



Meeting Minutes

Date/Time: Tuesday, January 19, 2021, at 10:30 AM

Location: Virtual Meeting

1. Call to Order

Mr. Steve Stepek called the meeting to order at 10:30 AM.

2. Changes or Additions to the Agenda

Approval of the meeting minutes will be for the December 15, 2020 meeting. The agenda stands as corrected.

3. Approval of the December 15, 2020 Meeting Minutes

Ms. Tanya DeOliveira made a motion to approve the minutes as presented, supported by Mr. Tom Bruff. The **motion passed** unanimously.

4. Treasurer's Report

Ms. Lindsay Wallace reported:

- Two deposits were recently made from Mitchell Motorcoach (Midland conference bus rentals) and from the Stadium (Midland conference awards dinner venue).
- The account balance stands at \$17,224.

5. Policy Committee

Mr. Tom Bruff reported:

- The Committee met recently to discuss outstanding items. A summary of those items will be forthcoming.
- Priority items for the Committee include:
 - GPA documents
 - Notifications for STIP exempt projects
- A meeting to discuss GPAs in depth will be forthcoming.

6. FHWA / FTA Update

There were no updates.

7. Asset Management Council (TAMC)

Mr. Ryan Buck reported:

- The State Transportation Commission will take action on the appointment of Mr. Ryan Buck as the MTPA TAMC representative during their next meeting.



- Mr. Ryan Buck has been attending the State Transportation Commission meetings and will serve on the Communications and Data Committees. Recent discussions have focused around Public Act 325 related to Asset Management Plans and the concern of potentially withholding MTF funds if agency plans were not yet deemed as approved. This does not appear to be a major concern at this time. More formal communication regarding that topic will be forthcoming.

8. JobNet Technical Report

There were no updates.

9. TIP Financial Chapter template

Mr. Steve Stepek explained that an updated draft financial plan template was provided by Mr. Stephen Brudzinski at last month's meeting after edits were made from FHWA.

Ms. Maja Bolanowska made a motion to approve the minutes as presented, supported by Ms. Pat Karr. The **motion passed** unanimously.

10. MDOT

a. General Updates

Mr. Eric Mullen reported:

- Pre-UWP meetings will be scheduled soon.
- MDOT Finance recently developed a short risk assessment form for all subrecipients of federal aid funds. This risk assessment form will be sent out to the MPOs in the near future.
- Notices of this year's federal aid amount will be released soon and several packages were passed last month:
 - Obligation authority for the Federal Aid Highway Program is just over \$1 B to the state of Michigan.
 - A COVID relief package will bring an estimated \$263 M for transportation in Michigan.
 - Highway Improvement Funds are estimated to be \$45-\$50 M for the state.

b. STIP/TIP Timeline

Mr. Mark Kloha reported:

- The STIP/TIP development timeline template has been updated and has been provided. MTPA members are requested to review the timeline and contact Mr. Mark Kloha with any comments, questions, or suggestions.



- Hard deadlines on the schedule include March 1 and July 1. The other dates are suggestions.

Mr. Eric Mullen added that MDOT will not dictate when MPOs develop their call for projects. However, the March 1 deadline is particularly important to ensure time for air quality assessment, public engagement, etc.

Mr. Tom Bruff added that it will be important to understand JobNet's functionality once a deadline is met. A review which includes what can and cannot be changed in JobNet once a deadline is met would be useful.

Ms. Pat Karr added that it will be equally important for MDOT staff at every department to understand when they can and cannot make changes in JobNet related to deadlines.

