



Meeting Minutes

Date/Time: Tuesday, January 15, 2019, at 10:30 a.m.

Location: Lake Michigan Room, MDOT Horatio S. Earle Learning Center, 7575 Crowner, Lansing, MI

1. Call to Order
Tom Bruff called the meeting to order at 10:40 am.
2. Introductions
Introductions were made.
3. Changes or Additions to the Agenda
A motion to approve the agenda was made by Mr. Steve Duke, supported by Maja Bolanowska.
4. Approval of the December 2018 Meeting Minutes
A motion to approve the December 2018 meeting minutes was made by Mr. Brian Stark, supported by Mr. Duke.
5. Treasurer's Report
Ms. Andrea Strach noted that a deposit for the 2019 Conference Banquet Menu had been made. There were no other reported changes.
6. FHWA Updates
Andy Pickard reported that FHWA is working and not immediately impacted by the federal government shutdown, but their partnering agencies like FTA, EPA and other are. FHWA is proceeding on their workload and programs, trying to minimize the impact of the government shutdown. The patience of state and local agencies is appreciated on these matters. Mr. Eric Mullen noted that TIP amendments are moving through FHWA, but that MPOs should hold back any amendments that have to be approved by FTA until they are back to work.
7. Asset Management Council (TAMC) Update
Mr. Start reported that TAMC has begun data gathering for the TAMP plans. Funds for this effort was made in the 2020 budget request. There was a discussion on TAMC considering the requirements for PASER/Asset Management Training for MPO staff, and the possibility of reconsidering necessity of staff attending training every year. The discussion resulted in a majority of MPO members believing that having annual training wasn't imperative, however, there should be some kind of periodic training requirement to ensure staff are current on the program. The discussion is expected to continue at TAMC. Budgets for MPOs to complete the TAMC requirement programs may fluctuate by a few thousand dollars this year, but no one should see any major changes.



8. MDOT Updates

- A. Introduction of the new MDOT Director for the Bureau of Transportation Planning
Mr. Todd White was introduced.

B. GPA guidelines status update

Scope codes will be expanded in Transit GPAs, however, there is a delay due to FTA being affected by the federal government shutdown. The Road and Bridge GPAs are also moving forward. This will be discussed at the next GPA subcommittee meeting. Mr. Bruff asked for GPA subcommittee meeting minutes, and Mr. Mark Kloha noted that they will be provided.

C. Update from the PL carryover meeting

In December, members from 4 different MPOs met to discuss this matter. Follow up items from the meeting included the creation of a current balance carryover table, investigation of the 5304 funding, discussion with MDOT Finance of the obligated amounts that are unexpended and how to handle carry forward in the UWP. Another meeting is scheduled for January.

D. TPM Safety Target approvals

The Safety Targets are due February 27, 2019. Please provide all of the proper documentation to MDOT. Please note that the reporting letter should be addressed to Todd White, the new Bureau Director. Contact John Lanum or Mark Bott with any questions. There was discussion on how the new performance measures may need to be addressed in a new or existing TIP. After a robust discussion, Mr. Bruff asked that this topic be further discussed and clarified at a future meeting.

E. State Long Range Plan (Mobility 45) status of Public Involvement

Mr. Sharlow reported that 600+ people completed the MDOT project survey within the first 2 weeks. There will be more opportunities for public input, including a telephone Town Hall on February 5 at 7:00 pm and February 6 at 10:00 am. Approximately 10,000 members of the public will be called the night before with an invitation to participate. About 20 MDOT staff members will be on the call answering questions. Dates and times of local meetings are forthcoming with special focus on Environmental Justice Zones and locations that are accessible by transit. The Superior Region has scheduled a specific meeting on March 6 to interact with the Tribal communities within the state. Please see www.michiganmobility.com for more information.

F. Reminder of upcoming Air Quality Training workshop

Mr. Sharlow reminded attendees that the 3-day NTI Air Quality Workshop Training is on January 28, 2019. It was also noted that MDOT is working on meeting the CMQA 2019 deadline, however, the federal government shutdown has affected the program. MDOT is working to meet the needs of the federal program while addressing local agency concerns. Ms. Pat Karr noted that it will be tough for local agencies to meet deadlines, and Mr. Sharlow agreed.



