

**MINUTES**

**Grand Valley Metropolitan Council  
Transportation Division  
POLICY COMMITTEE MEETING  
Wednesday, January 20, 2021  
Video Conference**

Schweitzer, Policy Committee chair, called the meeting to order at 9:33 am. All members announced their names, the jurisdiction they were representing, and the location they were calling from, as instructed prior to the meeting and in accordance with the Open Meetings Act and amendments. Participants were also notified that the meeting was being recorded.

**I. ROLL CALL AND INTRODUCTIONS**

**Voting Members Present**

Tim Bradshaw		Caledonia Twp.
Terry Brod		Cannon Township
Dave Datema		Tallmadge Township
Karyn Ferrick		City of Grand Rapids
Jeff Franklin	<i>Proxy for Don Mayle</i>	MDOT
		MDOT
Shay Gallagher		Village of Sparta
Jim Holtvluwer		Ottawa County
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
		City of Lowell
Ken Krombeen		City of Grandville
Melissa LaGrand		Kent County
Greg Madura		Alpine Township
Matt McConnon		Courtland Township
Jim Miedema		Ottawa County Road Commission
Josh Naramore		City of Grand Rapids
Casey Ries		GFIAA
Darrel Schmalzel		City of Walker
Terry Schweitzer ( <i>Chair</i> )		City of Kentwood
Laurie VanHaitsma		Jamestown Township
Cameron Van Wyngarden		Plainfield Township
Steve Warren		Kent County Road Commission
Rod Weersing		Georgetown Township
Kevin Wisselink		ITP-The Rapid
Mike Womack		City of Cedar Springs

**Staff and Non-Voting Guests Present**

Janet Arcuicci	MDOT OPT
Allison Balogh	MDOT
Brad Doane	GVMC Staff
Andrea Faber	GVMC Staff
Art Green	MDOT

Laurel Joseph  
Tyler Kent  
Terry Martin  
Rick Sprague  
Travis Tate  
George Yang  
Mike Zonyk

GVMC Staff  
MDOT  
Carrier and Gable  
KCRC  
City of Hastings  
GVMC Staff  
GVMC Staff

**Voting Members Not Present**

Mike Burns  
Dan Burrill  
Jamie Davies  
Mike DeVries  
Robert DeWard  
Adam Elenbaas  
Rachel Gokey  
Kevin Green  
Jerry Hale  
Bryan Harrison  
Doug LaFave  
Don Mayle  
Tom Noreen  
Rob Postema  
Dan Strikwerda  
Julius Suchy  
Ben Swayze  
Jeff Thornton  
Don Tillema

City of Lowell  
City of Wyoming  
City of Rockford  
Grand Rapids Township  
Gaines Charter Township  
Allendale Township  
Village of Sand Lake  
Algoma Township  
Lowell Township  
Caledonia Charter Township  
City of East Grand Rapids  
MDOT  
Nelson Township  
City of Wyoming  
City of Hudsonville  
Ada Township  
Cascade Charter Township  
Village of Caledonia  
Byron Township

**II. APPROVAL OF MINUTES**

Schweitzer entertained a motion to approve the November 18, 2020 Policy Committee minutes.

**MOTION by Naramore, SUPPORT by Weersing, to approve the November 18, 2020 Policy Committee minutes. MOTION CARRIED UNANIMOUSLY.**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

Joseph instructed members of the public to raise their hand by clicking the hand icon if they wished to provide comment verbally. They would then be unmuted. She asked that they unclick the hand icon when they were finished providing comment. After public comments were received, committee members would be given a chance to offer comments. No comments were received by the public or committee members.

**IV. TIP AMENDMENTS**

**Referring to Item IV: Attachment A**, Joseph introduced the TIP amendments that were being requested, which are as follows:

- MDOT requested the amendments/modifications to the TIP project list in the pending projects summary in the agenda, which included “abandoning” a regionwide pavement marking project and adding a project to the FY2021 Trunkline Road GPA, which has triggered a threshold amendment. MDOT also requested committee review of the S/TIP exempt project list. Many of the projects on this S/TIP exempt list have been reviewed by the Committees in the past.
- The City of Grand Rapids has received grants for two FY2022 safety projects and requested to add them to the TIP, which has triggered a threshold amendment for the FY2022 Local Traffic Operations and Safety GPA. Grand Rapids also requested to remove a FY2022 project from the TIP after initial design discussions have indicated the need to increase the scope for the project. They are requesting to add the federal budget associated with this removed project to an existing FY2022 TIP project, increasing that project’s federal budget.
- Staff, on behalf of the City of Lowell, requested to modify the scope and construction length of a statewide TAP funded project. This project is also moving from FY2021 to FY2023.

Dennis Kent and Naramore provided additional information about MDOT’s and the City of Grand Rapids’ requested amendments/modifications.

Schweitzer entertained a motion to approve the requested amendments/modifications to the FY2020-2023 TIP.

**MOTION by Naramore, SUPPORT by Holtvluwer, to approve the TIP amendments requested by the MDOT, the City of Grand Rapids, staff and the City of Lowell. MOTION CARRIED UNANIMOUSLY by roll call vote.**

**V. ADJUSTED NHS BRIDGE CONDITION TARGETS**

**Referring to Item V: Attachment A**, Joseph explained that, in accordance with federal performance measure requirements, MDOT established Bridge Condition targets in 2018, which the Technical and Policy Committees elected to support. We have now reached the mid-point of the performance period, which allows for adjustment of the 4-year targets. Based on updated data, MDOT has elected to adjust their 4-Year Bridge Performance Targets, which are listed below.