Ms. Pat Karr noted the importance of the language on the schedule that states that MDOT offices will allow MPOs to comment on project listings before a final project list is provided to the MPO.

c. TPM Update

Mr. John Lanum reported:

- Upcoming deadline dates include:
 - Feb 27 - Safety Targets
 - March 31 - Bridge Targets
 - July 21 - Public Transit Agency Safety Plans should be submitted to 5307 agency MPOs.
- Reporting documents such as meeting minutes, agendas, etc. are due back to MDOT once Committees make their approvals.

d. MM2045 Update

Mr. Brad Sharlow reported:

- MDOT recently hosted a strategies workshop to draft strategies for the MM2045 long range plan. Feedback from the workshop will be used to make amendments to the plan before a final round of reviews take place from MDOT leadership. MTPA is requested to send any comments or suggestions to Mr. Brad Sharlow by the end of the week to be



factored into any amendments.

- A letter regarding Pavement Bridge Benchmarks for MDOTs financial and revenue gap analysis for MM2045 was provided. This needs assessment is intended to inform MDOT and local agencies of the gap in needs between projected condition forecasts. Current Investment strategies were used as the baseline to determine how funds would be distributed between types of projects across modes.
- Statewide urban travel analysis - Proposed a meeting with MPOs to start brainstorming options for Census data and get MPO input on the process.

11. Other New Business

a. Midland Conference

- Mr. Steve Stepek reported that the conference will be moving virtually and thanked Ms. Maja Bolanowska and Mr. Brian Gillett for their hard work as they continue to research virtual platform options and contact previous session proposals to determine presentation options.

b. Spring training topics

- It was discussed to include Census data in training topics, including what to expect with delays, new data, and differential privacy.

12. Adjournment

Mr. Steve Stepek adjourned the meeting at 11:14 AM.



Michigan Transportation Planning Association

Meeting Attendance Tuesday, January 19, 2021 at 10:30 a.m.

Name	Organization
Andrea Faber	GVMC
Andrea Strach	Tri-County MPO
Anita Boughner	MDOT
Richard Bayus	MDOT
Brad Sharlow	MDOT
Brian Mulnix	WMSRDC
Bryan Gillett	Midland MPO
Maja Bolanowska	Midland MPO
Michael Case	MDOT
Michelle Weber-Currie	MDOT
David Engelhardt	EMCOG
Edward Fowler	MDOT
Matthew Galbraith	MDOT
Tyler Kent	MDOT
Tyler Kent	MACC
Kim Gallagher	SWMPC
Mark Kloha	MDOT
John Lanum	MDOT
Laurel Joseph	GVMC

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

Lindsay Wallace	SCCOTS
Don Mayle	MDOT
Eric Mullen	MDOT
Craig Newell	MDOT
Nick Sapkiewicz	WATS
Nicole Baumer	Tri-County MPO
Pat Karr	BCATS
Heidi Phaneuf	MDOT
Ryan Buck	WATS
Steven Stepek	KATS
James Sturdevant	MDOT
Jeff Franklin	MDOT
Suzann Flowers	WATS
Tanya DeOliveira	R2PC
Luke Walters	MDOT
Mitch Huber	MDOT
Emily Lake	WATS
Donna Wittl	MDOT
Jacob Maurer	GCPC
Jason Nordberg	GCPC
Mara Gericke	MACC
Max Gierman	MDOT

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Michigan Transportation Planning Association

Ryan Smith	BayCATS
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MICHIGAN PROJECT-LEVEL CONFORMITY & NEPA AIR QUALITY Webinar Series

AGENDA

April 14 & 15

9:00 a.m. – 12:00 p.m. Eastern Time

To join the workshop:

<https://connectdot.connectsolutions.com/michiganaq/>

TeleConference Toll Free Number: 888-363-4735

Participant Passcode: 7816878

Webinar 1 – Project-level Conformity – Wednesday April 14

- Welcome
- Overview/Refresher on Transportation Conformity
 - Clean Air Act and National Ambient Air Quality Standards (NAAQS) Overview
 - State Implementation Plan Overview
 - Transportation Conformity Overview
- Project-level Conformity
 - Exempt Projects
 - Project-level Conformity Requirements
 - Conforming Plan and TIP
 - Donut Areas and Isolated Rural Areas
 - Hot-Spot Analysis – Overview

