

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
Wednesday, November 20, 2019
Kent County Road Commission
1500 Scribner NW, Grands Rapids, MI**

Schmalzel, chair of the Policy Committee, called the meeting to order at 9:34 am. Itani introduced Brad Doane, GVMC’s new addition to the Transportation team.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Darrell Schmalzel, <i>Chair</i>		City of Walker
Terry Brod		Cannon Township
Dan Burrill		City of Wyoming
Tom Hooker		Byron Township
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
		City of Lowell
Ken Krombeen		City of Grandville
Greg Madura		Alpine Township
Don Mayle		MDOT
Josh Naramore		City of Grand Rapids
Terry Schweitzer		City of Kentwood
Rick Sprague		KCRC
Dan Strikwerda		City of Hudsonville
Steve Warren		KCRC
Rod Weersing		Georgetown Township
Kevin Wisselink	<i>Proxy for Andrew Johnson</i>	The Rapid
		The Rapid
Stephen Wooden		Kent County Commission

Staff and Non-Voting Guests Present

Brad Doane	GVMC
Andrea Faber	GVMC
Abed Itani	GVMC
Laurel Joseph	GVMC
Tyler Kent	MDOT
Kerri Smit	GVMC
Norm Sevensma	RWBC/MMWAC
George Yang	GVMC

Voting Members Not Present

Gail Altman	Jamestown Township
Tim Bradshaw	City of Kentwood
Mike Burns	City of Lowell
Jamie Davies	City of Rockford
Michael DeVries	Grand Rapids Charter Township

Robert DeWard
 Adam Elenbaas
 Karyn Ferrick
 Betty Gajewski
 Rachel Gokey
 Kevin Green
 Tim Grifhorst
 George Haga
 Jerry Hale
 Bryan Harrison
 Jim Holtvluwer
 Andrew Johnson
 Doug LaFave
 Brett Laughlin
 Matt McConnon
 Jim Miedema
 Tom Noreen
 Rob Postema
 Casey Ries
 Julius Suchy
 Ben Swayze
 Jeff Thornton
 Toby VanEss
 Cameron Van Wyngarden
 Mike Womack

Gaines Charter Township
 Allendale Township
 City of Grand Rapids
 OCRC
 Village of Sand Lake
 Algoma Township
 Tallmadge Township
 Ada Township
 Lowell Township
 Caledonia Charter Township
 Ottawa County
 The Rapid
 City of East Grand Rapids
 OCRC
 Courtland Township
 OCRC
 Nelson Township
 City of Wyoming
 GFIAA
 Village of Sparta
 Cascade Charter Township
 Village of Caledonia
 Tallmadge Township
 Plainfield Township
 City of Cedar Springs

II. APPROVAL OF MINUTES

Schmalzel entertained a motion to approve the October 16, 2019 Policy Committee minutes.

MOTION by Naramore, SUPPORT by Madura, to approve the October 16, 2019 Policy Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None.

IV. TIP AMENDMENTS

Referring to **Item IV: Attachment A**, Joseph explained that MDOT; Kent County Road Commission; Grand Rapids; Wyoming; Rockford; Ottawa County Road Commission; and staff, on behalf of Lowell and Jamestown Township; are requesting to amend/modify the FY2020-2023 TIP. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary. MDOT is also requesting committee review of the S/TIP exempt project list (please see attachments).
- Kent County Road Commission is requesting to add a local bridge project to FY2020, add a 2020 regional TAP project that has received its conditional commitment, and to move two FY2019 TAP projects (one State and one GVMC) into FY2020.