- Percentage of NHS bridges classified as in “Good” condition
- Percentage of NHS bridges classified as “Poor” condition

Factors that led to MDOT adjusting their 4-year targets include four large-deck-area bridges deteriorating faster than expected and changes in the inventory of NHS

bridges, which the adjusted targets account for. A table summarizing the old and new targets and data is below.

Bridge Performance Measures					
Performance Measure	2018 Measured (Statewide)	Original 4-Year State Target	2020 Measured (Statewide)	2020 Measured (GVMC area)	Updated 4-Year State Target
Percentage of NHS bridges classified as in "Good" condition	33%	27%	26%	38%	23%
Percentage of NHS bridges classified as "Poor" condition	10%	7%	6%	4%	8%

MPOs have until March 31, 2021 to take action on these updated targets and can continue to support State targets or develop MPO targets. This item is being brought to the Committee today so that there is ample time for discussion before the deadline.

Staff has participated in target coordination meetings and working groups throughout the development process of all the State targets that have been presented to the Committee and believe the State’s methodology for target development to be reasonable. For this reason, and because MDOT selects the recipients of local bridge funds in addition to allocating state bridge funds, staff is recommending that the Policy Committee support the state targets for the updated Bridge Performance Measures at this time. The Technical Committee recommended support of the revised targets at their meeting earlier this month. The generally better condition of NHS bridges in the GVMC area and the work that continues to be done by MDOT and our local agencies to improve NHS bridges in our region can support statewide target achievement.

Naramore asked what the ability to be able to downgrade the bridge target in the middle of a four-year cycle means when trying to prep a conversation about deficient infrastructure and about the intent of the bridge program, including whether it was underfunded, and how this relates to the MPO boundary. Joseph explained that if the State doesn’t meet the bridge targets, there shouldn’t be financial implications because the state’s current level of spending is high enough it would match the potential penalty. She added that bridges in GVMC’s MPO area are performing ahead of the statewide average. Tyler Kent explained that targets for bridge condition can be updated more easily because the performance period is longer, and that part of the adjustment is a measure of progress based on data. The Transportation Asset Management Council is another good resource for information on bridges. LaGrand asked what the categories are for bridge classification, and Joseph responded that they are “good, fair, poor,” but numerous measures are used to make that categorization. Joseph added that she could provide additional information on this, if needed. Discussion ensued.

Schweitzer entertained a motion to approve the adjusted NHS bridge condition targets.

**MOTION by Naramore, SUPPORT by Holtvluwer, to support the State’s adjusted NHS bridge condition targets. MOTION CARRIED UNANIMOUSLY by roll call vote.**

**VI. ITS UPDATE**

Tyler Kent introduced this item to the Committee, noting that at the last MPO Certification, FHWA brought up additional opportunities for efficient collaboration between agencies on ITS initiatives. Approximately 10 years ago, there was a standing ITS group, and they are looking to revitalize that committee. Allison Balogh shared a presentation that covered an ITS Architecture Update, a WMTOC update, and ITS projects from 2021-2025.

Naramore asked several questions, including if the new ITS architecture will prepare us for future technology, what is the future of DSRC policy, if the focus on connected vehicles on the east side of the state will be brought to the west side, and how the ITS architecture and MDOT will be working with the Office of Future Mobility and Electrification. Naramore also commented that the City of Grand Rapids is interested in getting an ITS working group back together and that most of the funding was focused on freeway projects, but more attention is needed for arterials.

Balogh responded that arterial management is a goal of their ITS architecture, which is their long-range plan, and they are making progress in this area. They are also analyzing how freeway backups impact arterials. As for connected vehicles, she is waiting on the answer to the DSRC from the feds and others at the national level. They are waiting for more connected vehicle density in our area to implement solutions, but it is on their radar. Tyler Kent commented that MDOT would be working with the new Office of Future Mobility and Electrification at the statewide level.

**VII. OTHER BUSINESS**

Dennis Kent announced that there will be a construction coordination meeting on February 3 in place of the February Technical Committee meeting. Art Green (MDOT) would be hosting the meeting, and all are welcome to attend. Green stated that the idea is to talk about coordinated efforts for the 2021 construction season to ensure that there aren't conflicts and to discuss future projects as well. Joseph will forward the invitation.

Tyler Kent announced that the US 131 PEL study phase one survey is available and that they are receiving lots of comments. He added a link to the survey to the chat pod.

Joseph announced that she is preparing to develop the FY2022 UPWP, and as part of this effort, she would like to incorporate an illustrative list of planning projects from Committee members. She will be sending out a call for projects via email soon asking for proposals. Projects should have a multi-jurisdictional scope and a regional benefit. Once the list is compiled, she will report back to the Committee. Turnaround time would be approximately two weeks for submissions. Ries asked how priorities have been determined in the past, and Joseph responded that previous special planning studies were multi-jurisdictional, and jurisdictions who submitted the projects and/or benefitted from them needed to provide a local match. Naramore was supportive of this approach and recommended that a small subgroup of Tech and Policy members be convened prior to the March meeting to discuss this further and asked that he be updated about what focus areas come out of GVMC's February 1<sup>st</sup> UPWP meeting with MDOT. He noted that, in the past, GVMC has historically left PL funds on the table and given

credits back to members. He asked that GVMC fill the UPWP with more items to utilize this funding, like bolstering regional travel demand management and talking about freight and goods service delivery —especially first mile and last mile issues and how goods are being distributed. Discussion ensued.

**VIII. ADJOURNMENT**

Schweitzer adjourned the January 20, 2021 Policy Committee meeting at 10:47 am.