9. MDOT CMAQ Program Presentation

Mr. Matt Galbraith gave a detailed presentation on the current CMAQ program for the State of Michigan. He was specifically seeking how to have the program be more customer friendly. On February 14 and February 15 there will be a CMAQ Project Eligibility Review meeting for current local programs and new projects for 2019 – 2023. Ms. Suzann Flowers asked which emissions forms should be used, as MDOT's forms are different than the federal government forms. Mr. Galbraith noted that MDOT is moving toward using the federal government toolkits for project evaluation. If there are particular questions on project matters and project applications, please contact Matt.

Also to note, with changes in the CMAQ program, there has been a focus on the Transportation System Management and Operations templates (TSMO templates) on trunkline side that use CMAQ funding source. There is an effort to sunset CMAQ templates and use a call for projects, using the Trunkline Funding Overview. Competition will occur at the statewide level, and not the regional level. Projects will have to fit one of these categories on trunkline (again, see Trunkline Funding Overview slide). Ms. Flowers noted that a follow conversation on how performance measures are being used in CMAQ project selection would be beneficial. There was also a request for more transparency in the program criteria and project selection by Mr. Jim Snell.

10. Other New Business

Ms. Anita Boughner provided some notes related to a recent S/TIP development meeting. She noted that JobNet will not be shut down for FY 2019. For FY2020 – 2023 amendments/changes will be parked until after October 1, 2019 and FHWA approval. June will be the last time to make change to 2020 – 2023 jobs. Please remember that June 28, 2019 is the final time to submit final TIP documents to MDOT. Guidelines, timelines, and milestones are a work in progress on this matter.

11. Adjournment

Mr. Bruff adjourned the meeting at 12:35 PM.



Michigan Transportation Planning Association

Meeting Attendance Tuesday, January 15, 2019 at 10:30 a.m.

Name	Organization
Andrea Strach	TCRPC
Jim Sturdevant	MDOT
Mark Kloha	MDOT
Don Mayle	MDOT
Jueun Lim	TCRPC
Andrea Faber	GVMC
Ryan Buck	WATS
Tom Doyle	MDOT
Steve Duke	R2PC
Matt Galbraith	MDOT
Pat Karr	Battle Creek Area Transportation Study
Anita Boughner	MDOT
Mike Davis	MDOT
Heidi Phaneuf	MDOT
Brian Stark	Saginaw MPO
Maja Bolanowska	Midland MPO
Steve Brudzinski	SEMCOB
John Lanum	MDOT
Mark Bott	MDOT
Tanya DeOliveira	R2PC

a voluntary association of public
organizations and agencies responsible for the administration of
transportation planning activities throughout the State of Michigan



Michigan Transportation Planning Association

Suzann Flowers	WATS
Tom Bruff	SEMCOG
Brad Sharlow	MDOT
Eric Mullen	MDOT
Todd White	MDOT
Andy Pickard	FHWA
Tim Burkman	MACC
Carolyn Ulstad	MACC
David Fairchild	MDOT
Steve Stepek	KATS
Jay Anderson	Bay City MPO
Brian Mulnix	WMSRDC
Jim Snell	TCRPC
Kim Gallagher	SWMPC
Julie Edwards	MDOT
Jeff Franklin	MDOT
Andrea Dewey	FHWA
Michelle Weber-Currie	MDOT
Laurel Joseph	GVMC
John Start	KATS
Lindsay Wallace	SCCOTS

a voluntary association of public organizations and agencies responsible for the administration of transportation planning activities throughout the State of Michigan

2045 SLRTP Update – MTPA Meeting – January 15, 2019

Website: www.michiganmobility.org

Public and Stakeholder Participation Plan – final plan posted on website

Public Involvement – Establish new vision (January 2 – March 31, 2019)