***** 15 minute BREAK *****

- Interagency Consultation and Public Involvement
- MDOT Project of Air Quality Concern Agreement (MDOT Presentation)
- 1997 Ozone Orphan Areas
- Documentation
- Open Discussion/Q & A

Webinar 2 – NEPA & Air Quality Analysis – Thursday April 15

- Welcome
- Brief Recap of Webinar 1
- Air Quality & NEPA
 - Project-level conformity & NEPA
 - MSAT
 - Air Quality Documentation in NEPA

***** 15 minute BREAK *****

- Environmental Justice and Health Impacts
- Transportation, Energy, & Resilience

- Open Discussion/Q & A

To join the workshop:

<https://connectdot.connectsolutions.com/michiganag/>

TeleConference Toll Free Number: 888-363-4735

Participant Passcode: 7816878

For best connectivity, please disconnect from any virtual private networks (VPN) prior to connecting to the webroom.

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Draft MM2045 Implementation Strategies

The following draft strategies are being provided to generate discussion and obtain stakeholder input during the January 12, 2021 MM2045 workshop. This is a draft working document that will continue to be reviewed and refined throughout the strategy development process.

Prioritizing Safety

Promote safe behaviors.

- Through public awareness and media campaigns, and enforcement techniques with proven safety benefits, encourage users, workers, and operators to stay focused on safe use and operation of Michigan's transportation network.

Prioritize infrastructure and facilities improvements proven to improve safety.

- Continue to research, develop, and integrate intelligent tools to analyze and quantify safety impacts and implement cost-effective data-informed targeted and systemic safety countermeasures and mitigation strategies.
- Continue to include safety improvements in preservation projects where appropriate and support local low-cost safety countermeasures.

Support and implement state-of-the-art technology safety solutions.

- Continue support for research, development, and integration of life-saving infrastructure and vehicle technology.
- Support the adoption of advanced driver-assistance systems (ADAS) and other safety technology in new and existing passenger and freight vehicles to provide driver and parking assistance through safe human-machine interface.
- Leverage new sources of vehicle-based data to identify locations which may benefit from safety improvements.

Collaborate with transportation partners and emergency medical and trauma services.

- Promote collaborative planning and training to ensure a unified emergency and disaster level response and recovery to anticipated and unexpected events.
- Continue to improve and promote data sharing and collaboration between transportation partners, human services providers, police and first responders.

Manage Resources Responsibly

Advance Transportation Asset Management to optimize transportation investments.

- Prioritize preservation and maintenance of Michigan’s transportation network.
- Support research of new materials and products and implement those with proven benefit to extend the life of the asset.
- Continue to research, develop, and incorporate asset management principles and best practices in capital, maintenance, and operations.
- Improve collaboration and coordination throughout the planning and development process to increase efficiency, maximize useful life of assets and minimize public disruption to the extent practical.
- Provide education and share best practices to enable communities to develop and implement asset management plans and practices.
- Develop methods to share real-time data between asset management systems to improve the accuracy and timeliness of data-informed decisions.

Streamline and improve data, data management systems, and processes.

- Invest in data and information systems to advance data-informed decisions and extend opportunities to share data and information for improved efficiency, accountability, and transparency across all of Michigan’s transportation partners.
- Identify and assess data needs and incorporate new sources of data.

Right-size Michigan’s transportation network and systems to address existing and anticipated transportation needs.

- Evaluate Michigan’s transportation network and systems, identify existing and anticipated transportation needs, and make intentional decisions to adjust the size, extent, function, and composition of existing or planned infrastructure and service portfolio in response to changing needs over time to ensure Michigan’s network meets the current and long-term needs of Michigan’s citizens. This could include contracting of system components, prudent capacity expansion, ownership transfers, or service consolidation.

Providing Accessibility and Mobility for All

Improve the reliability of the transportation network and systems.

