



**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

Technical Advisory Committee (TAC) – Meeting

**March 13th, 2023
10:00 AM**

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. APPROVAL OF 2/13/23 MEETING MINUTES**
- 3. PUBLIC COMMENT**
- 4. DISCUSSION ITEMS**
 - A. I-196 BL Crossing Study Update**
MACC Staff will give an in-depth update regarding their 3/1/23 I-196 BL Public Open House.
 - B. Safety Discussion**
MACC Staff would like to have a discussion regarding potential safety projects.
- 5. ACTION ITEMS**
 - A. FY 2023-2026 TIP Amendments**
The MACC is seeking reviewal and approval of three amendments to the FY 2023 - 2026 TIP.
 - B. Performance Measure Targets**
The MACC is seeking reviewal and approval of the FY 2022 – 2025 Performance Measure Targets.
- 6. COMMENTS BY MDOT**
- 7. COMMENTS BY MACC STAFF**
- 8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS**
- 9. ADJOURNMENT**

The next regularly-scheduled TAC meeting will be held on April 10th, 2023 at 10:00 AM



**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

Technical Advisory Committee (TAC) – Meeting

**February 13th, 2023
10:00 AM**

DRAFT MINUTES

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 10:01 AM

Members Present:

- Al Meshkin* – Laketown Township
- Michelle Sall – Laketown Township
- Fred Keena – OCRC
- Ryan Kemppainen - ACRC
- Ken DeWeerd – Fillmore Township
- Kevin Plockmeyer – City of Zeeland
- Luke Walters – MDOT
- Mike Sabatino – Port Sheldon Township
- Melissa Veldheer – Zeeland Charter Township
- Al Nienhuis – Olive Township
- Elisa Hoekwater – MAX Transit
- Mark Reese – MAX Transit
- Kait Riegling – MAX Transit

Others Present:

- Tyler Kent – MDOT
- John Roberts* – MDOT
- Valerie Schultz* – MDOT
- Matt Block* – MDOT
- Alec Miller – MACC
- Jason Latham – MACC
- Eric Dykstra – MACC
- Tom Bird – MACC

*Zoom

2. APPROVAL OF 12/12/22 MEETING MINUTES

Mike Sabatino made a **MOTION** to approve the 12/12/23 minutes. **SUPPORTED** by Luke Walters. **MOTION PASSED.**

3. PUBLIC COMMENT

There was no public comment.

4. DISCUSSION ITEMS

A. 2020 Urban Boundary Update

In his presentation, Eric Dykstra showed that the Holland/Zeeland urban area boundary had grown from 59 to 65 square miles from 2010 to 2020. This represents an increase of almost 10%. Our urban area population has also increased from almost 100,000 to just over 107,000 since 2010. This represents an increase of just over 7%.

B. Area Demographics

In his presentation, Eric Dykstra showed that the MACC area has grown 50.30% since 1990, currently at 125,147 residents in 2020, and that MDOT is planning for another 50% growth rate between 2020 and 2050. If that is correct, we will have an anticipated 160,000 residents in the Holland/Zeeland area in 2050. Eric broke down race and ethnicity at the block group level for the following: Black, Hispanic, Asian, and American Indian. After this, Eric discussed poverty rates in our area, with data coming at the block group level from the 2016-2021 American Community Survey.

C. MACC Area Trail Connections

Alec Miller explained that the MACC is still working on updating their Non-Motorized Plan. He asked if all the municipalities would share whatever trail/shared use path data they may have. He also asked the TAC members to email him with suggestions for the most vital trail connections.

5. ACTION ITEMS

A. FY 2023-2026 TIP Amendments

Alec Miller explained that there were six amendments for this month and they are as followed:

JN: 207573 – MAX Transit job, moved to FY23

JN: 207574 - MAX Transit job, moved to FY23, scope code changes

JN: 207578 - MAX Transit job, moved to FY23

JN: 218505 - MAX Transit new job, siphoned from JN: 207574

JN: 210058 – MDOT job, added ROW phase, scope changes, budget adjustments

JN: 214812 – ACRC job, budget increase

Ken DeWeerd made a **MOTION** to approve the amendments as presented.
SUPPORTED by Michelle Sall. **MOTION PASSED.**

6. COMMENTS BY MDOT

Matt Block touched on the I-196 Reconstruct Phase II. Contractors are beginning to remove trees on the EB side in March and MDOT is looking at shifting traffic the week of April 3rd. EB ramps at Byron Road will be closed for the season.

I-196 BL under I-196 work will be starting after Labor Day. The US-31 reconstruct to finish the SB roadway will also be starting in mid-April. They will also be planting trees on the newly reconstructed US-31 portion; finishing touches.

