

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

MEETING MINUTES

February 19, 2025

I. CALL TO ORDER/ROLL CALL

Chairperson Kim Arter called the meeting to order at 1:30 p.m. A quorum was present.

II. ATTENDANCE

A. Members Present

Kim Arter, Laketon Township, Chairperson
Richard Carlson, Mayor of Ferrysburg
Michelle Hazekamp, Muskegon County Board of Commissioners
Bob Hires, City of Montague
Jack Kennedy, Muskegon County Road Commission
Field Reichardt, Ottawa County Road Commission
Bill Mogren, City of North Muskegon
Rachel Gorman, City of Muskegon
Roger Morgenstern, City of Norton Shores
Steven Salter, City of Whitehall
Roger Vanderstelt, Village of Fruitport
Diane Goodman, City of Roosevelt Park
Josh Brugger, Ottawa County
Chris McGuigan, Muskegon County (MATS)
Ron Jenkins, City of Muskegon Heights
Tyler Kent, MDOT, Alternate
Michael Sutton, City of Roosevelt Park, Alternate

B. Members Not Present

Robert Monetza, City of Grand Haven
Ryan Kelly, Crockery Township
Wally Delameter, Village of Spring Lake
Kevin McLaughlin, Harbor Transit
Jenny Staroska, FHWA, Excused

C. Others Present

Marc Frederickson, MDOT
Blake Wright, MDOT
Alexis Springer, MCC

D. Staff Present

Lauryn Blake, WMSRDC
Brian Mulnix, WMSRDC
Joel Fitzpatrick, WMSRDC
Jack Grice, WMSRDC

III. APPROVAL OF THE PREVIOUS MINUTES

The minutes were reviewed from the December 18, 2024, meeting. A motion was made and supported to approve the minutes of the December 18, 2024, meeting. Motion approved. *M/S Kennedy/Mogren*

IV. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. No members of the public spoke.

V. TRANSPORTATION IMPROVEMENT PROGRAM

A. FY2023-2026 TIP AMENDMENT 23 – Mr. Brian Mulnix presented the TIP #23 Amendment to the committee and informed them that the Technical Committee approved and recommended it to the Policy Committee for approval. He informed the group that most of the line items are Harbor Transit and MDOT jobs, with one of them being a MATS project. The reason for needing an amendment is for a GPA cost increase of over 25% as well as two phase additions. A motion was made and supported to approve the FY2023-2026 TIP Amendment 23 with exclusion to the final trunkline project lines. Motion carried. *M/S Salter/Carlson*

B. FY2026-2029 TIP PROJECT LIST – Mr. Brian Mulnix announced that due to new E.O.'s, an amendment that was approved in the last meeting was put on hold until further review. It is recommended that projects should be submitted sooner rather than later. Mr. Tyler Kent elaborated on the purpose of further review and assured that the TIP won't be affected financially as of now. Mr. Joel Fitzpatrick informed the committee that the new TIP document is being worked on internally and will be completed in May and will need approval by June.

VI. 2025 MID PERIOD PERFORMANCE MEASURE ADJUSTMENTS FOR PAVEMENT AND BRIDGE

Mr. Brian Mulnix informed the committee that the Performance Measures are approved every four years, but data is now collected and updated every 2 years for accuracy. Mr. Tyler Kent stated that since road conditions have improved, the “target” increases. The roads measured under this data are under the National Highway System and represent where we're at and where we're heading in terms of safety. A motion was made and supported to support the 2025 State Safety Performance Measures as presented. Motion carried. *M/S Kennedy/Salter*

VII. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

Mr. Joel Fitzpatrick stated that the new Harbor Transit facility job may require an amendment to the 2050 MTP, but there are no other updates.

VIII. NEW BUSINESS/MPO ROUNDTABLE

Ms. Lauryn Blake presented updates for the Clean Air Action program, stating that most

advertising contracts have been received, but no signatures have been sent back at this time. She continued to state which events the WMCAC will be attended as of right now and connected with Mr. Steven Salter regarding some of these events in Whitehall. She informed the committee to keep an eye out for the new CAA PSA that was filmed in July 2024.

