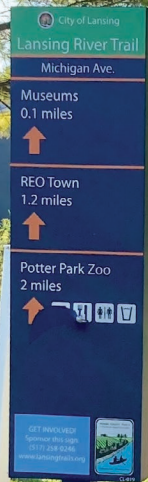


NEW MOBILITY ASSET MANAGEMENT COUNCIL



This proposal would create through legislative action a new asset management council within the Michigan Infrastructure Council (MIC).

The **New Mobility Asset Management Council** (NMAMC) would join the Transportation Asset Management Council and the Water Asset Management Council in carrying out the MIC's mission to "define a vision for Michigan's infrastructure that provides the foundation for public and environmental health, economic prosperity, and quality of life."

The NMAMC would focus on New Mobility asset classes whose condition – or even existence – is not currently monitored or inventoried in a comprehensive statewide approach, such as non-motorized and motorized recreational trails, Electric Vehicle charging stations, clean alternative fuels stations, on-road bicycle lanes, sidewalks, side paths, micromobility stations, aeromobility, and V2X infrastructure.

With statewide asset inventory, condition reporting, and other data collected through the NMAMC, the state would be better poised to make data-driven strategic decisions regarding these assets.

Overview

This proposal would establish the **New Mobility Asset Management Council** (NMAMC) within the Michigan Infrastructure Council, aligned with the goals of the MI Future Mobility Plan. The MI Future Mobility Plan is designed to strengthen Michigan's leadership in mobility and support economic development, workforce, energy, and infrastructure priorities. The MI Future Mobility Plan focuses on technologies and services that enhance the movement of people and goods. The NMAMC specifically focuses on emerging modes of transportation and the networks of clean alternative fuels that power them.

New Mobility refers to the evolving concepts and technologies that are reshaping transportation and mobility systems. It encompasses innovative approaches to transportation that aim to improve efficiency, accessibility, sustainability, and user experience. The NMAMC covers various New Mobility asset classes, including non-motorized and motorized recreational trails, Electric Vehicle charging stations, clean alternative fuels stations, on-road bicycle lanes, sidewalks, side paths, micromobility stations, aeromobility, and V2X infrastructure.

To contribute to the MI Future Mobility Plan infrastructure goals, the NMAMC will:

- 1) Compile and maintain a comprehensive inventory of New Mobility assets across the state.
- 2) Develop performance goals within each asset class.
- 3) Monitor regional and statewide progress towards achieving these goals.
- 4) Develop data-driven recommendations for regional and statewide strategies.

One of the key responsibilities of the NMAMC would be to establish **statewide performance goals** within each asset class and to monitor progress at both regional and statewide levels to ensure these goals are met. By tracking progress, the NMAMC would help assess the effectiveness of initiatives related to New Mobility assets.

A system-level approach provides a holistic understanding of New Mobility conditions and identifies

areas that require attention. By assessing the condition and identifying gaps in New Mobility infrastructure, the state and its local partners can develop data-driven strategies to complete the systems, attract New Mobility companies to invest in Michigan, and pursue federal and state grant opportunities.

The NMAMC would align with the goals of the MM2045 long-range transportation plan approved in November 2021, including one of the needs expressed in its active transportation plan:

"Currently, with more than 600 road agencies and thousands of townships and parks departments all involved in building out the [active transportation] network, having these various entities track and report their inventory has not been possible. Therefore, there is not a means to estimate the inventory that exists for these facilities by type, as a policy does not exist requiring asset management and inventory of multimodal facilities at statewide, regional, or local levels." (p. 19)

It would align with the actions described in the National Blueprint for Transportation Decarbonization, a joint plan published by the federal departments of Energy, Transportation, Housing and Urban Development, and the Environmental Protection Agency in January 2023, including:

- Support land-use, street design, and development policies that make walking, biking, and rolling easier, safer, and more convenient.
- Reduce the national transportation cost burden by at least 5% by 2030.
- Improve reliability, frequency, accessibility, and affordability and expand service for rail and public transportation, and invest in active transportation infrastructure to provide options to safely use more energy-efficient forms of transportation. (p. 78)

Legislative Action

- Create the New Mobility Asset Management Council within the Michigan Infrastructure Council
- Provide for a composition of 14 voting and 3 non-voting members (see below)
- Require the Department of Transportation, Department of Natural Resources, Department of Technology, Management and Budget, and the Department of Labor and Economic Opportunity to provide qualified administrative staff and technical assistance to the Council.
- Prescribe the duties of the Council, including:
 - development of a multiyear program, work plan, budget, and funding recommendation for asset management.
 - establishment of performance goals.
 - preparation of an annual report on the current statewide asset management assessment that tracks progress on established performance goals and recommends strategies for improvement.
- Specify that funding necessary to support the activities described in the Act must be provided through funds as provided by law, including funding for a dedicated staff person.
- Require the Council to identify training needs to develop proficiency in using a multi-asset management system for asset owners, and training to identify asset system conditions.
- Require the Council, by May 2 of each year, to submit to the Infrastructure Council a report on the activities conducted during the preceding year and the expenditure of funds.

