

Michigan Infrastructure Council Champion Program Update

The Michigan Infrastructure Council (MIC) Asset Management Champion Subcommittee has been hard at work programming activities for 2022. Erin Kuhn, WMSRDC Executive Director, is a governor appointee to the MIC and chairs the Asset Management Champion



**Michigan
Infrastructure
Council**

Subcommittee. Erin was reappointed by the governor to another three-year term on the MIC that began in January 2022. Below is a synopsis of ongoing and upcoming activities. To learn more about these programs, please visit the MIC website at www.michigan.gov/mic.

AM Champion Meetup:

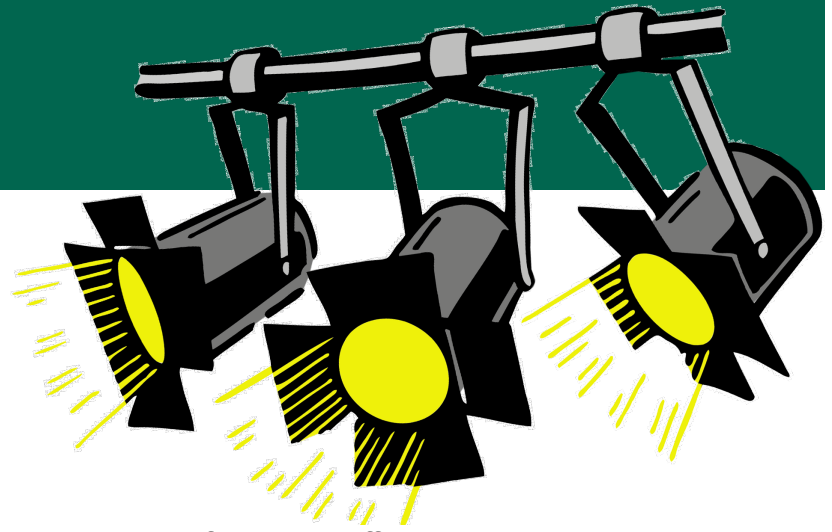
During the spring of 2021, MIC conducted the first Asset Management Champion Program producing 78 graduates from around the state of Michigan. The program created a network of individuals excited about asset management and the connections they made. On March 22 and 23, 2022 MIC is hosting the first AM Champion Meetup mini conference for the 2021 class of AM Champions. The virtual event will bring the graduates together for an opportunity to share experiences, reconnect with other AM Champions, and promote their contributions to AM practices across the state through presentations and networking opportunities. It will include presentations from graduates, showcases from partner agencies, special keynotes, and VIPs.

AM Champion Program:

In April, the MIC is welcoming a new cohort of leaders into the Asset Management Champion Program. This program will continue to establish a network of talented individuals and organizations to help strengthen and “champion” best practice asset management across Michigan’s complex infrastructure environment. This program is entirely funded by the Michigan Infrastructure Council and will be free to attendees. This interactive training program combines asynchronous education, facilitated discussions, peer interactions and industry learning into a professional certification from MIC. It requires approximately 25 hours to complete and runs from April through June 2022. To

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SPOTLIGHT STORY



Road Ratings Completed in 2021

Transportation asset management is an important planning tool for public officials, planners, engineers, and others. Transportation asset management is based on an inventory of each local road network within the region. It provides data that allows transportation officials to monitor, plan, and strategically improve the road network. This strategic method of investment marks a break from the traditional “tactical” method of fixing roads that have the most severe problems.

In a typical year, WMSRDC staff, along with the Michigan Department of Transportation (MDOT) and a county road commission employee, collect this data within the region. Annually, staff attends a training session to review the previous year’s collection process and to keep the training up to date for those who will be involved. In 2021, due to ongoing issues related to COVID-19, WMSRDC staff collected the data without MDOT or road commission staff.

In 2021, WMSRDC staff rated approximately 2,049 miles of federal aid eligible roads. A summary of road ratings for all counties is illustrated in the table below.

