, City of Muskegon
David Fairchild for MDOT Lansing
Steve Salter, City of Whitehall
Leon Stille, Crockery Township
Betty Gajewski, Ottawa County Road Commission
Dennis Scott, City of Grand Haven
Rillastine Wilkins, Muskegon County Commissioner

B. Members Not Present

Mark Powers, Village of Spring Lake
Patrick Twa, City of Ferrysburg
Kim Arter, Laketon Township (Excused)
Tim Todd, City of Montague
Andrea Dewey, FHWA (Non-Voting)

C. Others Present

Laird Schaefer, Citizen
Steve Redmond, MDOT-Grand Region
Tina Hawley, Pioneer Resources
Jill Bonthuis, Pioneer Resources

D. Staff Present

Brian Mulnix, WMSRDC
Amy Haack, WMSRDC

II. APPROVAL OF THE MINUTES (February 21, 2018) –A motion was made to approve the minutes from the January 17, 2018 meeting as submitted. Motion approved. **m/s Mogren/Hoyle**

III. PUBLIC COMMENT- There was no public comment at this time.

IV. TRANSPORTATION IMPROVEMENT PROGRAM –

Mr. Brian Mulnix reviewed the proposed FY2017-2020 TIP Amendment K that was approved and recommended to the Policy Committee for approval by the WestPlan Technical Committee at their April 12, 2018 meeting. Mr. Mulnix discussed the project submitted by the City of North Muskegon to include the Bear Lake Road project into the Illustrative list, and that it was discovered that the project is not on a federal aid eligible route and would not be included with amendment K. Mr. Mulnix indicated that he is working with the City of North Muskegon to look at getting the road upgraded to be eligible. A motion was made to approve FY2017-2020 TIP Amendment K as presented (with the removal of the Bear Lake Road project). Motion approved. **m/s Still/Monetza**

FY2017-2020 TIP Amendment K

FY2018

MDOT, Add FY 2018 Trunkline Preservation GPA – State Funding \$3,650,000 GF18 (M funds)

- Add to FHWA GPA - Job # 202331- M-46 Maple Island Road to Ravenna Road- Mill and one course asphalt overlay- (PE Phase) Total \$20,000 (State Funding) (Added to FHWA tab)
- Add to FHWA GPA - Job # 202331- M-46 Maple Island Road to Ravenna Road- Mill/Resurface/Joint Repairs/Misc. Skip Patching- (Construction Phase) Total \$1,730,000 (State Funding) (Added to FHWA tab)
- Add to FHWA GPA -Job # 202769- M-46 Ravenna Road to M-37 - Mill and one course asphalt overlay- (PE Phase) Total \$20,000 (State Funding) (Added to FHWA tab)
- Add to FHWA GPA -Job # 202769- M-46 Ravenna Road to M-37- Mill and one course asphalt overlay- (Construction Phase) Total \$1,880,000 (State Funding) (Added to FHWA tab)

MDOT, FY2018, Cost Increase, 2018 Local Safety GPA – New funding amount \$281,255.20 Federal, \$835 State, \$7,400 Local Total Cost \$289,490.20

- Add to FHWA GPA -Job # 201954- Southern Avenue @ Mid-Michigan Railroad Work description: Upgrade flashing-light signals. (Local Traffic Operations and Safety GPA) Federal \$7,514 State \$835 Total \$8,349
- Add to FHWA GPA -Job # 202854-Pedestrian Improvements (Local Traffic Operations and Safety GPA) Federal \$29,600 State \$0 Local \$7,400 Total \$37,000

City of Muskegon, FY2018, Scope Change (CMAQ), Project # 202169 -currently programmed as Signal Installation project at Olthof/Black Creek Road. Install signal, installation of loop detectors and interconnection with signal at Black Creek/Sherman. Federal \$80,000 Local \$20,000 Total \$100,000. Request to change scope to Intersection Improvements, will be listed as follows:

Intersection Improvements, Add SB to EB left turn at Olthoff, install all-way stop signs; extend SB to EB left turn land at Black Creek/Sherman. Federal \$80,000 Local \$48,500 Total \$128,500

Illustrative List

City of Norton Shores

FY 2019 - Add Mona Lake Trail Phase I project to Illustrative List of project seeking funding (TAP). Project limits are from the intersection of Getty and Summit to the intersection of Roberts Street and Sherman Blvd. Total cost \$970,000. (Fed/local match breakdown will be adjusted once conditional commitment is awarded)

Administrative Modifications

E File: FHWA GPA Tab These jobs now have Job Numbers, and the funding can be updated to reflect 100% State funding. The totals are not changing.