Mr. Joel Fitzpatrick emphasized the importance of attendance for the June Policy Committee meeting following the mention of an amendment being needed for the UWP due to a potential MATS study. Mr. Fitzpatrick also informed the committee that the pre-UWP meeting will take place in March.

A. PUBLIC TRANSPORTATION – Both MATS and Harbor Transit members provided data sheets for their update but were not able to present. Information was distributed.

B. MDOT UPDATES

Mr. Marc Frederickson discussed the upcoming 2026 bridge project for US-31 over I-96 with the committee and informed the committee that a plan should be completed in about 6 months. He also announced a meeting with opportunity for public comment for the M-46 project between US-31 and First Street will be held on February 24th.

IX. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. No members of the public spoke.

X. ADJOURNMENT – The meeting adjourned at 2:29 p.m.

WestPlan FY2023-2026 TIP AMENDMENT 23

The WestPlan MPO TIP Amendment 23 was reviewed and supported by the WestPlan MPO Technical Committee at their February 6, 2025 meeting.

Fiscal Year	Job#	Responsible Agency	Project Name	Project Description	Fund Source	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Federal Estimated Amount	Amendment Type
2026	222976	Muskegon Coun	Transit Capital	CMAQ - Bus Purchase	CM	\$420,874	\$105,218	\$0	526,092.00	Phase Added
2026	223042	Harbor Transit	N Transit Capital	Marketing	CM	\$25,000	\$6,250	\$0	31,250.00	Phase Added
2025	214096	Harbor Transit	N Transit Capital	FY24 CMAQ 5307 Flex Construct new transit facility	CM	\$815,568	\$203,892	\$0	1,019,460.00	GPA over or over 25%
2025	223599	Harbor Transit	N Transit Capital	(3) Chargers for EV Vans	5339	\$68,000	\$17,000	\$0	85,000.00	GPA over or over 25%
2025	223601	Harbor Transit	N Transit Capital	Facility Construction	5339	\$16,000,000	\$4,000,000	\$0	20,000,000.00	GPA over or over 25%
2025	223602	Harbor Transit	N Transit Capital	2 Electric Vans	5339	\$184,000	\$46,000	\$0	230,000.00	GPA over or over 25%
2025	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$183,662	\$0	\$0	183,662.00	GPA over or over 25%
2025	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$20,000	\$0	\$0	20,000.00	GPA over or over 25%
2026	223352	MDOT	US-31 S	Traffic signal modernization to current standards	STG	\$946,633	\$0	\$0	946,633.00	GPA over or over 25%

Mid Period Performance Measure Adjustment for Pavement and Bridge



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 18, 2024

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide the enclosed 2022-2025 Performance Tracking document which has the mid-performance period summary of state and unified national performance program 2-year actual performance and 4-year target adjustments for the 2022-2025 performance period. MDOT appreciates the contributions Metropolitan Planning Organizations (MPOs) have made to actively participate in the 2024 coordination sessions.

Per 23 Code of Federal Regulations (CFR) §490.105(d)(1), states and MPOs shall establish statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network or geographic area that are applicable to the measures in accordance with respective subparts of 23 CFR §490, as documented below:

- Subpart B, Highway Safety Improvement Program (regulated annually)
- Subpart C, NHS Pavement Condition
- Subpart D, NHS Bridge Condition
- Subpart E, NHS System Performance
- Subpart F, Interstate Freight Movement
- Subpart G, Traffic Congestion (applicable MPOs only)
- Subpart H, On-Road Mobile Source Emissions Reduction (applicable MPOs only)

In accordance with federal law (23 United States Code 134 (h)(2)) and 23 Code of Federal Regulations (CFR) §490.105(f)(7), if the State DOT adjusts a 4-year target in the Mid-Performance Period Progress Report, and if for that respective target the MPO established a target by supporting the State DOT target during the baseline year, then the MPO shall within 180 days report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area.

This decision to support the State DOT target, or develop a quantifiable target for the metropolitan area, must be made for each measure and can be different for each measure. If the MPO elects to develop a quantifiable 4-year target, which is considered a 4-year target adjustment when doing so at the mid-performance period, it must do so in coordination with MDOT. The MPO due date for the 2022-2025 4-year target adjustment is March 30, 2025.

