



MEETING NOTICE

There will be a Transportation Technical Committee meeting held on:

DATE: Thursday, May 7, 2020

TIME: 1:30 p.m.

PLACE: Virtual Zoom meeting (phone or live camera option)

To join meeting click on the following link:

<https://us02web.zoom.us/j/83151080849?pwd=MytUWG5PSnpqS0lYUjlaWENEVnJBUT09>

Meeting ID: 831 5108 0849

Or call in: 1-312-626-6799

Meeting ID: 831 5108 0849

If you are unable to attend, please contact Brian Mulnix at 231.722.7878 x20

316 Morris Avenue - Suite 340 - Muskegon, MI 49443-0387
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www.wmsrdc.org



TRANSPORTATION TECHNICAL COMMITTEE

AGENDA

May 7, 2020

- I. CALL TO ORDER
- II. APPROVAL OF THE PREVIOUS MINUTES (APRIL 2, 2020) - **(ATTACHMENT I) (ACTION)**
- III. PUBLIC COMMENT **(AGENDA ITEMS)**
- IV. TRANSPORTATION IMPROVEMENT PROGRAM
 - A. FY2020-2023 TIP
 - AMENDMENT (8) - **(ATTACHMENT II) (ACTION)**
- V. 2045 LONG RANGE PLAN (INFORMATION)
- VI. NATIONAL FUNCTIONAL CLASSIFICATION (NFC) UPDATES **(ATTACHMENT III) (ACTION)**
- VII. WESTPLAN FY2021 UNIFIED WORK PROGRAM (UWP) **(ATTACHMENT IV)(EMAILED AS A SEPARATE ATTACHMENT) (ACTION)**
- VIII. MPO ROUNDTABLE
 - UPDATE ON FY2020 PROJECT STATUS
- IX. PUBLIC COMMENT
- X. ADJOURNMENT

ATTACHMENT I

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

MEETING MINUTES

April 2, 2020

Members Present:

Matt Farrar, Muskegon County (Chairperson)
Scott Beishuizen, City of Montague
Craig Bessinger, City of Ferrysburg
Jay Bolt, Village of Fruitport
Brian Armstrong, City of Whitehall
Leo Evans, City of Muskegon
Luke Walters, MDOT Lansing
James Murphy, City of Norton Shores
Brett Laughlin, OCRC
Steven Patrick, Harbor Transit
Wally Delamater, Village of Spring Lake
Derek Gajdos, City of Grand Haven
James Koens, MATS
Paul Bouman, MCRC (Conference Line)
John Nash, Spring Lake Township
Ben Van Hoeven, City of Roosevelt Park
Mark Disselkoe, City of North Muskegon

Members Absent:

Aaron Dawson, FHWA (Non-Voting)
James Gardner, City of Muskegon Heights
Heather Bowden, MDOT- OPT
Steve Biesiada, Muskegon Urban Township Rep
Marcia Jeske, Rural Township Rep

Others Present:

Ryan Gladding, MDOT- Lansing
Tyler Kent, MDOT Grand Region
Marc Fredrickson, MDOT-Muskegon TSC

Staff Present:

Brian Mulnix, WMSRDC
Amy Haack, WMSRDC
Joel Fitzpatrick, WMSRDC

I. CALL TO ORDER

Chairperson Matt Farrar called the meeting to order at 2:01 p.m. Attendance was taken via roll call. A quorum was present. Meeting was originally scheduled as a conference call at 1:30 p.m. due to the Governor's Executive order related to COVID-19. Technical issues prevented that scenario and the meeting was held via Zoom. Emails and verbal instructions were sent to both committee members and the transportation stakeholder list regarding the change of venue.

II. APPROVAL OF PREVIOUS MINUTES

Minutes from the previous meeting were reviewed. A motion was made and supported to approve minutes as corrected of the March 5, 2020 Technical Committee meeting. Motion approved. *M/S Evans/Gajdos*

Bessinger YES
Bolt YES
Armstrong YES
Evans YES
Walters YES
Patrick YES
Delamater YES
Gajdos YES
Koens YES
Murphy YES
Bouman YES
Van Hoesen YES
Farrar YES
Nash YES
Laughlin YES

III. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. There were no comments from the public.