-Job # 202521 - Sherman Boulevard/Sixth Street @ Michigan Shore Railroad (100% State)

-Job # 202522 - Hume Street @ Michigan Shore Railroad (100% State)
-Job # 202523 - Getty Street @ Michigan Shore Railroad (100% State)
-Job # 202525 - Ferris Street @ Michigan Shore Railroad (100% State)

FTA CANDIDATE LIST

FY 2018, Pioneer Resources, Change Cost- New Freedom Operating Federal \$80,000 Local \$80,000 Total \$160,000

FY2018, Pioneer Resources Project # Change, New Freedom Mobility Management- Change Project # to 202189. Originally listed on the FTA Candidate list as Job # 200791

FY2019, Pioneer Resources, Project Description Change - Change from “two accessible passenger vehicles” to “two medium duty buses” Federal \$155,000 Local (CTF) \$39,000 Total \$194,000. Change in funding. Original cost \$94,503. \$75,603 Federal 5310, \$18,900 CTF.

V. MEMORANDUM OF UNDERSTANDING – (ACTION)

Mr. Mulnix discussed (2) handouts that were emailed with the agenda, the first one with highlighting showed the specific additions to the MOA that are being requested, the second showed the final draft that includes the additions. The memorandum is between the MPO and MDOT and will include Performance Based Planning language as well as some updates to Air Quality and Federal Code Citations. It was explained that this requirement is being followed by all MPO’s in the state. Motion to approve as presented. M/S Still/Monetza

VI. MPO ROUNDTABLE

Mr. Schaefer brought up the Smith Bridge issue in the City of Ferrysburg. Mr. Mulnix explained that the bridge has been added to the Illustrative list in the current TIP, but there is no funding available at this time. Mr Mulnix agreed to meet with Mr. Redmond and Mr. Bessenger to discuss possible future options for the bridge.

VII. NEW BUSINESS

- Public Participation Plan Update- Mrs. Haack updated the committee about revisions to the MPO Public Participation document and the need for a public comment period. The plan will be presented at the next meeting.
- Performance Based Planning- Mr. Mulnix discussed at length the federally required Performance Based Planning and Performance Measure targets. Mr. Mulnix discussed the TIP language that will be presented regarding the Safety Performance Measure, at the next MPO meeting.

VIII. PUBLIC COMMENT – There were no public comments at this time.

IX. ADJOURNMENT –Meeting was adjourned at 2:22 p.m.

ATTACHMENT II

FY2017-2020 TIP Amendment L

MDOT

FY2018

126928 CON Phase (I-96 over Crockery Creek – Bridge 3R); Move from 2020 to 2018; \$1,646,000

123308 CON Phase (I-96 at Farr Road – Carpool Lot); Listed at 100% state funds - should be \$163,700 Federal (ST Funds) and \$36,300 State (M Funds).

128124CON Phase (M-120 from Getty St to Old Orchard Lane – Road CPM); Listed at \$1,469,000 State (M Funds) - should be \$1,202,377 Federal (NH Funds) and \$266,623 State (M Funds).

Add new PE Phase (JN TBD – Bridge Preservation) for joint replacement and deck patching on Airline Rd over US-31 and US-31 Ramp & I-96 EB and WB over Airline Rd; \$50,000.

GPA Line Item for Trunkline Highway Preservation: **Increase** amount from \$1,875,000 to \$3,650,000.

GPA Line Item for Trunkline Highway Bridge 3R: **Increase** amount from \$413,000 to \$2,061,000

FY2019

127479PE Phase (M-104 from Kruger to 148th – CMAQ); Listed as a line item job. Should be listed as GPA job (Traffic Operations & Safety).

201192PE Phase (US-31 from M-46 to C&O Railroad – Freeway Resurfacing Program). Add new \$50,000 PE phase (M Funds) to FY 2019; **LINE ITEM JOB**.