- This is everyone's opportunity to participate in establishing the SLRTP vision
- Website – comment box
- MetroQuest – online survey for priorities – link is on website
 - Please go out there and fill out survey
- Telephone Town Hall meetings – February 5 (evening) and 6th (late morning)
 - 10,000 random people will be called
 - All will also receive notification and can participate via website
 - All stakeholders will be notified separately to participate
- Attitudes and Perception Survey (sent out to sample population)
 - Looking for 1,400 completed surveys
 - Statistically stratified survey – random sample represented of Michigan's population by MDOT region
 - MDOT employees will get survey via Monday Memo to fill out separately. Please have staff fill this out.
- In-Person meetings – at least one in each MDOT region
 - Try to piggy-back on another existing meeting
 - Fill in gaps based on participation from other methods
 - Dates TBD, but will happen between early-February and late-March 2019
 - Outreach in environmental justice areas being targeted
 - Currently coordinating with MDOT region planners to identify locations and dates

Phase 1 – Complete by May 1, 2019

Results of this will be shared with new administration to inform and to lay out final vision

Final Vision established in Summer 2019

Michigan CMAQ Program Overview



Matthew Galbraith

(517) 335-2938

galbraithm2@michigan.gov

Agenda

- CMAQ Overview
- Funding Overview
- Eligibility Overview
- Local Process Overview
- Trunkline Process Overview
- CMAQ Subcommittee
- TPM Performance Measures
- Current Challenges
- CMAQ Moving Forward

CMAQ Overview

- Funds transportation projects or programs that will reduce congestion and improve air quality within or in proximity to a nonattainment or maintenance area
- Clean Air Act Amendments of 1990, required reduction in emissions, initiated more stringent control measures in nonattainment areas, and provided for a stronger, more rigorous link between transportation and air quality planning
- The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized Congestion Mitigation and Air Quality Improvement (CMAQ) Program