The largest percent of Federal Aid eligible roads, 61.18%, need structural improvements. Typical actions required for this category would consist of reconstruction, major overlay, or complete rehabilitation. The next level of roads, those needing capital preventive maintenance, total 30.76% of the federal aid eligible roads within the region. These activities may include crack sealing, seal-coating, or non-structural overlays. Roads only needing routine maintenance, totaled 6.32% of the network. Roads in this category need little to no

*See Road Ratings
continued on page 7*

	# of Miles Needing Structural Improvements	# of Miles Needing Capital Preventive Maintenance	# of Miles Needing Routine Maintenance	# of Miles of Federal Aid Unpaved roads
Lake	215.578	51.885	1.943	18.960
Mason	225.426	69.048	3.978	11.558
Muskegon	329.960	252.349	45.079	0
Newaygo	370.962	60.721	24.962	3.997
Oceana	204.963	121.982	44.820	0.996
Ottawa	106.969	74.436	8.725	0.026
TOTAL MILES	1,253.858	630.421	129.507	35.537



TRANSPORTATION PLANNING

Metropolitan Planning Organization (MPO) Update

MPO staff continues progress on the FY2023-2026 Transportation Improvement Program (TIP). Project lists for transit, local, and state projects have been selected and approved by transportation committees. Staff worked with the Transportation Technical Committee to solicit and select projects. Projects were prioritized by each agency prior to submittal, and the agencies included a required form with specific details of the project that helped with the selection process.

Projects that were not specifically selected for funding will be added to an illustrative list of projects that are ready to move forward if funding becomes available or something changes with the current programmed projects. Now that the project lists have been finalized, staff will be working on mapping and analyzing the projects as part of the Environmental Justice and Environmental Mitigation process. Staff will also be working on updating the Performance Measures and Financial section of the plan.

Highway Performance Monitoring System (HPMS)

One of the many federal programs that WMSRDC performs is called the Highway Performance Monitoring System, or HPMS. WMSRDC works in cooperation with local road agencies in the MPO such as county road commissions and city, village, and township public works departments. HPMS is an ongoing program dating back to the late 1970's, when it replaced the biennial condition studies that began in 1965.

HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the nation's highways. There are nearly 100 data fields, many of which require updates on an annual basis. Types

See HPMS continued on page 6

Regional Transit Study

The initial draft of the Regional Transit Study has been completed, and several meetings with the stakeholders and agencies to provide updates and direction for next steps are in the process. A detailed analysis was completed looking at the two transit agencies in the MPO area, and several other agencies were looked at as case examples for study purposes. Regional connection and service is still a high priority for the area and further research into the possibility of a Muskegon County Transit Authority will now be the focus of the next step process. There are no changes recommended for the Harbor Transit agency, but connections and future collaboration are being analyzed. SRF, the hired consultant, will work with a team of legal experts to determine a process and which statutes will be relevant with the discussion moving forward. It is still early in the process, and nothing has been decided as far as long-term solutions. Ultimately, it will be up to the County of Muskegon to decide what direction to take and which process they will follow to continue providing transit options to communities in the county. WMSRDC will continue to manage the project and facilitate the process as it moves forward.



ECONOMIC DEVELOPMENT

Economic Development District Update

WMSRDC hosted the winter CEDS Strategy Committee meeting on January 28 virtually through Microsoft Teams. The main focus of the meeting was to review and discuss results of the WMSRDC Pandemic Impacts Survey. Attendees also participated in a roundtable discussion of recent and upcoming economic development events in the region.

The CEDS Strategy Committee meets quarterly to discuss the region's Comprehensive Economic Development Strategy (CEDS) document, discuss the latest economic development efforts throughout the region, and network with peers and counterparts. The next committee meeting

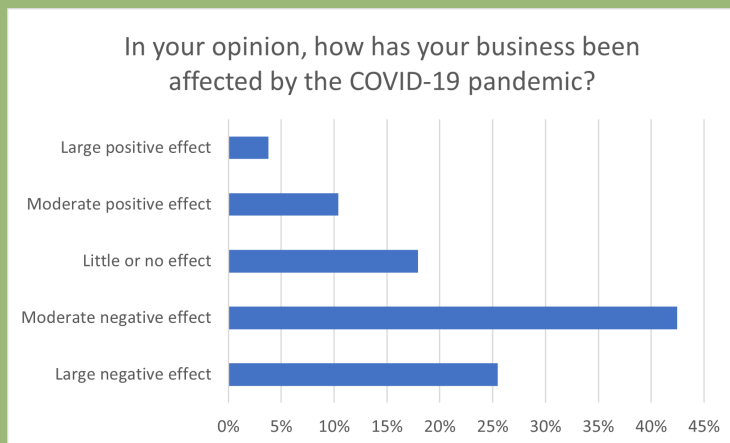
is scheduled for April 28 at 11:30, also to be conducted virtually through Microsoft Teams. If interested, please contact Stephen Carlson at scarlson@wmsrdc.org for more information.