- Improve travel time reliability and reduce congestion by leveraging technology and optimizing operations.
- Expand the use of signal control and time optimization including signal priority, incident management programs such as the Michigan Traffic Incident Management Effort (Mi-TIME), safety technology, traveler information systems and road weather management.
- Use traffic signal detection data to improve performance through active management.

Enhance the mobility of Michigan’s residents and non-residents.

- Improve passenger transportation availability and services, including leveraging technology to improve reliability, and assessing mobility needs to develop an appropriate mix of transportation options. Especially consider the mobility needs of low-income persons, persons of all abilities, and others who may have limited access to automobiles.



- Foster expanded access to transportation for small and rural communities.
- Encourage and support better integration of land use and transportation policies.
- Support enhanced passenger rail service, intercity buses, and transit between Michigan communities as a part of an overall economic development strategy to increase employment, household incomes and poverty values as a result of increased accessibility and mobility choices.

Pursue a statewide Mobility as a Service (Maas) platform.

- Further integrate public and private transportation services into an on-demand mobility application that will allow the user to plan their trip or shipment from beginning to end and allow for a single payment option in lieu of multiple ticketing.

Support the increased use of the passenger transportation system.

- Support public information campaigns.
- Identify grant opportunities and continue to support grant applications.
- Utilize new and existing sources of data and information to continue to ensure funding is appropriately and equitably distributed.
- Continue to provide technical support and funding to public transportation agencies, and facilitate collaboration among regional, and local planning organizations.

Promote active transportation.

- Continue to improve connections and integration between the passenger transportation and active transportation networks, including first and last mile connections.
- Provide support for planning and design decisions to promote the attractiveness, safety, and ease of non-motorized transportation for persons of all abilities.
- Regularly review and update policies and guidance to recognize the needs of non-motorized users and ensure accommodations are considered at all stages of project development.

Define, measure, and improve equitable access.

- In collaboration with stakeholder groups, gather input on accessibility and equity issues and identify access- and equity-related objectives. This could include identifying populations of interest, choosing relevant destinations or services (points of interest such as jobs, healthcare, food, businesses, tourist centers, etc.), and selecting an appropriate accessibility measure.
- Identify and collect data needed to calculate accessibility measures.
- Incorporate accessibility and equity into project prioritization and transportation and investment decisions.

Develop projects that meet community mobility needs.

- Continue to use Context Sensitive Solutions stakeholder engagement process to incorporate community needs and desires early in the project planning and development process.
- Utilize complete streets principles to design projects that meet the needs of all users.
- Expand internal multi-modal development and delivery processes (M2D2) to ensure that MDOT's guidelines and processes encourage complete streets and multimodal transportation.
- Encourage integration of health into local community development and revitalization strategies.

Supporting Michigan's Health

Participate in and contribute to initiatives to improve air quality and reduce emissions.

- Collaborate and coordinate with other public agencies, the private sector, and neighboring states/provinces to support strategic expansion of electric and low-emissions vehicle infrastructure.
- Continue to support efforts to expand the use of electric public transportation vehicles, including through public private partnerships and collaboration with other Michigan agencies.
- Encourage and enable the adoption of high efficiency/low emission vehicles.
- Reduce the proportion of single occupancy passenger vehicle trips by enabling alternative modes of travel that are convenient, comfortable, and affordable.

Support and implement approaches that preserve Michigan's natural resources, avoid causing environmental harm and improve environmental quality.

- Promote pollinator habitats within available and appropriate transportation right-of-way.
- Implement updated Stormwater Management Program Improvements to improve water quality and lessen the impact of transportation projects and infrastructure.

Expand support for and collaboration with and across local and regional transportation providers and public health interests.

- Continue to provide innovative transit services that allow people to access medical facilities and other health-related destinations, including expanding transit's role in non-emergency medical transportation.

Encourage healthy lifestyle.

- Encourage expansion of connected active transportation network to promote more active lifestyles.
- Establish methods and approaches for assessing network needs, identifying gaps, and targeting improvements to encourage more walking and bicycling.