IV. LONG RANGE PLAN UPDATE

Mr. Joel Fitzpatrick spoke about the draft plan. He noted that staff had received comments from Luke Walters of MDOT and that they had been incorporated into the plan. He also noted that staff had received public comments that had been forwarded on to all committee members. Those comments will be included in the Appendix of the plan, reviewed for their relevance to future planning efforts, and will also be included in the minutes of this meeting.

Mr. Leo Evans also asked the committee to remove two illustrative projects from the text of the plan.

A motion was made to approve the draft plan with changes and public input and to recommend that the WestPlan MPO Policy Committee approve the plan including the Appendix. *M/S Bessinger/Murphy*

Bessinger YES
Bolt YES
Armstrong YES

Evans YES
Walters YES
Patrick YES
Delamater YES
Gajdos YES
Koens YES
Murphy YES
Bouman YES
Van Hoeven YES
Farrar YES
Nash YES
Laughlin YES

V. MUSKEGON AIR QUALITY CONFORMITY ANALYSIS

Mr. Joel Fitzpatrick spoke about the Muskegon Air Quality Conformity Analysis Plan which is included in the Appendix of the plan. No public comments had been received on the plan. A motion was made to approve the plan and to recommend that the WestPlan MPO Policy Committee approve the Air Quality Conformity Analysis for Muskegon County Non-Attainment Area for public comment. M/S Laughlin/Koens

Bessinger YES
Bolt YES
Armstrong YES
Evans YES
Walters YES
Patrick YES
Delamater YES
Gajdos YES
Koens YES
Murphy YES
Bouman YES
Van Hoeven YES
Farrar YES
Nash YES
Laughlin YES

- VI. MPO ROUNDTABLE – It was suggested that unless anyone had urgent business that this item be kept short if items could wait until the next meeting. There was no further input.
- VII. OLD BUSINESS – There was no old business to discuss.
- VIII. PUBLIC PARTICIPATION

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. No member of the public spoke. Mr. Joel Fitzpatrick reiterated that public comments were received and that committee members had received those comments as well. Those comments will be included in Tech committee meeting as well as the Appendix of the plan and evaluated for future planning efforts.

Ms. Amy Haack noted that the Zoom meeting notice had been sent to the public involvement list.

IX. ADJOURN- Meeting adjourned at 2:25 p.m.

From: canter2000@aol.com
To: [Haack, Amy](#); [Fitzpatrick, Joel](#)
Subject: Canter Public Comment on Long Range Transportation Plan
Date: Tuesday, March 31, 2020 8:42:06 PM
Attachments: [WMSRDC 20 yr olan comment attached.docx](#)

WARNING: This email originated outside of the Muskegon County email system!
DO NOT CLICK links if the sender is unknown.
NEVER provide your User ID or Password.

The Muskegon and Northern Ottawa County Metropolitan Planning Organization (MPO) draft Fiscal 2045 Long Range Transportation Plan (LRPT) is available for public comment.

I have attached a word document. The easiest way for me to approach this complicated LRPT was to comment on the document itself but the file was too large for me to send back through email. I transferred the comments to the word doc. I'm sorry they don't make sense separated from the LRPT text. I am happy to discuss my concerns in more detail and to clarify issues and any questions.
Good Luck. Call me if it is undecipherable.

Darma J Canter

When using images in your documents, they are not accessible to screen readers and many people don't have the professional Adobe program to edit or manipulate your pdf to remove images or unneeded pages. For inter-agency purposes the large files may not be a problem but for the public's use you need to reduce the size of the maps and other images. Some tables are in image format and the computer cannot read the content.

-----Original Message-----

From: Haack, Amy <AHaack@wmsrdc.org>
To: Haack, Amy <AHaack@wmsrdc.org>
Sent: Wed, Mar 18, 2020 3:49 pm
Subject: Public Comment on Long Range Transportation Plan

Federally Required Public Comment Period for the 2045 Long Range Transportation Plan

The Muskegon and Northern Ottawa County Metropolitan Planning Organization (MPO) draft Fiscal 2045 Long Range Transportation Plan (LRPT) is available for public comment.