JUNCTION

INTERSTATE
275

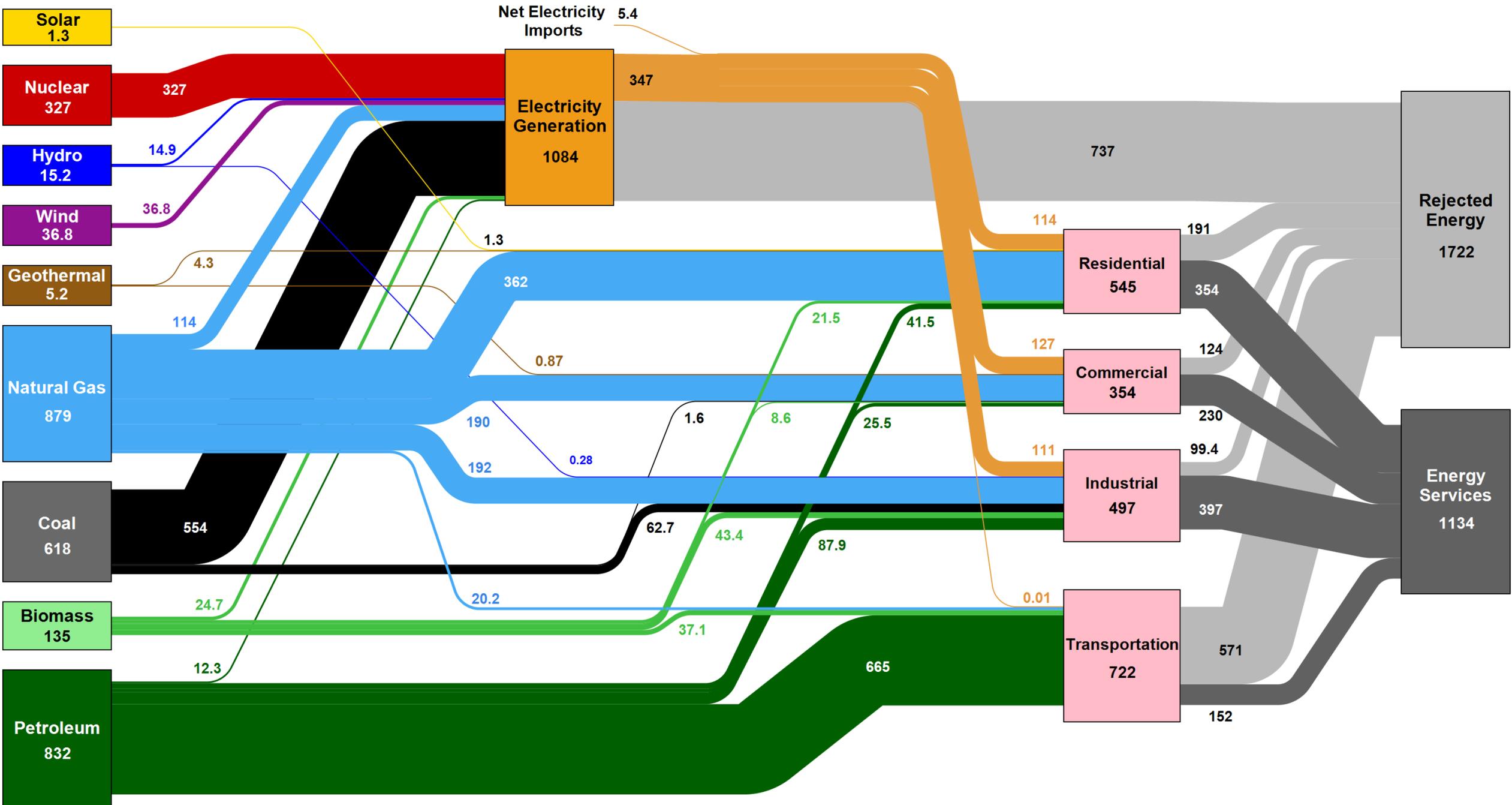
No Parking

RELIABLE

31L 2167



Michigan Energy Consumption in 2014: ~ 2855 Trillion BTU



Funding Overview

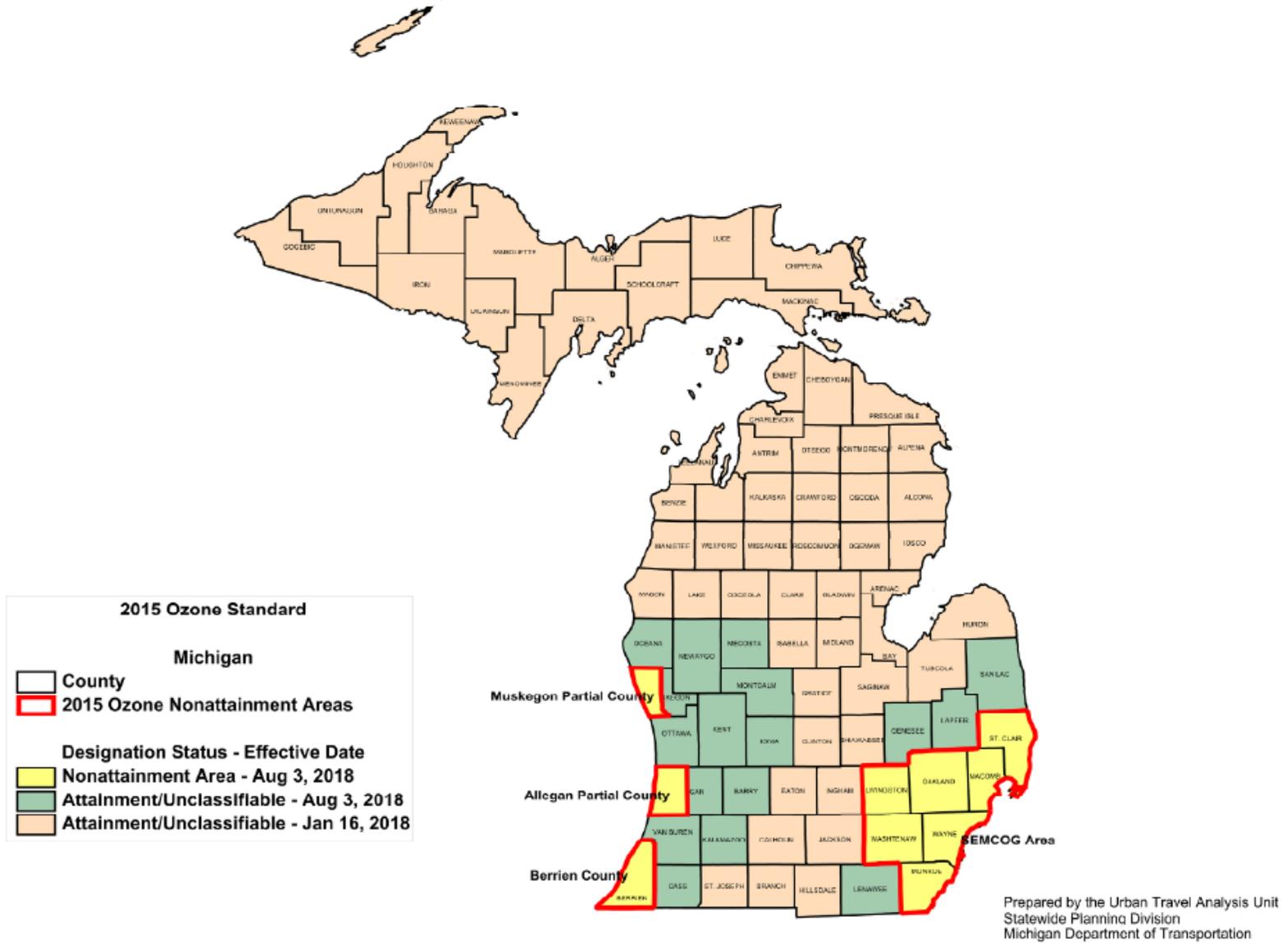
- **FY2018 Michigan CMAQ Allocation** **\$76,419,730**
- **Annual Set-Aside** **\$16,509,868**
(State and Local - MichiVan, Freeway Courtesy Patrol, TOCs)
- **Local Allocation** **\$29,954,931**
(Allocated by nonattainment/former nonattainment County population)
- **Trunkline Allocation** **\$29,954,931**
(Competitive Statewide via annual Call for Projects)

CMAQ Eligibility Overview

- Funds transportation projects or programs that will reduce congestion and improve air quality
- Activities located within or in proximity to a nonattainment or maintenance area that can show a reduction in congestion and emissions within a nonattainment or maintenance area

2015 Ozone Standard Designations

June 14, 2018



Typical Eligible Projects

- ▶ **Public Education & Outreach**
 - ▶ Ozone Action Outreach/Fare subsidies
- ▶ **Bicycle/Pedestrian**
 - ▶ Non-motorized facilities that are not solely recreational