201192CON Phase (US-31 from M-46 to C&O Railroad – Freeway Resurfacing Program). Add new \$8.12M CON phase (M Funds) to FY 2020; **LINE ITEM JOB**.

200663CON Phase (US-31 from Hile Rd to M-46); Listed as a line item job. Should be listed as GPA job (Highway Preservation). Listed at 100% state funds - Should be \$2,398,206 Federal (NH Funds) and \$531,796 State (M Funds).

Add new CON Phase (JN TBD - Bridge Preservation) for joint replacement and deck patching on Airline Rd over US-31 and US-31 Ramp & I-96 EB and WB over Airline Rd; \$415,000.

GPA Line Item for Trunkline Highway Preservation: **Increase** amount from \$1,692,000 to \$2,930,000.

GPA Line Item for Trunkline Traffic Operations and Safety: **Increase** amount from \$2,132,000 to \$2,250,000.

Add new 127478EPE Phase (US-31 at Pierce Street, Winans Street and 158th Avenue); Phase Amount = \$48,000 (\$36,833 CM Funds + \$8,168 M Funds; GPA = Trunkline Traffic Operations or Safety).

FTA Candidate Tab

MATS

FY2018 Operate Transit/Para-transit Service, Change from \$1,000,000 Federal, \$600,000 State, \$400,000 Local \$2,000,000 Total to \$1,640,000 Federal, \$984,000 State, \$656,000 Local \$3,280,000 Total.

FY2018 Preventive Maintenance, Change from \$640,000 Federal, \$160,000 State, \$800,000 Total to \$0 Federal, \$0 State, \$0 Total.

ATTACHMENT III

PERFORMANCE BASED PLANNING

MPO Staff is requesting action on the proposed language for the FY2017-2020 Transportation Improvement Program. The included language was reviewed and approved by the MPO Technical Committee on May 3, 2018, and they have recommended approval by this committee. This language will bring the current document into Federal Compliance and allow for future Amendments and Modifications to administered as needed until the new TIP document is approved.

Appendix I

PERFORMANCE-BASED PLANNING

A key feature of the Fixing America's Surface Transportation (FAST) Act of December, 2015 is the establishment of a performance and outcome based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines the national performance goals for the federal-aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

Within one year of the U.S. Department of Transportation final rules on performance measures, States are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. Any new TIP document or amendment must comply with performance reporting requirements beginning on May 27, 2018.

PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads, as well as bicycle and pedestrian fatalities and serious injuries
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016 and established four performance measures.

The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations.

The time-line for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

Chart of Performance Measures and Target Adoption Status

Below is a summary of the remaining performance measure areas and the current or anticipated implementation status.

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of non-motorized fatalities and non-motorized serious injuries	The WestPlan Policy Committee approved adoption of statewide targets on January 17, 2018.
Pavement and Bridge Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Anticipated adoption in November 2018
System Performance and Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Anticipated adoption in November 2018
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Anticipated adoption in May 2018
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2017; TAM Plans due October 2018; Safety Plans: No regulation adopted to enact this rule

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

PERFORMANCE-BASED PLANNING IN THE MUSKEGON/NORTHERN OTTAWA COUNTY, MICHIGAN URBANIZED AREA (WESTPLAN)

The Muskegon/Northern Ottawa MPO (WESTPLAN) has a number of systems in place to address the mandated performance measures and targets. WESTPLAN maintains a traffic count program which has been integrated into a traffic count database system. Currently WestPlan collects traffic counts for approximately 400 count locations within the MPO planning area. In addition the MPO utilizes bike/pedestrian counters to collect non-motorized traffic data. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion.

The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides WESTPLAN with data (both current and historic) to address the status of pavement conditions in the WESTPLAN area. MDOT also works with the MPO to collect and update data through the Highway Performance Monitoring System (HPMS). WESTPLAN has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the National Highway System, which is primarily under the jurisdiction of MDOT in the WESTPLAN area. Therefore, WESTPLAN will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the WESTPLAN area subject to the NHS-based performance targets and will choose to “support the state targets” as its official response for these categories. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established.