The draft 2045 LRTP plan is available here. <https://wmsrdc.org/comment-on-the-2045-long-range-transportation-plan/>

LRPT public comment, April 1, 2020

Pg. 20 add: subsidized public transportation as need

Pg 19 what role will public transportation, MATS, play in achieving this goal

Pg. 27

Public transit is an important transportation mode in our community. The public transit agencies in the MPO operate services within the financial constraints presented and, like the road agencies are continually seeking opportunities to improve and to secure additional resources where available. Current and future transit studies will help to identify specific projects.
--

the statement above is wholly inadequate

With regard to the county transit service, the MATS users reject the statement "financial constraints" Bus service is an essential service for seniors, veterans, and low-income families. The community does not accept the premise that county doesn't have an obligation to finance and maintain subsidized transit. For bus users any reduction of service or elimination of existing door to door handicap service will constitute discrimination because it would fall most heavily on minority communities,

The consultant's recommendations would literally trap seniors and the disable in their residential facilities scattered across Muskegon County. Citizens have advocated for MATS to 'expand and enhance service' and county residents expect to have equal consideration in the allocation of our tax supported budget.

Pg 29 how do you measure the success of your public participation using these tools/?

Pg 31 this plan did not produce results

Pg 38 map gives a false impression. between Montague and Fruitport Township the areas designated as MATS is much larger than the actual service area.

Pg 39 misleading It may be important to include the county's effort to reduce service and eliminate Go-Bus to paratransit 1/4 mile on each side of limited fixed route

Pg. 40

incomplete statements give a false impression. All the providers named are not available to the entire community. These transit providers work by contract for specific agencies and the riders are clients /consumers/ recipients of those system. For example, Pioneer Resources works for the local mental health agency and only transports people to and from authorized activities. Age Well only transports people enrolled in the Medicaid Dual Eligible program.

This segregates the riders while denying people with the same physical or mental disabilities the transportation they need.

And you mean to say 5% of 500,000 people

Pg 50 quarters not explained, overall loss of population

Pg. 59 the public participation on this important issue has been one-way only. MATS and the consultant talk at bus riders and community members, the survey was not designed to collect usable data.

The public does not support the recommendations of Four Square. When the consultant's contract for \$150,00 includes the county's desired conclusion it wasn't actually intended to meet the needs and priorities of the public.

Poverty in Muskegon County is higher than other counties in Michigan and the government should not solve financial shortfalls by terminating county wage employees for a contracted service that will pay drivers less, a lot less. We cannot leave the working poor out of our MPO strategy for a better economy.

Pg. 60 Expand and enhance subsidized public transportation to achieve the stated goal. It is confusing that all the environmental and social science tells us public transit is a good investment. You must address this public priority!

Pg. 87 I am hoping you acknowledge the list here is racial and ethnic and does not identify other self-identifying minorities such as the disability community, seniors, veterans, religious affiliations and gender-identity minorities. Unfortunately, poverty is closely related to discrimination and the segregated communities in MPO are highly visible.

Pg 88 do we live in the same county? And the county proposal eliminates access by abandoning the routes in neighborhoods. We hope the proposal currently on the table will be rejected; it has many obstacles to access.

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Pg 108 more detail

March 25 open house was not "open" due to statewide stay at home order

To: WMSRDC MPO
Re: Public Comment

Nov 7, 2019

I am unavailable to attend the meeting today. Please read my comment into the record.

I am concerned that no action has been taken regarding my previous comments about LEP discrimination. The materials presented for public communication are not effective because their

format is not comprehensible to the general public. *I didn't find any accessible documents to support LEP requirements in Title VI*

The survey distributed this quarter was inadequate to gather information, values and priorities from all the people impacted by the LRTP / TIP *I expected to see this data, but it wasn't part of the draft document.*

I am concerned that the plans developed are directed at spending the money and not at creating a vision for a transportation system that addresses the racial and economic inequities in the region. Public Transit is necessary for an expanding economy, but the plan doesn't identify or address the needs of non-drivers; minorities, seniors and disabled residents. *Still not articulated in measurable goals. We, the public, need to be sure what principles and values are driving the MPO planning.*