- ▶ **Shared Ride & TDM**
 - ▶ Carpool/Vanpool
 - ▶ New/Expanding carpool parking lots
- ▶ **Congestion Reduction & Traffic Flow**
 - ▶ Traffic Signal Optimization/Interconnect
 - ▶ Intersection Improvements/Roundabouts
- ▶ **Alternative Fuels**
 - ▶ Diesel retrofit projects
- ▶ **Transit**
 - ▶ Bus purchases/replacements
 - ▶ Transit facilities

Typical Ineligible Projects

- ❖ Any project that does not show an air quality benefit
- ❖ Any activity that adds SOV capacity
- ❖ Non-Motorized projects that have a strong recreational purpose or are solely recreational
- ❖ Traffic signal replacement without interconnecting, optimizing
- ❖ Congestion reduction/traffic flow projects which show an increase in congestion
- ❖ Studies independent of construction

CMAQ Project Eligibility Committee

- ▶ The CMAQ Call for Projects Subcommittee will review each project to determine eligibility
 - ▶ CMAQ Program Manager
 - ▶ Region Planner
 - ▶ Local Agency Programs Engineer
 - ▶ ITS Program Manager
 - ▶ Nonmotorized Coordinator
 - ▶ Region Engineer
 - ▶ Office of Passenger Transportation
 - ▶ Traffic Signals Engineer
 - ▶ FHWA representative