7. COMMENTS BY MACC STAFF

Jason Latham explained that the MACC met with Jason Sundell and they decided to have a joint public open house regarding I-196BL. The plan is to have it at the Howard Miller Library in Zeeland on March 1st. He also mentioned that the MPOs have been meeting to discuss the formula regarding how funding is dispersed. This will be changing because Traverse City will soon be a new MPO.

Alec Miller mentioned that the MACC will be traveling to Lansing on Wednesday to meet with MDOT to go over their 2050 LRTP. MACC staff is still working on their Non-Motorized Plan and will be starting their FY24 UWP. The website is still being updated as well.

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

Al Meshkin – have to do a historic review with their bike path along Blue Star Highway.

Mike Sabatino – has a meeting with Consumers to discuss future land use for the coal plant that will be shutting down.

Ryan Kemppainen – 136th Ave project will be in May letting for MDOT, with completion in August.

Fred Keena – traffic signals will be going in at 120th/Quincy & 136th/Quincy.

Elisa Hoekwater – mentioned they won many grants but are delaying buying an EV bus because the range isn't there. It's too soon for the technology.

Kevin Plockmeyer – let Main Ave project (streetscape, sidewalks, and snowmelt) Also reconstruct Fairview from E city limits.

9. ADJOURNMENT

Michelle Sall made a **MOTION** for adjournment. **SUPPORTED** by Mike Sabatino.
MOTION PASSED.

Meeting was adjourned at 10:55 AM

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 03/06/2022

Re: FY 2023-2026 TIP Amendments

Fiscal Year	Job Type	Job#	MPO	County	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2023	Trunkline	205235	MACC	Ottawa	I-96	I-196 in Ottawa and Allegan	24.146	ITS Applications	Rural Freeway Traffic Management systems	CON	23-26	\$1,472,132	\$326,441	\$0	\$1,798,573	NH
2023	Trunkline	207962	MACC	Allegan	M-40	48th Street north to Macatawa River	3.264	Road Capital Preventive Maintenance	Single Course Chip Seal	CON	23-26	\$364,233	\$80,768	\$0	\$445,000	NH
2024	Trunkline	213157	MACC	Ottawa	US-31 NB	From Ransom Street north to Port Sheldon Street	2.625	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	PE	23-26	\$237,365	\$52,635	\$0	\$290,000	NH



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

December 22, 2022

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide the enclosed summary of state and unified national performance program targets for the 2022-2025 performance period. MDOT appreciates the contributions Metropolitan Planning Organizations (MPOs) made to actively participate in coordinated target setting efforts.

In accordance with federal law (23 United States Code 134 (h)(2)), MPOs have 180 days following the development of applicable state targets to establish MPO targets on a per-measure basis. With the Federal Highway Administration (FHWA) delaying state target reporting for 2022-2025 baseline reporting, the MPO due date for the 2022-2025 baseline targets is June 14, 2023.

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 C, NHS Pavement Condition
- Subpart D, NHS Bridge Condition
- Subpart E, NHS System Performance (Person mile reliability, per capita)
- Subpart F, Interstate Freight Movement
- Subpart G, Traffic Congestion Measures (applicable MPOs only)
- Subpart H, On-Road Mobile Source Emissions Reduction

An MPO may support a state target or establish their own specific numeric target on a per-measure basis. If supporting a state target, the coordination sessions held over the last year serve as coordinating an MPO target with the state. If an MPO elects to establish one or more specific numeric targets, the MPO must coordinate the target development with the state.

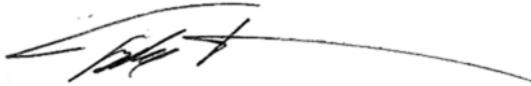
In addition to the state targets shown in the enclosed table, MDOT will provide supplementary information to assist you in making decisions on MPO targets. The supplementary information will include a description of the measures, recent trends, and the methodology used to establish these targets.

Metropolitan Planning Organization Director
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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 measures as regulated by Subpart G of 23 CFR §490. MDOT, Ohio DOT, and Indiana DOT have reported the respective required targets to FHWA, and applicable Michigan MPOs will need to report identical targets in their final performance report to MDOT.

Thank you for your MPO's participation in the performance measure coordination process. If you have questions or need additional information or assistance, please contact either me, John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554, or Kelly Travelbee, Department Specialist, Bureau of Development, at 517-898-4875.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd White', with a long horizontal flourish extending to the right.

Todd White, Director
Bureau of Transportation Planning

Enclosure

cc: Lanum, J.
Travelbee, K.