The CEDS is a strategy-driven plan for regional economic development and is the result of a regionally-owned planning process designed to build capacity and guide the economic prosperity and resiliency of an area. The WMSRDC CEDS enables eligible applicants in the counties of Lake, Mason, Muskegon, Newaygo, and Oceana to apply for assistance and funding through the U.S. Department of Commerce, Economic Development Administration (EDA).

Pandemic Impacts Survey Report

Last fall, WMSRDC conducted an online survey to document local economic impacts of the COVID-19 pandemic upon businesses, households, and public & nonprofit agencies. The survey results are outlined in a summary report, which is available for download from the WMSRDC website at wmsrdc.org/project/pandemic-impacts-survey/.

The pandemic impacts survey is an important component of the pandemic response and recovery plan (PRRP) that WMSRDC is developing for the region. Information gathered through the survey will also be incorporated into the region's Comprehensive Economic Development Strategy (CEDS) and shared widely to help the region adapt to evolving circumstances and identify potential long-term economic hurdles. The PRRP is expected to be complete this coming June.



The survey was created and promoted with cooperation of local economic development partners from the counties of Lake, Mason, Muskegon, Newaygo and Oceana. On the left is a chart excerpted from the survey using SurveyMethods, an online subscription survey platform, which was used to design and administer the surveys. With this capability WMSRDC can offer this as a low-cost service to local governments for conducting surveys. If interested, contact Stephen Carlson at scarlson@wmsrdc.org.



A Healthier Shoreline for the Boys and Girls

In effort to delist Muskegon Lake as an Area of Concern (AOC), WMSRDC is excited to begin shoreline restoration at the Boys and Girls Club. The site contains excellent opportunities for improved fish habitat and re-establishment of native species diversity. Specific species to be positively affected include reptiles, amphibians, northern pike, bluegill, walleye, as well as both large and smallmouth bass.

Funded through WMSRDC's partnership with the Great Lakes Commission (GLC) and the National Oceanic and Atmospheric Administration (NOAA) under the NOAA/GLC Great Lakes Regional Partnership and the Great Lakes Restoration Initiative, this project will include restoration of over 500 feet of eroding shoreline. Additional activities will include removal of unnatural fill and installation of emergent and upland native plant buffer to provide bank stabilization, shading, and habitat structure.

A request for proposals for engineering, design, and construction management was published in February. WMSRDC plans to have a consultant awarded by the end of March.



Pictured on left:
Eroding shoreline at
the Boys and Girls
Club.

Partnering Makes It Happen

Oceana County Parks Commission has long sought improvements to one of the recreational jewels in Oceana County; Marshville Dam County Park which sets on an abandoned dam site. Originally established in the mid 1800's, the dam has washed out and has been replaced multiple times and each time has negatively impacted Stoney Creek which is a productive cold water trout stream.

Recently, a kick-off meeting was held by a large coalition of partners with intentions to repair and restore this scenic stream. Project partners include WMSRDC, the Conservation Resource Alliance (CRA), the Oceana County Road Commission (OCRC), the Oceana County Parks

See Partnering continued on page 6.



Overview of Marshville Dam location.
Photo credit: GEI Consultants.



WMSRDC Receives Another Clean Audit

At the WMSRDC Board meeting on January 24, 2022, the Commission's auditors, Brickley DeLong, presented the financial and single audits for fiscal year 2021. The year ended with total revenue of \$5,833,965 and expenses of \$5,796,038 resulting in an increase to fund balance of \$37,927. WMSRDC's largest program, Environmental Planning, comprised 82% of the revenue and expenses at \$4,758,837. The audit resulted in no findings, and overall, was a clean audit. WMSRDC's Board unanimously approved the audit and commended leadership for strong financial operations and performance, especially during the on-going COVID-19 pandemic. A full copy of both audits can be located on the WMSRDC website.