I expect to receive a response from my comment / request of the policy committee to develop a policy statement or position paper addressing the need to expand and enhance our public transportation system to insure environmental justice. I look forward to hearing from you. *I received a reply from Erin Kuhn but it doesn't appear to be applied to the plan or the process.*

Respectfully,
Darma J Canter
1898 Orshal Rd
Muskegon MI 49445

WMSRDC LPRT Public Comment
Muskegon County MATS

April 2, 2020

Commissioners and administrators who want Muskegon County to be a good place to live must consider the impact of their policies and practices. We can't expect change and continue to do what we've always done. The MATS proposal is an issue that reveals institutionalized discrimination, and it is an opportunity to develop a more democratic and equitable process for decision-making.

When I say discrimination, I mean racism, sexism, ableism, ageism and other minority identities targeted for inequality. You propose a public transportation plan that will make life much more difficult for Muskegon's minority communities. I believe that is discrimination and represents a Title VI violation. Title VI is attached to federal and state transportation contracts; it clearly states DOT funds cannot create disparity or an adverse impact on minority communities. Environmental and Economic Justice is defined as your recipient responsibility.

Residents who use our system of social services are pressured to go to work, volunteer and be productive members of society, but now you propose to take away their only means of getting to work. You invest thousands in health and wellness, but your proposal would cut off links to nutrition, healthcare and exercise. The MATS proposal will impact Seniors, the Disabled, Veterans and low-income families who deserve to benefit from county dollars dedicated to public transportation. It is discrimination to think this vital link to community is optional or assume bus users have alternatives.

The MATS proposal should reflect the needs of county residents, taxpayers and the local economy. Bus users believe the systems should make changes to improve public transportation throughout the county, including:

- Create a "Rider Advisory Committee" in alignment with DOT best practices,
- Develop a means of collecting rider satisfaction data and a customer complaint process that leads to performance improvement,
- Increase services on weeknights and weekends,
- Design routes to include senior residences, assisted living facilities, and low-income housing complexes,
- Put bus stops and passenger shelters in locations identified by rider data,
- Maintain sidewalks and curb cuts at bus stops,
- Continue paratransit Go Bus service to the entire county,
- Make routes available to public beaches, parks and other recreational venues,
- Create a transfer station that intersects with Harbor Transit,
- Improve vehicle maintenance, driver education and supervision to improve customer relations,
- Ensure MATS drivers have wages and benefits that support quality services and
- Use our taxpayer dollars to support income stability and increase equity. Do not use my tax dollars to ensure low wage workers or transfer public funds to private corporations.

Commissioners articulate community values in policy and budgets. We are not all equal, we have important differences, except in our identity as citizens. Our governmental entities must weigh out the impact of their decisions in a manner that treats every resident as valuable and deserving of their attention. Discrimination and inequality will occur until we choose to see it in our actions.

Darma J. Canter
1898 Orshal Rd, Muskegon MI 49445

Residents who use our system of social services are pressured to go to work, volunteer and be productive members of society, but now you propose to take away their only means of getting to work. You invest thousands in health and wellness, but your proposal would cut off links to nutrition, healthcare and exercise. The MATS proposal will impact Seniors, the Disabled, Veterans and low-income families who deserve to benefit from county dollars dedicated to public transportation. It is discrimination to think this vital link to community is optional or assume bus users have alternatives.

Muskegon Area Transit is described by the county as a "self-sustaining program." They county has not allocated funds from the county revenue, historically. In the last couple years federal, state, cities and townships, with rider fees has been inadequate to fully fund MATS.

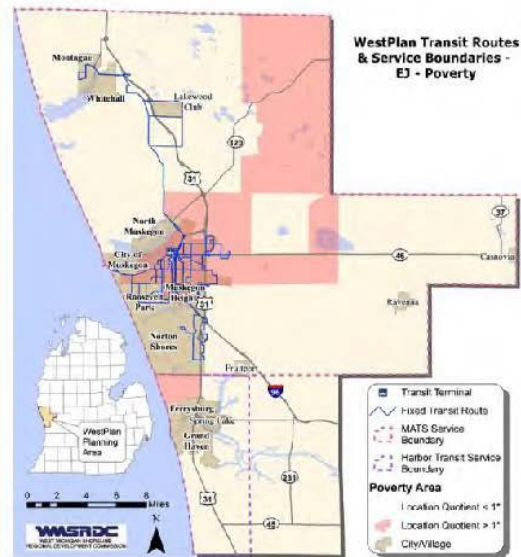
The county spent \$150,000. for a consultant's analysis and recommendations. The images are from the report / proposal.