Charge to the Council

- Develop consistent and coordinated state department, transportation asset management council components and requirements including, but not limited to:
 - (A) Asset inventory, condition assessment, and uniform data.
 - (B) Performance goals.
 - (C) Revenue structure, investment strategy, and capital improvement plan.
 - (D) Asset criticality and risk analysis.
 - (E) Public engagement and transparency.
 - (F) Self-assessment of asset management maturity.
 - (G) Reports at an asset owner, regional, and statewide level. Reporting levels should take into account the size and complexity of the network or system. Priority should be placed on the largest systems.
- Develop predictive analytics to forecast asset condition.
- Publish a public dashboard of state, regional, and local system performance across asset classes, including the appropriate and secure level of geospatial data and aggregated reporting.
- Develop and publish a 30-year integrated infrastructure strategy, updated every 5 years, including:
 - (A) Current statewide condition assessment and infrastructure priorities across asset classes, tracked progress on established performance goals, and net changes in asset value.
 - (B) Investment needs to reach targeted overall system ratings and performance goals, with a goal of leveling annual investments to long-term predictable amounts.
 - (C) Network intelligence in asset management planning and monitoring. Retrofit technologies should be considered, pursued, and incorporated as they become available for upgrades and maintenance activities to existing and future assets.

Asset Classes (DRAFT)

Non-motorized and motorized recreational trails

- Number, location, and type
- Condition
- Interactive map

Electric Vehicle charging and Clean Alternative Fuels Stations

- Number, location, and ownership of stations
- Number, type, and wattage of charging ports at each station
- Average annual uptime of each networked port
- Last known status and date checked of each non-networked port (*this would allow for findings like "Only XX% of the state's YYY non-networked ports were functioning when last checked, and the average time since they had been checked was more than ZZZ days."*)
- Average annual price to charge in dollars per kilowatt-hour (\$/KWh)
- Statewide map

On-road bike lanes

- Length, width, location, and type (see FHWA Bikeway Selection Guide)
- Condition (see PASER or PCM rating system)

Sidewalks, crosswalks and side paths

- Publicly owned; length, width, location, type (i.e. RRFB)
- Condition (no/minor, moderate, or major issues; see ACCESS project, Pontiac)

Micromobility stations

- Number, location, and ownership of stations
- Number, type, and wattage of charging ports
- Average annual uptime of each networked port
- Last known status and date checked of each non-networked port
- - Average annual price to charge in \$/KWh

Aeromobility

Aeromobility refers to the concept of utilizing aerial vehicles, specifically unmanned aerial vehicles (UAVs) or drones, for transportation and mobility purposes. It involves the integration of drones into the existing transportation infrastructure to provide efficient and innovative solutions for various applications.

Assets may include advanced aerial mobility / drone infrastructure projects including vertiports, drone hubs, drone ports, and last mile delivery.

V2X infrastructure

V2X infrastructure, also known as Vehicle-to-Everything infrastructure, refers to the communication and connectivity framework that enables vehicles to communicate with various elements of the transportation ecosystem. V2X encompasses a range of communication technologies and protocols that facilitate the exchange of information between vehicles, infrastructure, pedestrians, and other road users, leading to enhanced safety, efficiency, and mobility. The "X" in V2X represents the various entities with which vehicles can communicate.

- Number, location, and type of device
- Average annual uptime of each networked device

NMAMC Composition

The NMAMC shall be comprised of 17 total members, with fourteen voting members and three non-voting members as follows:

Fourteen voting members appointed by the Governor:

1. One member from the Michigan Municipal League.
2. One member from the Michigan Townships Association.
3. One member from the Michigan Association of Counties.
4. One member representing a metropolitan planning organization (MPO) located in a Transportation Management Area, as defined by the Federal Highway Administration (see note 1.)
5. One member representing a metropolitan planning organization (MPO) that is not located in a Transportation Management Area (see note 2.)
6. One member representing a bicycling or pedestrian advocacy organization.
7. One member with active transportation planning or research experience.
8. One member with electric vehicle charging asset management experience.
9. One member representing an environmental justice or transportation equity organization.
10. One member representing a transit agency serving a city with a population of 100,000 or more.
11. One member representing a trail user group.
12. One member representing a disability rights organization.
- 13 and 14. Two members with lived experience as regular users of nonmotorized transportation infrastructure.

Three non-voting members, appointed by their respective departments:

1. One member representing the Department of Natural Resources.
2. One member representing the state transportation department.

3. One member representing the department of technology, management, and budget, who has responsibilities related to its role as the central data storage agency under section 5008.

The Council's membership should reflect the socio-economic, racial, ethnic, cultural, gender, occupational, political, and geographic diversity of Michigan.

If a vacancy occurs on the Council, the governor must make an appointment for the unexpired term in the same manner as the original appointment.

The governor may remove a member of the Council for any reason.

Note 1: Michigan cities with MPOs in Transportation Management Areas are Detroit (SEMCOG), Ann Arbor (WATS), Grand Rapids (Grand Valley Metro Council), Kalamazoo (KATS) and Lansing (TCRPC).

Note 2: Michigan cities with other MPOs are Battle Creek (BCATS), Bay City (Bay County Area Transportation Study), Flint (GCMPC), Holland (MACC), Jackson (R2PC/JACTS), Muskegon (WMSRDC), Benton Harbor/St. Joseph (TwinCATS), and Saginaw (SMATS).