- The City of Grand Rapids is requesting to move a project from FY2019 to FY2020 and make subsequent changes to FY2020 and FY2021 projects to accommodate this move within the same financial constraints.
- The City of Wyoming is requesting to move two FY2019 projects into FY2020. Both of these projects will utilize funding that can be rolled from one fiscal year to another, so no other projects will be impacted. The City is also requesting to move a regional TAP project from 2020 to 2022.
- The City of Rockford is requesting to move a FY2020 project to 2023. The request was taken to the TPSG Subcommittee and the Technical Committee, both of which recommended the move be approved as long as an appropriate switch was made with another jurisdiction to ensure FY2020 was fully programmed and FY2023 remained fiscally constrained. A replacement project has been identified (see next request), and the federal amount for Rockford's project will change to \$373,669 to maintain fiscal constraint in FY2023.
- Ottawa County Road Commission is requesting to move a FY2023 project up to FY2020 to coincide with the switch of Rockford's project. OCRC was already planning to resurface part of Riley St in FY2020 with local funds and, therefore, is also requesting to extend the eastern limit to 8th Ave and increase the total budget to \$1,375,000 while keeping the federal amount \$396,000 (see local pending report).
- Staff, on behalf of Lowell, is requesting to add a Small Urban project to FY2022 that was selected by MDOT for funding.
- Staff, on behalf of Jamestown Township/OCRC, is requesting to add the Greenly Street nonmotorized path project officially to the TIP now that it has received a conditional commitment after completing the MDOT MGS review process.

Schweitzer asked about obligation authority and what happens to the funds when they expire. Itani explained the process for using obligation authority and how the funds are allocated based on population. Schweitzer also asked if there was a recommendation to the Technical Committee to consider discussing GVMC's position on the way obligation authority is currently used at a statewide level and requested that it be added to the agenda for the next Technical and Policy meetings for discussion. Discussion ensued.

MOTION by Burrill, SUPPORT by Wooden, to approve the TIP AMMENDMENT requests as presented. MOTION CARRIED UNANIMOUSLY

V. POLICIES AND PRACTICES DOCUMENT REVISION

Referring to **Item V: Attachment A**, Joseph explained that staff is requesting Committee review and recommendation for approval of the revised Safety and CMAQ sections of the Policies and Practices for Programming Projects document.

On October 23, 2019 the Transportation Programming Study Group (TPSG) Subcommittee met to review the recommendations from the MTP Steering Committee and develop an investment strategy for the 2045 MTP. During that discussion the subcommittee reaffirmed

the importance of safety enhancements to be included in all projects and that transit should be assured up to 50% of the annual apportionment of CMAQ funding. Based on these discussions staff has reviewed and made some modifications to the Safety and CMAQ sections of the Policies and Practices document to codify these policy recommendations. The Technical Committee recommended approval of these modifications at their November 6 meeting.

These sections of the document were included in the agenda packet for Committee review. No other sections were revised.

Naramore asked staff for detailed funding over the next few years for the TIP. Joseph advised that staff would provide the numbers.

MOTION by Naramore, SUPPORT by Wooden, to accept the POLICIES AND PRACTICES DOCUMENT REVISIONS. MOTION CARRIED UNANIMOUSLY.

VI. 2045 MTP PROJECT LIST

Referring to **Item VI: Attachment A** Faber presented the draft project list for the 2045 Metropolitan Transportation Plan (MTP) for approval. The basis for the project list was the needs analysis presented at last month’s meeting. Staff also conducted a financial analysis, which shows that \$557,602,015.04 is expected in federal funding for local projects over the life of the MTP, \$2,828,434,110.77 in local funding, \$4,043,966,357 for transit, and \$3,419,807,284 for MDOT.

To develop an investment strategy for anticipated funding, GVMC staff met with the MTP Steering Committee on Thursday, October 17. The MTP Steering Committee recommended emphasizing the following priorities in the 2045 MTP:

- Congestion Management
- Maintaining the system in a state of good repair
- Nonmotorized
- Safety
- Transit

Staff also met with the TPSG Committee on Wednesday, October 23 to further discuss the MTP Steering Committee’s investment strategy and projects for the 2045 MTP. Please note that only congestion deficient expand and improve projects that are known at this time are listed on a project-level basis. Items such as preservation are included in bins of funding that will be programmed in the future.

Recommended Action: Policy Committee approval of the draft 2045 MTP Project list.

MTP Investment Priorities

On Thursday, October 17, the MTP Steering Committee met and affirmed the following priorities for the 2045 MTP:

Priority	Rationale
Maintaining the	<ul style="list-style-type: none"> • <i>Preserve the System</i> is a goal of the 2045 MTP.