HPMS *continued from page 3*

of information include average daily traffic counts and future traffic projections, lane numbers and widths, recent improvements, and commercial traffic numbers.

In December of 2021, the Michigan Department of Transportation (MDOT) provided a sampling of road sections throughout the MPO in which to collect HPMS data. Some of the roads that have had data collected on them previously needed to be verified or updated. New road sections were added of which all the data is being collected for the first time. A list of the road samplings were sent to the appropriate management agency, such as a public works department or road commission, for data collection.

WMSRDC staff has been assisting these agencies in completing the data and so far about half of the data has been completed and compiled. The completed data will be submitted back to MDOT for review in April of 2022.

Partnering *continued from page 5*

Commission (OCPC), Michigan Department of Natural Resources (MDNR), and the Grand Valley State University Annis Water Resources Institute (GVSU AWRI). Both the Grand Traverse Band and the Little River Band of Ottawa Indians were also in attendance. Due to the scope of the project, major funding is being provided by the National Oceanic and Atmospheric Administration (NOAA) with Great Lakes Restoration Initiative (GLRI) funds administered through NOAA's WMSRDC Regional Partnership. The CRA's funds are coming from a MDNR Habitat Program grant, Great Lakes Fisheries Trust grant, and the United States Fish and Wildlife Service's National Fish Passage program.

The project will remove the remaining dam remnants, an abandoned foot bridge, and three road culverts which will be replaced by an open span timber bridge. Additionally, recreational access to the stream will be provided, the original channel will be restored, and fish habitat will be installed.

GEI Consultants Inc. has been retained by WMSRDC and CRA to provide project services and oversight.

GIS AND PLANNING

GIS Mapping Services Provided by WMSRDC

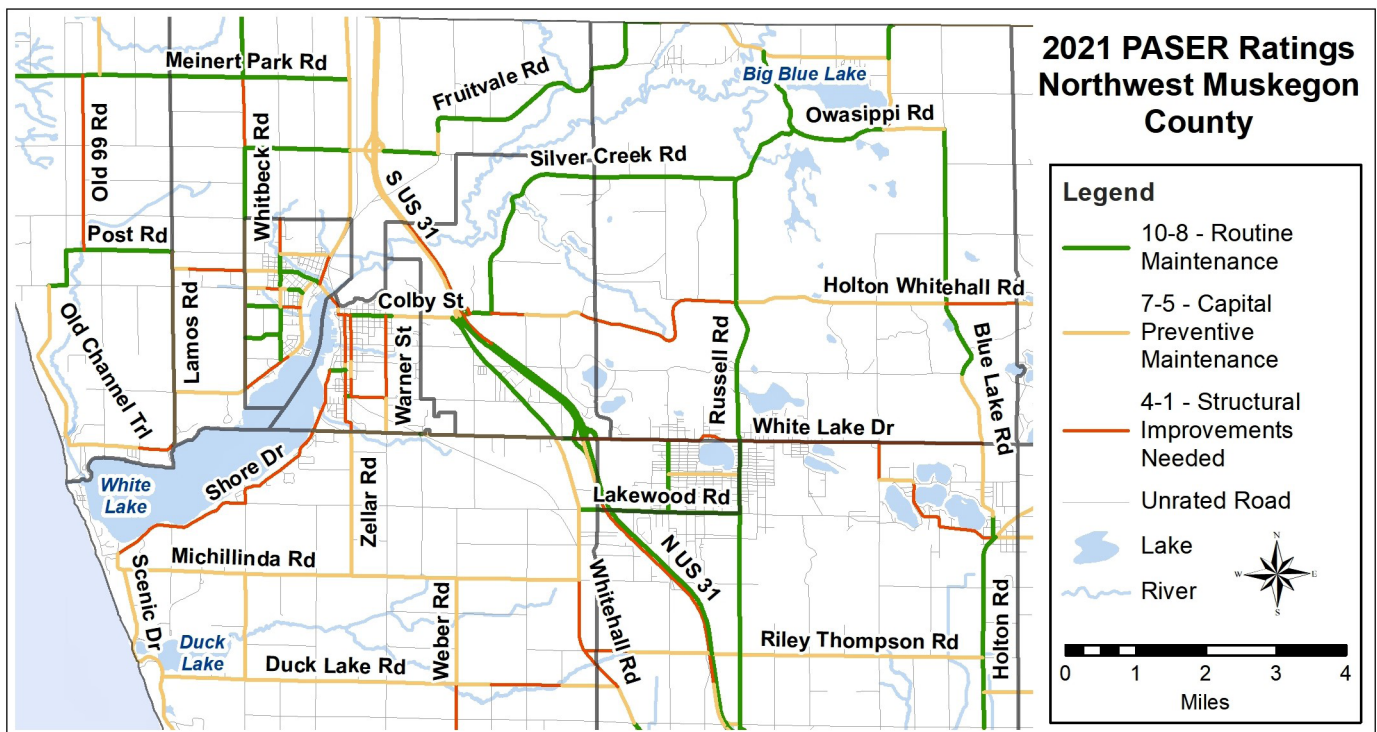
With spring just around the corner now is the perfect time to look ahead to new mapping projects. Jamie Way, WMSRDC's GIS Specialist, is available to assist local communities. GIS technology can aide with updating, visualizing, and maintaining utilities, cemeteries, parcels, drains, lakes and rivers, tree inventories, trails, and recreation projects, and so much more.