In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs once targets are established, WESTPLAN will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

MPO TARGET SETTING

Safety

The first performance measure for which specific targets were required is the safety category. On August 31, 2017, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2018. MDOT and Michigan’s MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2018. On January 17, 2018, the WESTPLAN Policy Committee voted to exercise its option to “support the state targets” for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year.

The following table provides the Michigan State Safety Targets for Calendar Year 2018.

Table 3-2: Michigan State Safety Targets - Calendar Year 2018

Safety Performance Measure	Baseline through Calendar Year 2016	Calendar Year 2018 State Safety Target
Fatalities	963.0	1,003.2
Fatality Rate	1.00	1.02
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23
Non-motorized Fatalities & Serious Injuries	721.8	743.6

The MDOT state safety targets for calendar year 2019 will be set by the state by August 31, 2018 and the MPOs will have 180 days following that date to set their 2019 targets. WESTPLAN has limited access to federal safety funds provided to the state. As a non-TMA MPO, WESTPLAN local

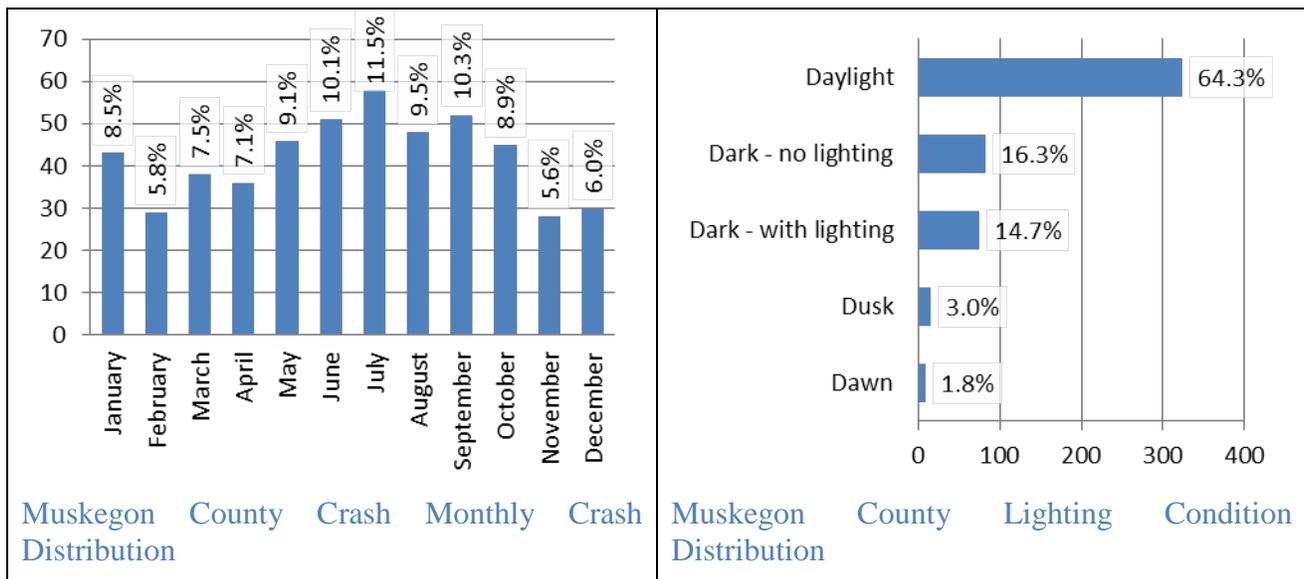
agencies apply annually for consideration of funding for safety projects from statewide pool of safety funds. Project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. WESTPLAN supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