<p>system in a state of good repair (includes bridge*)</p>	<ul style="list-style-type: none"> • Maintaining the system in a state of good repair (pavement and bridge) is a federal performance measure. GVMC has supported the State's targets to show positive movement in this area. • Our infrastructure is crumbling, and as repairs are delayed, they become more costly. • Poor pavement condition creates a safety issue for all users of the transportation system. • In order to achieve a PASER rating of 5 (fair condition), we would need a 50% increase in the annual budget by the year 2030. • Our public survey showed that the public's top priority is improving pavement condition. • *Bridge rehabilitation activities are determined by the state and the locals.
<p>Congestion Management</p>	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Increasing the percentage of the person-miles traveled on the interstate and non-interstate NHS that are reliable is a federal performance measure, and GVMC supported the State's targets to show positive movement in this area. • Improving the Truck Travel Time Reliability (TTTR) Index is a federal performance measure, and GVMC supported the State's targets to show positive movement in this area. • Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicle (SOV) to transit or active modes of transportation would be beneficial in reducing congestion. • Based on the deficiency analysis, there is \$1.02 - \$1.52 billion in identified need to improve congestion in the GVMC region • Our survey showed that the public's second highest priority was using technology to reduce traffic congestion and delays, and the public's third highest priority was widening busy roads and interchanges.
<p>Nonmotorized</p>	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • <i>Ensure Equity, Access and Mobility</i> is a goal of the 2045 MTP. • There is \$80 million in unfunded need for nonmotorized projects in the GVMC region. • Shifting toward nonmotorized modes of transportation can help alleviate congestion.
<p>Safety</p>	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Reducing the number and rate of fatalities and serious injuries and nonmotorized fatalities and serious injuries on all public roads is a federal performance measure, and GVMC supported the state's targets to show positive movement in this area.
<p>Transit</p>	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • Transit asset management is a federal performance measure. • Increasing transit and rideshare usage means less cars on the road and reduced congestion. • Our public survey showed that the public's fourth highest priority is enhancing transit service.

Funding Sources

The MTP Steering Committee agreed to fund these priorities in the following ways:

Priority	Fund Source
Maintaining the System in a State of Good Repair	<ul style="list-style-type: none"> • STP Funds • STP Flex • NHPP
Congestion Management	<p><i>Expand and Improve Projects:</i></p> <ul style="list-style-type: none"> • STP Funds (Ottawa County Only) • STP Flex (EDFC) Kent County • NHPP <p><i>System Signal Operations and Intersection Improvements</i></p> <ul style="list-style-type: none"> • CMAQ (up to 50% of available funds)
Nonmotorized	<ul style="list-style-type: none"> • All TAP funds
Safety	<ul style="list-style-type: none"> • STP Funds (\$50 million over the life of the plan proposed)
Transit	<ul style="list-style-type: none"> • CMAQ (up to 50% of all available funds) • FTA funds

Fund Source	Eligible Work
STP-Urban	<ul style="list-style-type: none"> • Reconstruction • Resurfacing • Safety • Planning Studies • Other eligible deficiencies • Expand and Improve (Ottawa County only)
STP FLEX	<ul style="list-style-type: none"> • Reconstruction • Resurface • Safety • Expand and Improve (Kent County only)
STP-Rural	<ul style="list-style-type: none"> • System preservation • Expand and improve
Small Urban	<ul style="list-style-type: none"> • Road and transit capital projects for urban areas between 5,000-49,999 in population (City of Lowell is the only area in GVMC's MPO area that qualifies)
NHPP	<ul style="list-style-type: none"> • Pavement preservation-NHS • Expand and improve-NHS
CMAQ	<ul style="list-style-type: none"> • Signal System Operations • Intersection Improvements • Transit (at least 50% of available funds) • Other eligible projects
EDFC	<ul style="list-style-type: none"> • Eligible projects addressing congestion
TAP	<ul style="list-style-type: none"> • Nonmotorized
FTA	<ul style="list-style-type: none"> • Transit

Naramore asked about the different funding sources and wondered why STP was not used more. Itani explained the funding options to the committee. Naramore added that it is important to note the different funding options and how they can be used. Wooden confirmed that it would be helpful to have this in writing to understand. Discussion ensued.