Non-Motorized Projects Tips and Reminders

- ▶ Pedestrian/Bicycle
 - ▶ Non-motorized facilities that are not solely recreational
 - ▶ Include maps of proposed path and list connections to other non-motorized paths
 - ▶ Explain how path provides access to jobs, services, and trade centers



Shared Ride Tips and Reminders

- ▶ Shared Ride
 - ▶ Carpool/Vanpool
 - ▶ Specify if for marketing, operations, or capital (operation is limited to 3 years of funding)
 - ▶ New/Expanding carpool parking lots (does not cover repaving existing lots)



Traffic Flow Tips and Reminders

- ▶ Traffic Flow
 - ▶ Traffic Signal Optimization (Include number of signals and all locations)
 - ▶ Roundabouts (Include diagram)
 - ▶ Intersection Improvement (Include diagram)
 - ▶ Traffic Flow improvements must show emissions and congestion benefit



Transit Tips and Reminders

- ▶ Transit
 - ▶ Bus purchases/replacements
 - ▶ Transit facilities (If associated with new route)
 - ▶ Operation assistance (Limited to 3 years of funding)



Trunkline Funding Overview

- ITS Operations Set-Aside \$14-19 Million
- Intelligent Transportation Systems (ITS) \$16-21 Million
- Non-Freeway Reliability and Operations \$5-10 Million
- Freeway Operations \$15-40 Million
- Traffic & Safety - Safety \$21.5 Million
- Traffic Signals - Signal Modernization \$18.6 Million
- Annual CMAQ Allocation (after set-aside) ~\$30 Million

Process Overview



Transportation Performance Management (TPM)

Three CMAQ Performance Measures:

- Traffic Congestion
 1. Peak Hour Excessive Delay (PHED) Measure
 2. Percent of Non-SOV Travel Measure
- On-Road Mobile Source Emissions
 3. Total Emissions Reduction Measure

Transportation Performance Management (TPM)

Traffic Congestion

1. Peak Hour Excessive Delay (PHED)
 - Reduce delay in travel time caused by traffic congestion on the NHS
 - Where travel times show speed at 20 miles per hour or less or 60% of the posted speed limit or less (whichever is greater), during 15 minute intervals per vehicle
 - Data comes from the National Performance Measure Research Data Set (NPMRDS), Highway Performance Monitoring System (HPMS), Annual Average Daily Traffic (AADT), Annual Vehicle Occupancy rates (provided by FHWA). The analysis tool is RITIS.

- ❖ 1st Performance Period (Oct 2017-Oct 2021): Congestion measures only apply to areas that include NHS mileage and populations over 1 million
- ❖ 2nd Performance Period (Oct 2021-Oct 2025): Congestion measures only apply to areas that include NHS mileage and populations over 200,000

Transportation Performance Management (TPM)

Traffic Congestion

1. Percent of Non-SOV Travel Measure
 - Increase the percentage of Non-SOV travel, (i.e. car/vanpool, transit, commuter rail, walking, biking, and telecommuting) on NHS.
 - MDOT and SEMCOG have established 2-year and 4-year targets of 14.4% for non-single occupancy vehicle travel on the NHS
 - Data comes from the U.S. Census Bureau American Community Survey (ACS) Journey to Work data method

- ❖ 1st Performance Period (Oct 2017-Oct 2021): Congestion measures only apply to areas that include NHS mileage and populations over 1 million
- ❖ 2nd Performance Period (Oct 2021-Oct 2025): Congestion measures only apply to areas that include NHS mileage and populations over 200,000

Transportation Performance Management (TPM)

On-Road Mobile Source Emissions

3. Total Emissions Reduction Measure
 - Reduce mobile source emissions in areas designated as non-attainment or maintenance for ozone, carbon monoxide, or particulate matter
 - MDOT and SEMCOG have established 2-year and 4-year targets for on-road mobile source emissions for CO and PM2.5
 - The baseline information was pulled from the CMAQ Public Access System for years 2014 through 2016
 - A yearly average emissions benefit for CO and PM2.5 was calculated based on 2016 and 2017 figures, and then reduced by 10% for unforeseen variables
- Requires MPOs serving a TMA with a population over 1 million that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan (SEMCOG for CO and PM2.5)
- 1st Performance Period was based on 2008 Ozone Standard Designations