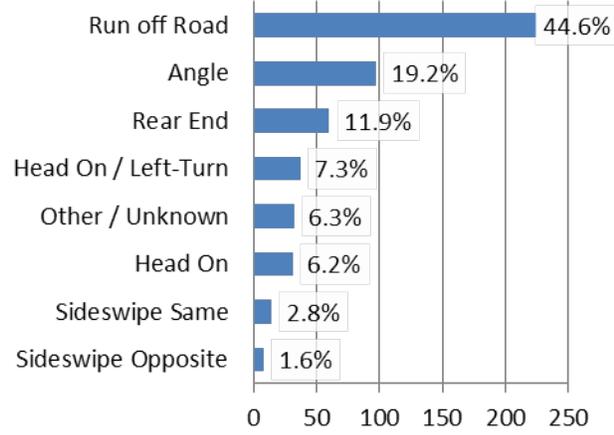
In 2017, a traffic safety plan was completed for the five county region of West Michigan Shoreline Regional Development (WMSRDC) by a consultant retained by MDOT. Rather than identify specific projects, the Regional Traffic Safety Plan recommended that safety projects target certain emphasis areas. The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The highest priority emphasis areas were: Driver Age Related Concerns, Driver Behavior, Impaired Drivers, Intersection Safety, Motorcycle Safety, Roadside Related Concerns, Signs and Delineation, and Vulnerable Road Users.

More specific information regarding safety in Muskegon County is outlined below. Unfortunately, northern Ottawa County, which is an important part of the WESTPLAN MPO, was not included in the Safety Plan since it is not part of the WMSRDC planning region.

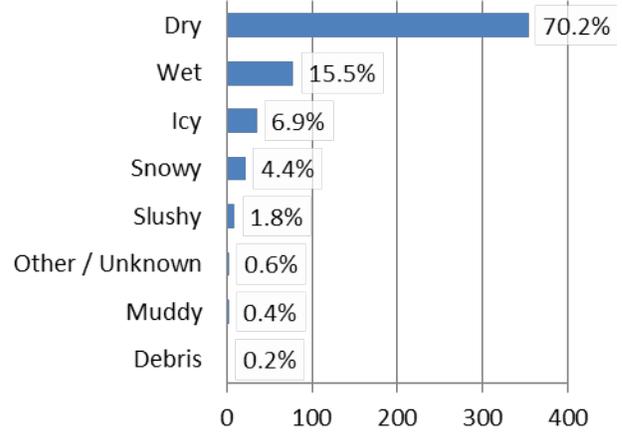
Muskegon County

Muskegon County experienced approximately one half (504 of 985 total) of the crashes reported in the WMSRDC Region during the analysis period, while accounting for approximately fifty-eight percent of the average yearly vehicle miles traveled for the region. The summary statistics provided here mirror those for the Region as a whole fairly closely. While run off road crashes account for the greatest portion of fatal or incapacitating injury crashes, the county also experiences a greater proportion of angle crashes when compared to the region as a whole. The following figures would suggest that crashes in this county peak during the summer months. Additionally, rear end crashes are the third most frequent crash type in the county. This would suggest that intersection related concerns may be a focus area for the county, in addition to run off road crashes.





Muskegon County Crash Type Distribution



Muskegon County Road Condition Distribution

The FY 2017-2020 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 3-3 below:

Table 3-3: FY 2017-2020 TIP Specific Safety Related Projects

Fiscal Year	Project Name	Limits	Project Description	Safety Benefit
2017	Martin Road	at Sternberg Road and Porter Road intersections	Intersection Reconfiguration for turn movements	Provide safe turn movements and separation from through traffic
2017	Harvey St	Hile to Ellis	Reconstruct road with 12' Lanes, 12' Center turn lane. Add 2 lanes.	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2017	M-120	At Whitehall Road	Extend existing wb left turn lane and add another wb left turn lane. Extend existing nb left turn lane. I	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2017	M-120	Whitehall Rd east to Mid-Michigan RR	Addition of Center Left Turn Lane	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2017	M-120	Mid-Michigan RR East to Getty Street	Addition of Center Left Turn Lane	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2017	Marquette Rail	in Casnovia Twp.	Install new crossing surface	Provide for a smooth surface at the grade crossing which has higher speed traffic
2017	Michigan Shore Railroad	in Norton Shores	Install new crossing surface	Provide for a smooth surface at the grade crossing which has higher speed traffic
2018	N US 31/S BR US 31 RAMP	US-31 NB Ramp to US-31 BR SB	Extend the deceleration ramp to the south.	Provide for more distance for motorists leaving the highway to decelerate
2018	Rail grade crossing	Sherman Blvd at Sixth Street	Rail grade crossing	Provide for a smooth surface at the grade crossing
2018	Rail grade crossing	Hume Street	Rail grade crossing	Provide for a smooth surface at the grade crossing
2018	Rail grade crossing	Getty Street	Rail grade crossing	Provide for a smooth surface at the grade crossing
2018	Rail grade crossing	Ferris Street	Rail grade crossing	Provide for a smooth surface at the grade crossing
2018	US-31	US-31SB from US-31BR to S. of M-120	Widen paved shoulder	Provide for safe area to locate in the event of a breakdown or emergency
2018	Oloff at Black Creek Road	Signal, loop detectors, and interconnection	Install signal, installation of loop detectors, and interconnection	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection.
2018	Sternberg Road at Grand Haven Road	Intersection traffic signal	Full actuation of Grand Haven/Sternberg intersection traffic signal.	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection.
2019	Beach Street and Lakeshore Drive	Signal install	Install signal/Signal interconnect	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection.
2019	M-104	Kruger Street east to 148th Avenue	Widen for a center left turn lane.	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2019	M-120	Mid-Michigan RR East to Getty Street	Addition of Center Left Turn Lane	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2019	M-120	Mid-Michigan RR East to Getty Street	Addition of Center Left Turn Lane	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2019	US-31	At Pierce Street, Winans Street and 158th Avenue	Addition of indirect left turn lanes	Dedicated turn lane allows slower moving turning traffic to separate from through lane.
2020	US-31	US-31SB from US-31BR to S. of M-120	Widen paved shoulder	Provide for safe area to locate in the event of a breakdown or emergency
2020	N US 31/S BR US 31 RAMP	US-31 NB Ramp to US-31 BR SB	Extend the deceleration ramp to the south.	Provide for more distance for motorists leaving the highway to decelerate
2020	US-31	At Pierce Street, Winans Street and 158th Avenue	Addition of indirect left turn lanes	Dedicated turn lane allows slower moving turning traffic to separate from through lane.

PROJECT SELECTION IN THE FY 2017-2020 TIP

For the development of the FY 2017-2020 TIP, WESTPLAN utilized a “Project/Program Nomination Form” for submittal of potential TIP projects to WESTPLAN. The form specifically asked for safety information (number of crashes) about each project. In addition the form asks for information regarding other modes of transportation, i.e. non-motorized and transit.

The form was utilized in compiling a listing of projects to be considered for inclusion in the FY 2017-2020 TIP and evaluated by the WESTPLAN TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2040 WESTPLAN Metropolitan Transportation Plan.

PROJECT SELECTION IN THE UPCOMING FY 2020-2023 TIP

As part of the development of the FY 2020-2023 TIP, WESTPLAN staff anticipates that the project nomination forms will be expanded to request more specific information about each project related to: condition data, traffic crash data, congestion issues, bridges within the project limits, and inclusion of complete street components. Other information may be added as deemed necessary for evaluation within the performance-based planning process. A copy of the project nomination form will be included as part of the text of the 2020-2023 TIP document.

It is anticipated that the “Transit” project nomination forms will more explicitly request information about how any project will address the public transportation performance measures and targets, including the Transit Asset Management (TAM) Plan that will be in place (required completion by October 1, 2018).

All of these forms will be utilized to prepare a listing of projects for consideration by the WESTPLAN TIP Subcommittee. The Subcommittee will have to select projects within the financial constraints for the various funding programs represented in the TIP, as well as considering each project’s support for the performance targets adopted by WESTPLAN.

WMSRDC

**WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION**

To: WestPlan Policy Committee Members
From: Brian Mulnix, Program Manager, WMSRDC
RE: FY2019 UNIFIED WORK PROGRAM

Committee members received a copy of the draft WestPlan FY2019 Unified Work Program (UWP) (Emailed Separately). This draft is being presented for your review and approval. The Unified Work Program is one of three federally mandated documents that are developed by MPO staff, with the other two being the Transportation Improvement Program (TIP) and the Long Range Plan (LRP). The UWP outlines the work and tasks that will be performed by MPO staff in the upcoming fiscal year. The Michigan Department of Transportation provides the budget for the UWP. Once approved by this committee, the document will be reviewed by MDOT and FHWA before final approval. Comments received from MDOT and FHWA will be incorporated into the final approved document.