MOTION by Madura, SUPPORT by Burrill, to approve the 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) DRAFT PROJECT LIST, with notations to be made about the flexibility of STP-Urban funds within the document. MOTION CARRIED UNANIMOUSLY

VII. 2020 SAFETY TARGETS

Referring to Item VII: Attachment A, Yang advised that the Michigan Department of Transportation (MDOT) established the 2020 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC's baseline condition based on the five-year rolling average from 2014-2018.

Michigan State Safety Targets for Calendar Year 2020

Measure (5-year rolling average)	Baseline Condition (2014-2018)	2020 Targets (2016-2020)	GVMC Baseline Condition (2014-2018)
Number of Fatalities	987.4	999.4	67
Rate of Fatalities per 100 million VMT	0.99	0.97	0.97
Number of Serious Injuries	5,415.6	5,520.4	412.8
Rate of Serious Injuries per 100 million VMT	5.41	5.34	5.96
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	742.4	735.8	65.8

MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year-old's, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either:

1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or

2. Committing to a quantifiable target for the performance measures for their metropolitan planning area.

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT has published its safety targets on August 31, 2019, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2020 no later than February 27, 2020.

The Technical Committee and Policy Committee approved of supporting MDOT's state safety targets for calendar year 2018 and 2019. GVMC's action of supporting the 2020 MDOT safety targets or establishing its own targets is needed by February 27th, 2020.

Naramore asked what the current numbers are and how the State and Regional Targets are set. Naramore also asked how the safety targets are being monitored and if the funding was being tracked. Itani explained how the system works for the State Safety Projects. Naramore then requested that staff list the details in the safety plan.

MOTION by Naramore, SUPPORT by Schweitzer, to approve supporting the state safety targets for FY2020. MOTION CARRIED UNANIMOUSLY

VIII. DRAFT CONSULTATION PLAN

Referring to Item VIII: Attachment A, Faber presented the draft Consultation Plan for approval. While GVMC has always had a process for consulting with stakeholder organizations, such as agencies responsible for economic development, freight movement, environmental and historical preservation, etc., during the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP), this information had been included in a chapter of the document instead of in a formal plan. At GVMC's last certification review, it was recommended that GVMC develop a consultation plan that outlines the process for consulting with these stakeholder organizations. GVMC is federally required to adhere to a consultation process during the development of the TIP and the MTP.

The Consultation Plan was open for public comment through Thursday, October 31. No comments were received from the public or stakeholder agencies. However, FHWA asked that we lengthen the comment period from 21-28 days to 30-45 days to accommodate agencies requiring more time to review documents, which we have done. Once approved, GVMC will use the process outlined in the draft Consultation Plan to conduct consultation on the project list for the 2045 MTP.

Wooden asked when open house meetings for consultation agencies would be an option. Faber advised the committee that there were open house/public meetings offered to consultation agencies in the past; however, no one would attend, so now it is only as an option. Wooden also asked if staff could reference specific planning documents from other agencies in the plan. Itani stated that staff would discuss planning documents with member agencies during jurisdiction-specific meetings when socio-economic data is updated before the development of the next MTP. Warren suggested to add why the federal government requires the MTP to go so far out (FY2045). Discussion ensued.

MOTION by Naramore, SUPPORT by Krombeen, to approve the Draft Consultation Plan. MOTION CARRIED UNANIMOUSLY.

IX. ELECTION OF OFFICERS

The two-year terms for the Committee's chair and vice chair will expire at the end of the year, so the Committee will need to elect a new chair and vice chair. The committee selects Terry Schweitzer for Chair and Josh Naramore for Vice Chair.

MOTION by Naramore, SUPPORT by Krombeen, to recommend Terry Schweitzer for the Policy Committee Chair. MOTION CARRIED UNANIMOUSLY.

MOTION by Hooker, SUPPORT by Wooden, to recommend Josh Naramore for the Policy Committee Vice Chair. MOTION CARRIED UNANIMOUSLY.

X. OTHER BUSINESS

None

XI. ADJOURNMENT

Schmalzel entertained a motion to adjourn the November 20, 2019 Policy Committee meeting.

MOTION by Madura, SUPPORT by Naramore, to adjourn the November 20, 2019 Policy Committee meeting at 10:33 am. MOTION CARRIED UNANIMOUSLY.