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LH-LAN-0 (05/2023)

Metropolitan Planning Organization Director
Page 2
October 18, 2024

In addition to the state targets shown in the enclosed table, MDOT will provide supplementary information to assist MPOs in making decisions on MPO target adjustments. The supplementary information will include a description of the measures, recent performance and trends, and the methodology used to establish a 4-year target adjustment, where applicable.

Separately, applicable state DOTs and MPOs have established coordinated urbanized area targets that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Traffic Congestion program as regulated by Subpart G of 23 CFR §490. Michigan DOT, Ohio DOT, and Indiana DOT have coordinated with the respective MPOs and determined no 4-year target adjustments would be made for the current performance period.

Thank you for your MPO's participation in the national performance management measures program coordination process. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee, Departmental Specialist, Bureau of Development, at (517) 898-4875 or TravelbeeK@michigan.gov. For questions regarding statewide planning processes, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or LanumJ@michigan.gov.

Sincerely,

E-SIGNED by TODD WHITE
on 2024-10-18 07:02:52 EDT

Todd White, Director
Bureau of Transportation Planning

Enclosure

cc: J. Lanum, MDOT
K. Travelbee, MDOT
D. Mayle, MDOT

National Performance Program: NHPP/NFPP/CMAQ
2022 - 2025 Performance Period
Updated: September 24, 2024

Performance Measure	Desired Trend	Baseline ⁽¹⁾	2-Year PREDICTED Performance	2-Year ACTUAL Performance	2-Year Performance Better than Baseline	2-Year Performance Better than Target	2-Year Significant Progress Achieved (1)(3)	4-Year ORIGINAL Predicted Performance	4-Year ADJUSTED ⁽²⁾ Predicted Performance
NHPP: NHS Pavement Condition (\$490, Subpart C)									
Measure: IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)									
Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM)	↑	Null MIU (Actual 70.4%)	59.2%	71.4%	Yes	Yes	No MIU 9.8%	56.7%	67.1%
Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM)	↓	Null MIU (Actual 1.8%)	5.0%	1.6%	Yes	Yes	No MIU 9.8%	5.0%	
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Good Condition</u> (PCM)	↑	41.6%	33.1%	38.7%	No	Yes	Yes	33.1%	29.4%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Poor Condition</u> (PCM)	↓	8.9%	10.0%	8.1%	Yes	Yes	Yes	10.0%	
NHPP: NHS Bridge Condition (\$490, Subpart D)									
Measure: Percent square foot condition to total deck square foot, by deck area									
Percentage of NHS Bridges in <u>Good Condition</u>	↑	22.1%	15.2%	24.0%	Yes	Yes	Yes	12.8%	
Percentage of NHS Bridges in <u>Poor Condition</u>	↓	7.0%	6.8%	7.1%	No	No	No	5.8%	10.0%
NHPP: NHS System Reliability (\$490, Subpart E)									
Measure: 80th percentile over 4 time periods									
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u>	↑	97.1%	80.0%	93.9%	No	Yes	Yes	80.0%	
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u>	↑	94.4%	75.0%	93.6%	No	Yes	Yes	75.0%	
NHPP: Greenhouse Gas (\$490, Subpart E)									
Measure: NHS tailpipe CO ₂ emissions									
Percent change in NHS tailpipe CO ₂ emissions compared to reference year 2022	↓	Not applicable at this time, reference Note 4.							
NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F)									
Measure: 95th percentile over 5 time periods, expressed as an Index									
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u>	↓	1.31	1.60	1.43	No	Yes	Yes	1.60	
CMAQ: Traffic Congestion and Emissions Reduction (\$490, Subparts G and H) ^(Note 1)									
Traffic Congestion <u>Unified</u> Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↓	9.0 hours	16.0 hours	10.4 hours	No	Yes	Yes	16.0 hours	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		9.8 hours	18.0 hours	10.4 hours	No	Yes	Yes	18.0 hours	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		5.7 hours	10.0 hours	5.2 hours	Yes	Yes	Yes	10.0 hours	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		0.6 hours	2.0 hours	0.9 hours	No	Yes	Yes	2.0 hours	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		6.1 hours	7.0 hours	7.1 hours	No	No	No	7.0 hours	
Traffic Congestion <u>Unified</u> Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method).									
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)	↑	31.9%	29.7%	35.1%	Yes	Yes	Yes	29.7%	
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		18.7%	15.5%	21.5%	Yes	Yes	Yes	15.5%	
Flint Urbanized Area (Unified Target Setting: MDOT; included GCMPC for inclusive collaboration)		18.5%	15.5%	19.1%	Yes	Yes	Yes	15.5%	
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		20.6%	18.0%	21.3%	Yes	Yes	Yes	18.0%	
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		16.1%	15.0%	17.6%	Yes	Yes	Yes	15.0%	
On-Road Mobile Source Emissions Reduction (<u>Cumulative</u> 2-year and 4-year performance and targets), kg/day (Coordination with SEMCOG, MACC, SMPC, and WMSRDC)									
State Total Emission Reduction: PM2.5	↑	1,527.492	595.000	1,064.792	Yes	Yes	Yes	1,191.000	
State Total Emission Reduction: NOx		13,118.817	5,227.000	14,648.581	Yes	Yes	Yes	10,455.000	
State Total Emission Reduction: VOC		5,246.548	2,295.000	5,418.239	Yes	Yes	Yes	4,590.000	
State Total Emission Reduction: CO (NA to MI this performance period)									
State Total Emission Reduction: PM10 (NA to MI this performance period)									
Supplemental Documents to State Biennial Performance Report (Baseline, Mid and Final)									
1. MM2045 (provide key freight plan pages in narrative)									
2. IJIA Compliant Freight Plan Amendment									
3. MPO CMAQ Performance Plan Update (23 CFR §490.107) : SEMCOG (applies only to urbanized area with a population over 1 million with nontainment/maintenance area for criteria pollutant overlapping the TMA boundary)									