Current Challenges

- Changes in the Trunkline process
- Changes in the Local process
- Funding changes due to the 2015 Ozone Standard Designations
- Emissions reporting using the FHWA Toolkits (TPM)
- JobNet learning curve and correcting old jobs
- Buy America waivers
- Political climate

CMAQ Moving Forward

- How can the CMAQ program improve to better serve your needs?
- Local CFP aligned with the S/TIP schedule?
- Reports/Meetings/Trainings?



Ozone Action Day

Tuesday

- **Combine errands and consider carpooling**
- **Wait until evening to refuel vehicle and use gasoline-powered lawn equipment**
- **Take it easy if you have asthma or lung issues.**



6:45 66°

WDIV

4

WEATHER PONTIAC

9AM



73°

12PM



82°

3PM



84°

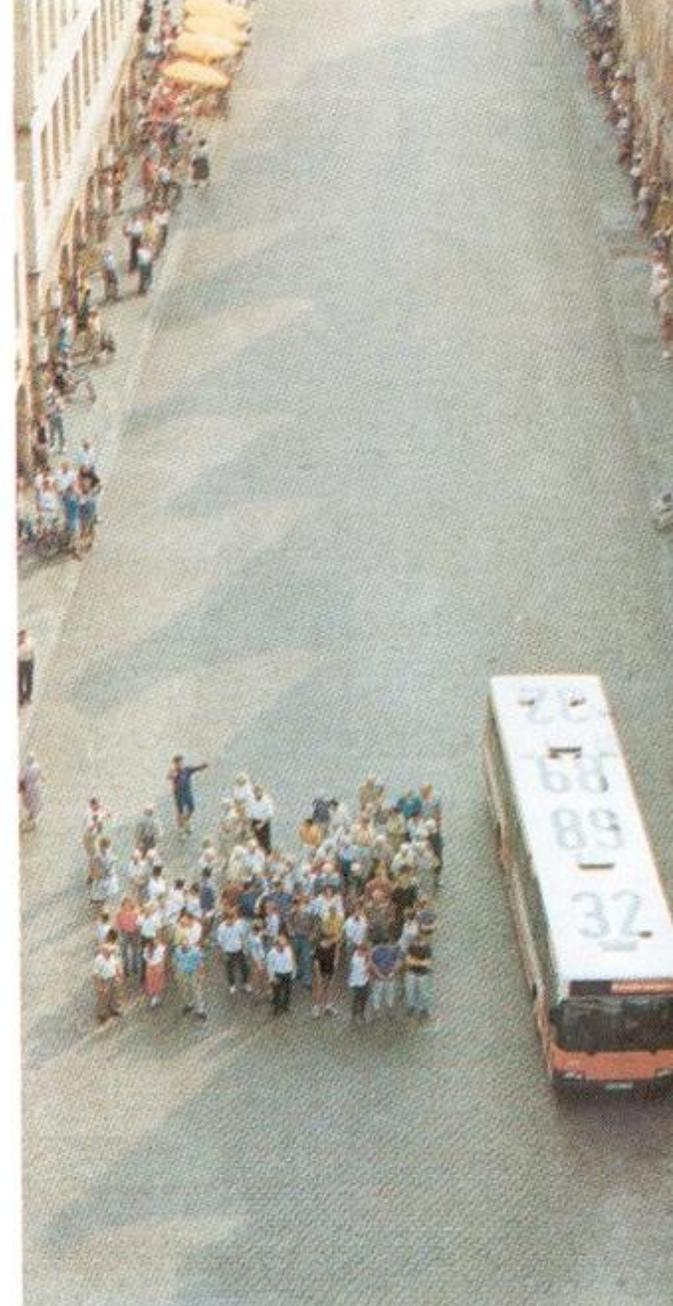
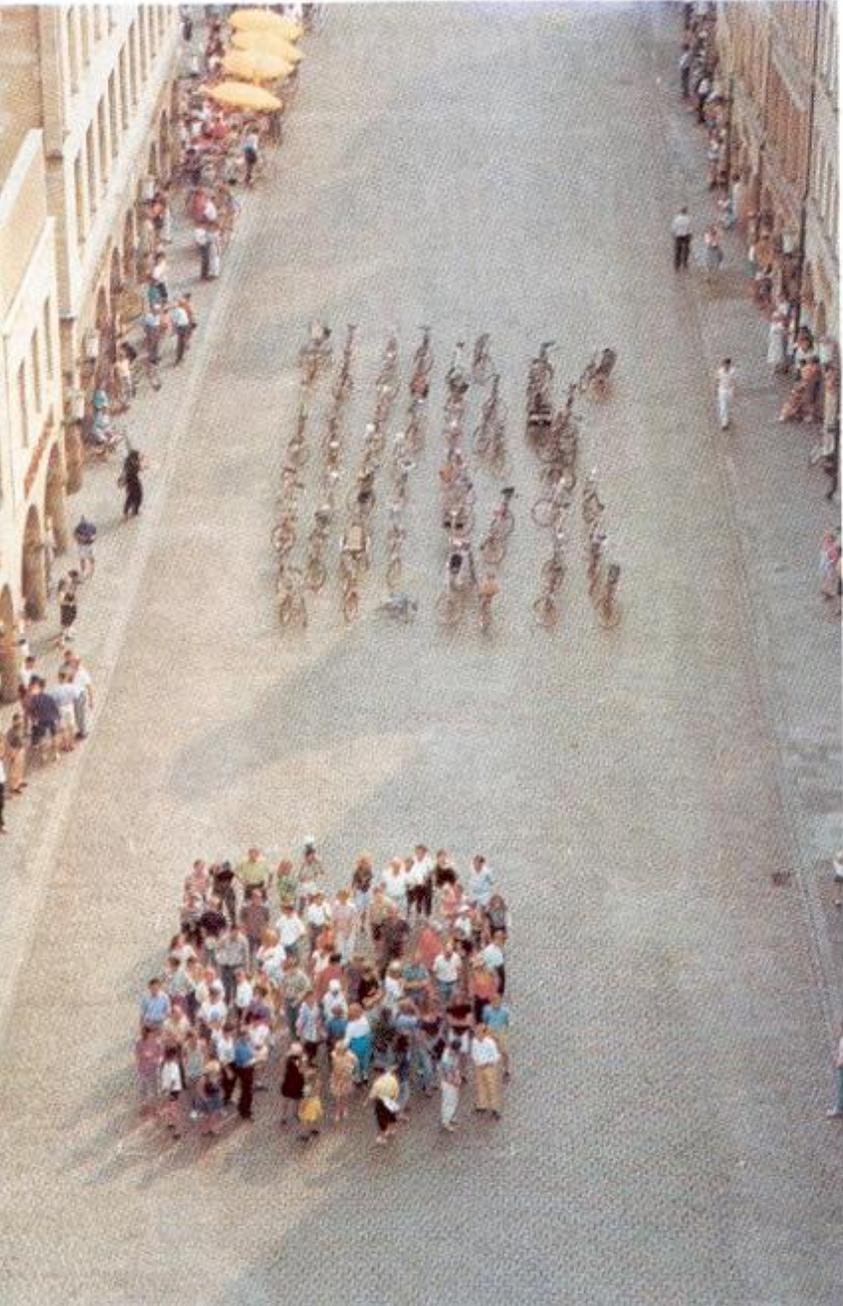




PURE MICHIGAN



PURE MICHIGAN®



'Waste of Space' (1991) MUNSTER, GERMANY



MDOT CMAQ Program Information

MDOT CMAQ Program Manager

▶ Matthew Galbraith

- 517-335-2938
- galbraithm2@michigan.gov

MDOT CMAQ website

- www.michigan.gov/cmaq