Building Resilience

Identify and address risks to Michigan's transportation network.

- Conduct a statewide vulnerability assessment.
- Incorporate vulnerability data and information into asset management plans and practices.
- Integrate risk-related data into the Michigan Geographic Framework.
- Develop methods to incorporate risk and resiliency considerations into planning, programming, and project development, especially on multimodal corridors and key supply chain routes.
- Improve the resiliency of new infrastructure and incorporate betterments to improve the resilience of emergency response/repairs of existing infrastructure.

Promote and research an implementation plan for transportation infrastructure protection, security, and emergency management.

- Provide timely and accurate information to decision-makers, responders, and community members so they can take informed action to reduce risk and increase resilience.

- Establish procedures to ensure Michigan transportation data is protected through best practice credentialing and cyber security measures, including tracking new security standards, and collaborating with stakeholders such as automobile manufacturers and technology suppliers.

Working Together

Pursue partnerships to improve freight performance.

- Continue to support existing rail programs and matching funds for federal grants.
- Support potential future freight partnerships or funding opportunities.
- Increase public and agency understanding of Michigan’s industries’ freight needs, and freight industry understanding of Michigan’s investment and policies that support it.

Expand partnerships and collaboration with MPOs, regional and local planning agencies, and transit agencies.

- Utilize corridor planning approaches, including improvement to regional access to passenger transportation.
- Encourage land use consideration in project selection and development.

Continue to serve as a national transportation leader.

- Continue to participate and lead in national organizations to set standards, contribute to research, share knowledge, and adopt best practices.
- Continue to communicate and strategize with partners to remain at the cutting edge of CAV development and deployment.

Technology

Prepare for and enable widespread CAV adoption.

- Continue to advance CAV design and deployment standards, consider potential CAV needs in other projects, and plan for scalability.
- Update data standards with a focus on transparency and accessibility to ensure that new data streams can be used to improve decisions by MDOT and its transportation partners.
- Support ongoing and future efforts to deploy automated transit vehicles to improve safety, reliability, operating efficiency, and customer experience.
- Implement and expand real-time Transportation Infrastructure Data Exchange (TIDE) system to function as a centralized platform to support continuous exchange of transportation data among MDOT and other stakeholders.

Regularly consider the current state of transportation technology.

- Prioritize interoperability and standardization when adopting new technology to ensure that all modes and levels of planning can interact efficiently.
- Expand adoption of transit technology and continue to improve dispatching systems and other technology to increase mobility, reliability, and accessibility of transit services.

Promote standards-based approaches to network technology and deployment.

- Develop and implement specifications and standards that enable appropriate technology to be used on the transportation network and encourage competition among vendors.

- Ensure that diverse and representative stakeholders are included in the decision-making process.

Economic Vitality

Promote freight service, infrastructure improvements, and intermodal connectivity.

- Develop partnerships with economic development agencies and private investors to improve freight service infrastructure and intermodal connections to increase efficiency of freight service and lower transportation costs for Michigan businesses.
- Identify performance improvement opportunities that will heighten Michigan's competitiveness.
- Improve the reliability of freight transportation on access routes to major freight generators and to gateways, airports, marine ports, and rail facilities by considering infrastructure improvements and optimizing operations.
- Facilitate a portfolio of multimodal freight services to support businesses and supply chains.
- Support upgrading rail corridors to facilitate freight movement.
- Reduce the number and severity of freight bottlenecks on strategic multimodal corridors.
- Incorporate freight reliability and economic benefits as factors in project prioritization.
- Improve freight access in rural areas.

Continue to partner in transit-oriented development projects.

- Participate in transit-oriented development projects to improve access to economic opportunities.

Continue to be a leader in innovative transportation technology and education partnerships.

- Create an environment which encourages entrepreneurship, academic leadership, and equitable growth to improve economic opportunities.