National Performance Program: NHPP/NFPP/CMAQ
2022 - 2025 Performance Period
Updated: September 24, 2024

Notations and References:

Note 1 - Significant Progress Determination. NHPP/NFPP Measures (23 CFR 109): Significant progress is achieved when (1) actual performance is better than baseline or (2) actual performance is better than the target. FHWA definition of "better than" for NHPP is an improvement of at least 0.1 percent and 0.01 for NHFP. CMAQ Measures: FHWA does not assess significant progress for CMAQ measures, the following is for internal purposes: Traffic Congestion measures - significant progress for 2- and 4-year targets is when (1) actual performance is better than baseline or (2) actual performance is better than the target by 0.1 points. Emissions Reduction measures - significant progress for 2-year targets is cumulative 2-year actual performance is better than the 2-year target, and significant progress for 4-year targets is cumulative 4-year actual performance is (1) better than the baseline or (2) better than the cumulative 4-year target.

Note 2 - Target Adjustment. State DOTs may adjust an established 4-year target in the Mid Performance Period Progress Report, as described in § 490.107(b)(2). State DOTs shall coordinate with relevant MPOs when adjusting their 4-year target(s) for NHPP and NHFP. Any adjustments made to 4-year targets established for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

Note 3 - Missing, Invalid or Unresolved (MIU) pavement data. *MIU threshold is 5.0 percent per regulation.* *Reference 23 CFR §490.313 including (b)(4)(i)* Calculation of overall pavement conditions in any State meeting the requirements of § 490.309(b) shall be based only on sections containing data reported in the HPMS submittal as of the submission dates required in § 490.311(c)(4) and (5). State DOTs not meeting the requirements of § 490.309(b) will be considered non-compliant with § 420.105(b) requiring State DOTs to submit data to the HPMS and § 490.107 requiring reporting on performance targets. Failure to report data meeting the requirements of § 490.309(b) by the submission dates for the Interstate System will be considered as not meeting the minimum requirements for pavement conditions on the Interstate System and that State DOT is subject to the penalties in § 490.315. If MIU exceeds threshold, FHWA will make an "indeterminable" significant progress determination even if performance is better than baseline and/or better than the target year. If the MIU exceeds 5.0 percent in a baseline year, the FHWA will either make a 1) "Significant Progress Not Achieved" determination if FHWA does not accept the justification provided or 2) "Progress Not Determined" if FHWA accepts the justification provided. The FHWA decision is subjective without regulatory input on what criteria FHWA will utilize to make the final determination.