The proposed changes include eliminating county wide Go-Bus service (para-transit) and eliminating neighborhood stops, excluding public access to Lake Michigan, and contracting "on demand" services.

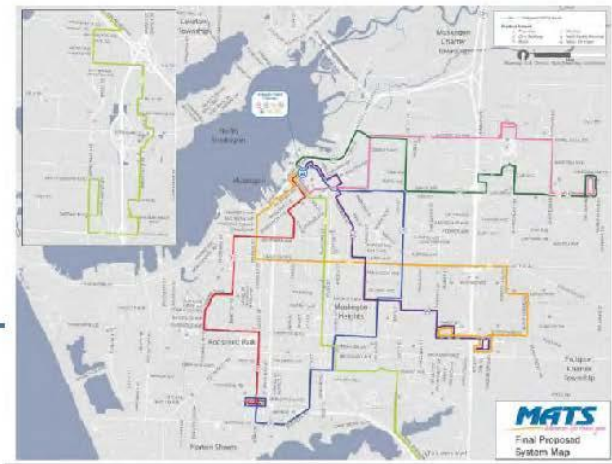
We strongly object to using public funds to pay a private corporate contractor to replace MATS drivers, paid county wages /benefits, with lower wage workers. The county poverty rate is between 15 and 20% but the central city's poverty rate is 40%. Income inequality maps of Muskegon should be evaluated for segregation of disadvantaged populations.

Seniors, the disabled and low income families live throughout the county, but the proposed transit changes will leave out Senior residential facilities and mobile home parks. The exclusion of minority communities is not in their interest or the public.

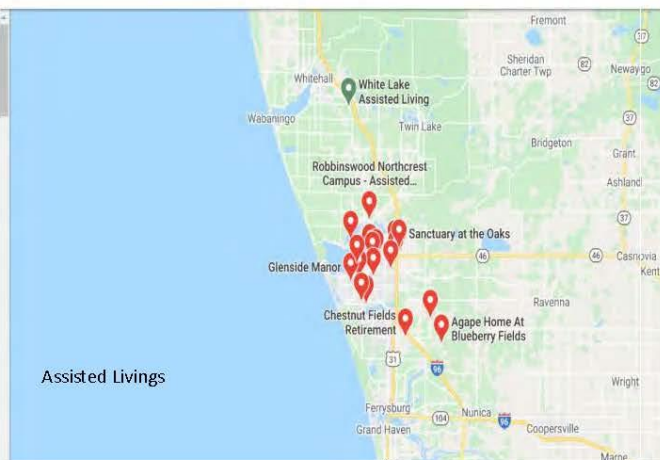
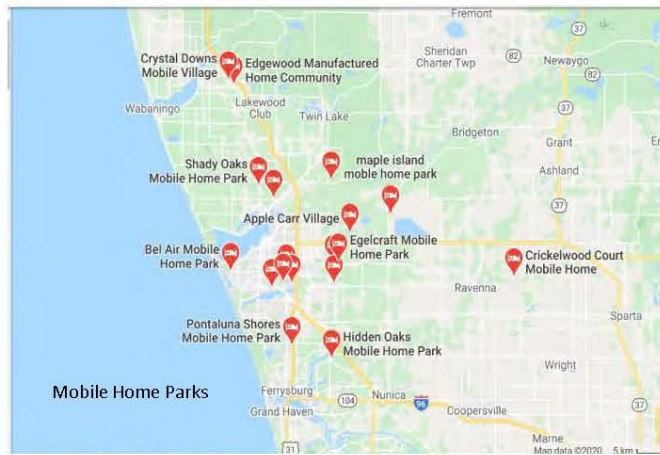
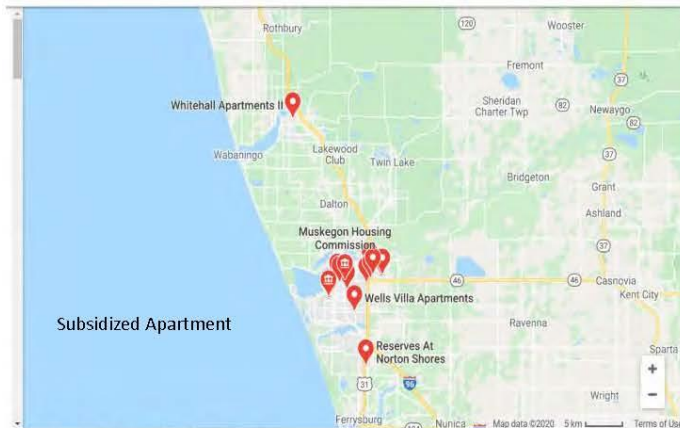
Figure 17. Transit Service Areas and Minority Areas