2022 - 2025 National Performance Programs: NHPP/NHFP/CMAQ
Michigan Department of Transportation - State and Urbanized Area Target Summary

Performance Measure	Desired Trend	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
NHPP: NHS Pavement Condition (\$490, Subpart C)				
Pavement Condition Metric (PCM) is IRI, Cracking, and Rutting (asphalt) or Faulting (joined concrete)				
Percentage of Pavements of the <u>Interstate</u> in <u>Good Condition</u> (PCM)	↑	70.4% (1)	59.2%	56.7%
Percentage of Pavements of the <u>Interstate</u> (NHS) in <u>Poor Condition</u> (PCM)	↓	1.8% (1)	5.0%	5.0%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Good Condition</u> (PCM)	↑	41.6%	33.1%	33.1%
Percentage of Pavements of the <u>Non-Interstate NHS</u> in <u>Poor Condition</u> (PCM)	↓	8.9%	10.0%	10.0%
NHPP: NHS Bridge Condition (\$490, Subpart D)				
Percentage of NHS Bridges in <u>Good Condition</u> (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage)	↑	22.1%	15.2%	12.8%
Percentage of NHS Bridges in <u>Poor Condition</u> (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage)	↓	7.00%	6.8%	5.8%
NHPP: NHS System Reliability (\$490, Subpart E)				
Percent of the Reliable Person-Miles Traveled on the <u>Interstate</u> based on 80th percentile over 4 time periods	↑	97.1%	80.0%	80.0%
Percent of the Reliable Person-Miles Traveled on the <u>Non-Interstate NHS</u> based on 80th percentile over 4 time periods	↑	94.4%	75.0%	75.0%
NHFP: Interstate (NHS) Freight Reliability (\$490, Subpart F)				
Truck Travel Time Reliability (TTTR) Index on the <u>Interstate</u> based on 95th percentile over 5 time periods	↓	1.31	1.60	1.60
CMAQ: Assess Congestion and Mitigation Air Quality Program (\$490, Subparts G and H)				
Traffic Congestion <u>Unified</u> Targets: Annual Hours of Peak Hour Excessive Delay Per Capita (NPMRDS/HPMS-AADT)	↓	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		9.8 hours	18.0 hours	18.0 hours
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)		9.0 hours	16.0 hours	16.0 hours
Flint Urbanized Area (Unified Target Setting: MDOT and GCMPC for inclusive collaboration)		5.7 hours	10.0 hours	10.0 hours
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		6.1 hours	7.0 hours	7.0 hours
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		0.6 hours	2.0 hours	2.0 hours
Traffic Congestion <u>Unified</u> Targets: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (U.S. Census ACS Journey to Work method).	↑	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
Detroit Urbanized Area (Unified Target Setting: MDOT and SEMCOG)		18.7%	15.5%	15.5%
Ann Arbor Urbanized Area (Unified Target Setting: MDOT and SEMCOG; included WATS for inclusive collaboration)		31.9%	29.7%	29.7%
Flint Urbanized Area (Unified Target Setting: MDOT and GCMPC for inclusive collaboration)		18.5%	15.5%	15.5%
Toledo Urbanized Area (Unified Target Setting: MDOT, ODOT, and SEMCOG; included TMACOG for inclusive collaboration)		16.1%	15.0%	15.0%
South Bend Urbanized Area (Unified Target Setting: MDOT, INDOT, SMPC; included MACOG for inclusive collaboration)		20.6%	18.0%	18.0%
On-Road Mobile Source Emissions (Cumulative 2-year and 4-year targets), measured kg/day (Coordinated State targets with SEMCOG, MACC, SMPC, and WMSRDC)	↑	2022-25 Baseline	2-Year Predicted Performance (Target)	4-Year Predicted Performance (Target)
State Total Emission Reduction: PM2.5		1527.492	595.000	1191.000
State Total Emission Reduction: NOx		13118.817	5227.000	10455.000
State Total Emission Reduction: VOC		5246.548	2295.000	4590.000

(1) Reflects 2021 HPMS Pavement Data Quality Summary (Interstates) for Good and Poor pavement condition as prepared by FHWA. In 2021, there were approximately 300 Interstate lane miles, or 5.1% of the Interstate system, under construction wherein no pavement data was collected in accordance with federal data collection requirements. 23 CFR 490.313(b)(4)(i) specifies that total mainline lane miles of Missing, Invalid or Unresolved (MIU) segments not be more than 5.0 percent of the total lane-miles of the respective network (Interstate, in this case). Having exceeded 5.0% MIU, FHWA considers the Interstate data set insufficient for determining Good or Poor condition. There are ongoing discussions with FHWA regarding this issue.