Note 4 - Greenhouse Gas. *On December 7, 2023 FHWA published a final rule incorporating a greenhouse gas measure into 23 CFR 490. On March 27, 2024, the U.S. District Court for the Northern District of Texas (5:23-cv-304-H), vacated and remanded the final rule nationwide. On April 1, 2024, the U.S. District Court for the Western District of Kentucky (5:23-cv-00162-BJB-LK) also vacated and remanded the final rule but only for the twenty-one states participating in the multi-state lawsuit against the FHWA. On April 10, 2024, the U.S. Senate passed a Congressional Review Act to overturn the final rule. FHWA has announced its decision to challenge both District Court rulings through the respective Circuit Court of Appeals. As of the updated version of this document, the GHG remains both remanded and vacated awaiting an appeals decision, and still documented in 23 CFR 490 as a reporting requirement.*

2024 Mid-Performance Report Important Notes (See 2-year summary for additional details)

Interstate Pavement MIU Baseline Impact: In 2022, the baseline year for the performance period, MDOT exceeded the MIU threshold of 5.0 for Interstate pavement data. In accordance with regulation, FHWA made a "Progress Not Determined" determination for the 2018-2021 performance period 4-year target which also serves as the 2022-2025 baseline. In practical terms, this eliminated the option to achieve significant progress through actual performance better than baseline for the entire 2022-2025 performance period.

Interstate Pavement MIU on 2-Year Performance Progress: On the basis of actual performance, Michigan achieved significant progress for Interstate in Good and Poor Condition with actual performance being both better than baseline and better than the 2-year targets. That said, the 2023 Interstate HPMS data submittal exceeded the 5.0 MIU threshold. For the Mid-Performance Period, it is anticipated FHWA will again assess Progress Not Determined and not recognize actual 2-year performance for reporting purposes. With approximately 10 percent of the Interstate under construction, and the data collection process conditions and process being tightly regulated, it is impossible for Michigan to not exceed the 5.0 MIU threshold. MDOT has taken every possible opportunity to encourage FHWA to reconsider and revise this requirement in 23 CFR 490 to recognize substantial investment to improve the condition of the NHS should be rewarded, not penalized.

Interstate Good Pavement 4-Year Target Adjustment: Analysis predicts 70.1% Interstate pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 67.1% retains a 3-point cushion while also communicating the improved anticipated 4-year performance compared to the 56.7% Good 4-year target established in 2022. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.

Non-Interstate Good Pavement 4-Year Target Adjustment: Analysis predicts 32.4% Non-Interstate NHS pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 29.4% retains a 3-point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.

NHS Bridge Performance: Analysis predicts 9.5% NHS Bridge 'Poor' condition by deck area at the end of 2025. Adjusting the Poor target to 10.0% provides a 0.5 point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary.

Traffic Congestion - PHED: ODOT and MDOT used RITIS to calculate a 2-year actual performance at 5.2 hours for the Toledo Urbanized Area. FHWA used a complex process to calculate 7.1 hours. FHWA has rejected ODOT's request to utilize the 5.2 hours reported through RITIS, as anticipated. If using RITIS data, significant progress achieved, however the FHWA calculated 7.1 hours falls short of demonstrating significant progress. That said, FHWA does NOT make an official significant progress determination for any of the CMAQ Measures. After discussing this point target with Ohio DOT, TMACOG and SEMCOG, the parties elected to not adjust the 4-year target. MDOT and ODOT are working with RITIS (Cambridge Analytics) to conduct an analysis of the data used for their reporting tool to identify the difference and make appropriate adjustments. This

Traffic Congestion - Non-SOV: While 2022 data is available through the ACS Commute to Work survey data tables, the CMAQ applicability tables issued in October 2021 used as the baseline for the 2022-25 performance period baseline, was based on the 2010 Decennial Census. The 2020 census was not finalized before the 2022 baseline CMAQ applicability tables were required to be published by regulation. As a result, both the 2-year and 4-year actual performance for NonSOV- will report the 2021 DP03 5-Year table data as that is the latest available (and last available) table that reflects the 2010 census urban boundaries.