Map above is included in LRPT and the map below shows the proposed reduction in services. The proposal would significantly impact minorities communities; including, race, gender, sexual orientation, national origin, color, age, political affiliation, ethnicity, religion, and disability.



Identifying minority communities referencing other poverty indicators

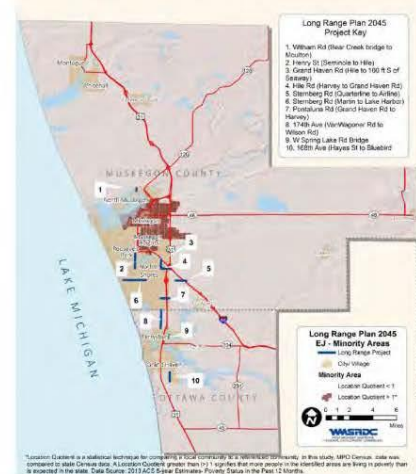


<https://www.livestories.com/statistics/michigan/muskegon-county-gini-index-income-inequality>

Figure 14: Impoverished Areas and Improve and Expand Projects



Figure 16: Improve and Expand Projects and Minority Areas



ATTACHMENT II

The following project was submitted by MDOT to be amended in the FY2020-2023TIP. The project is already in the TIP, but will need to be amendment to increase the dollar amount.

FY2020-2023 WestPlan TIP Amendment (8)

Project # 200107 (Bridge- Big Bridge Program)

MDOT

US-31 N- over Grand River- Bridge Rehabilitation- full paint, steel repairs, grid deck replacement

Total Cost: \$19,942,089

Federal:\$16,322,600

State: \$3,619,489

Original total cost was approximately \$12,000,000, increasing to \$19,942,089

MPO staff has discussed this project with MDOT and recommends approval by the MPO committees.

ATTACHMENT III

National Functional Classification Update

The City of Muskegon has requested to have the following revisions approved for their federal aid road network:

1. 4th Street
Limits: Between Western and Shoreline
Current classification: NFC 5 – Major Collector
Proposed classification: NFC 7 – Local
2. 3rd Street
Limits: From Morris to Shoreline
Current classification: NFC 7 – Local
Proposed classification: NFC 5 – Major Collector
3. Western Ave
Limits: Western Ave (current NFC 4 Minor Arterial segment) to Franklin
Current classification: NFC 7 – Local
Proposed classification: NFC 4 – Minor Arterial
4. Michigan Ave
Limits: From Hudson to Franklin
Current classification: NFC 4 – Minor Arterial
Proposed classification: NFC 7 – Local
5. Franklin St.
Limits: Between Michigan Ave and Western Ave
Current classification: NFC 7 – Local
Proposed classification: NFC 4 – Minor Arterial

MPO staff worked closely with the City of Muskegon and MDOT to address this change, and recommends approval by the MPO committees.

ATTACHMENT IV

Attached to the meeting notice and agenda email, you will find a copy of the FY2021 WestPlan Unified Work Program (UWP). This document serves as a guide for the MPO's planning activities and budget for FY2021. The UWP is a federal requirement and is updated annually. MPO staff is recommending approval by the MPO committees on FY2021 UWP.