Jamie is currently working with the Oceana County Drain Commissioner's office to digitize drain districts and drain routes to streamline drain maintenance and help with drain district tax assessments. Many of the original drain district descriptions were written in the early 1900s. Using GIS to update the description language and mapping the districts and routes to more modern standards is integral to the operations of the Drain Commission's office and duties. The below PASER Ratings map that goes along with the Asset Management story continued from page 2 was also developed by WMSRDC using GIS. For mapping needs, contact Jamie Way at (231) 722-7878 ext. 150 or at jway@wmsrdc.org.

Road Ratings *continued from page 2*

maintenance. In addition, staff evaluated 35.537 miles of unpaved roads, which is 1.73% of all Federal Aid roads within the region.

The data collection effort requires the collection of three items. In addition to the Pavement Surface Evaluation and Rating (PASER), surface type and the number of lanes for roads is also collected and verified. PASER is a visual rating assessment system that rates the road surface condition for a given segment on a scale of 1-10.



MIC

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register or nominate a champion, visit the MIC website.

AM in the AM:

On February 10th, the MIC hosted the third installment of the AM in the AM (Asset Management in the Morning). These sessions are specifically for the vendor community.

This virtual event focused on the MIC's Asset Management Readiness Tool (AMRS) and how it can help vendors work with communities. The AMRS is a free tool that can be used to conduct a maturity assessment of public infrastructure owner's asset management practices and future state goals.

The West Michigan Shoreline Regional Development Commission is a federal and state designated regional planning and development agency serving 120 local governments in Lake, Mason, Muskegon, Newaygo, and Oceana counties. WMSRDC is also the planning agency for the metropolitan transportation planning (MPO) program for Muskegon and northern Ottawa counties.

Bonnie McGlothlin, Chairperson, Councilperson, City of Muskegon Heights

Dale Nesbary, Vice-Chairperson, Muskegon Community College

James Maike, Secretary, Newaygo County Commissioner

Ron Bacon, Mason County Commissioner

Ron Christians, Oceana County Commissioner

Kim Cyr, Muskegon County Commissioner

Jennifer Hodges, Supervisor, Muskegon Township

Rich Houtteman, WMSRDC Appointee

Marcia Hovey-Wright, Muskegon County Commissioner

Ken Johnson, Commissioner, City of Muskegon

James Kelly, WMSRDC Appointee

Bryan Kolk, Newaygo County Commissioner

Andrea Large, WMSRDC Appointee

Roger Morgenstern, Councilperson, City of Norton Shores

Phil Morse, Oceana County Commissioner

James Rynberg, City of Fremont

Lewis Squires, Mason County Commissioner

Len Todd, Lake County Commissioner

Rillastine Wilkins, Muskegon County Commissioner

Kathy Winczewski, Councilperson, City of Ludington

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