

MINUTES

**Grand Valley Metropolitan Council  
Transportation Division  
TECHNICAL COMMITTEE MEETING  
Wednesday, November 6, 2019  
Kent County Road Commission  
1500 Scribner NW      Grand Rapids, MI**

DeVries, chair of the Technical Committee, called the meeting to order at 9:30 am. Those present introduced themselves to the Committee.

**I. ROLL CALL AND INTRODUCTIONS**

**Voting Members Present**

Rick DeVries ( <i>Chair</i> )		City of Grand Rapids
Sue Becker		Alpine Township
Kristin Bennett		City of Grand Rapids
Tim Bradshaw		City of Kentwood/Caledonia Twp.
Terry Brod		Cannon Township
Scott Connors		City of Walker
Wayne Harrall		Kent County
Russ Henckel		City of Wyoming
Dennis Kent	<i>Proxy for</i>	MDOT
	<i>Mike Burns</i>	City of Lowell
Jack Klein	<i>Proxy for</i>	Ottawa County Road Commission
	<i>Brett Laughlin</i>	Ottawa County Road Commission
Matt McConnon		Courtland Township
Julius Suchy		Village of Sparta
Charlie Sundblad		City of Grandville
Aaron VanProyen	<i>Proxy for</i>	Jamestown Township
	<i>Ken Bergwerff</i>	Jamestown Township
Phil Vincent		City of Rockford
Kevin Wisselink		ITP-The Rapid

**Staff and Non-Voting Guests Present**

Brad Doane	GVMC Staff
Andrea Faber	GVMC Staff
Ben Huisman	
Abed Itani	GVMC Staff
Laurel Joseph	GVMC Staff
John Lanum	MDOT – Lansing Planning
Terry Martin	Caries and Gable
Kerri Smit	GVMC Staff
Rick Sprague	Kent County Road Commission
Lynee Wells	GVMC Board
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

**Voting Members Not Present**

Ken Bergwerff  
 Mike Burns  
 Mike DeVries  
 Adam Elenbaas  
 Rachel Gokey  
 Kevin Green  
 Tim Grifhorst  
 Tim Haagsma  
 Jerry Hale  
 Roy Hawkins  
 Nicole Hofert  
 Jim Holtvluwer  
 Tom Hooker  
 Bill LaRose  
 Brett Laughlin  
 Don Mayle  
 Tom Noreen  
 Steve Peterson  
 Rick Solle  
 Jeff Thornton  
 Terry Schweitzer  
 Dan Strikwerda  
 Toby VanEss  
 Steve Warren  
 Rod Weersing

Jamestown Township  
 City of Lowell  
 Grand Rapids Township  
 Allendale Township  
 Village of Sand Lake  
 Algoma Township  
 Tallmadge Township  
 Gaines Charter Township  
 Lowell Township  
 GFIAA  
 City of Wyoming  
 Ottawa County  
 Byron Township  
 Cedar Springs  
 Ottawa County Road Commission  
 MDOT  
 Nelson Township  
 Cascade Charter Township  
 Plainfield Township  
 Village of Caledonia  
 City of Kentwood  
 City of Hudsonville  
 Tallmadge Township  
 Kent County Road Commission  
 Georgetown Township

**II. APPROVAL OF MINUTES**

DeVries entertained a motion to approve the October 2, 2019 Technical Committee minutes.

**MOTION by Brod , SUPPORT by Bennett, to approve the October 2, 2019, Technical Committee meeting minutes with the removal of Tom Doyle’s name in the attendees section, since Tom has now retired. 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; and staff, on behalf of Lowell and Jamestown Twp; 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. Kent explained specific projects.
- Kent County Road Commission is requesting to add a local bridge project to FY2020 and to move two FY2019 TAP projects (one State and one GVMC) into FY2020. Moving will not affect any other TAP projects. Harrall explained more details on projects.

- 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. DeVries explained the details on the requests.
- 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. Henckle explained the details on the projects. Also noted that the FY2021 Plaster Creek project has been requested to move to FY2022.
- 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 Twp/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.

Harrall asked if the 4 mile sidewalk between Northland and West River Drive in Alpine Township would need a formal request to add to the project list as it needs to be added. Joseph advised Harrall that a formal request would be needed. Project is currently on the FY2020 TAP Project List.

**MOTION by Bradshaw, SUPPORT by Suchy , to recommend APPROVAL of the FY2020-2023 TIP Amendments with the addition of the Plaster Creek project for the City of Wyoming and the 4 Mile Sidewalk project for Alpine. MOTION CARRIED UNANIMOUSLY**

Itani advised the committee to get projects in as soon as possible to prevent losing funds, obligation authority. Harrall also advised. Itani suggested to bring up the obligation authority at the next MTPA meeting. Discussion Ensued. Conners suggested to do a sub group to continue the discussion on obligation authority. Joseph to follow up.

## **V. POLICIES AND PRACTICES DOCUMENT REVISION**

Referring to **Item V: Attachment A** Joseph explained that 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 the Safety and CMAQ sections of the Policies and Practices document to codify these policy recommendations.

These sections of the document are attached for Committee review. No other sections were revised.

Welles asked how the change in projects affect funding. Itani followed up with an explanation of the deficiencies, safety funding.

**MOTION by Bradshaw, SUPPORT by Suchy, to recommend APPROVAL the Safety and CMAQ sections of the Policies and Practices for Programming Projects document to reflect 2045 MTP invest strategy recommendations to the Policy Committee. MOTION CARRIED UNANIMOUSLY.**

## **VI. 2045 MTP PROJECT LIST**

**Please refer to Item VI: Attachment A** Faber explained that the basis for the project list was the needs analysis presented at last month’s Technical Committee 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.

Itani explained the list and how it was created. Itani also advised that most of the projects are “to be determined”. Also explained the investment priorities listed below.

**MTP Investment Priorities**

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

<b>Priority</b>	<b>Rationale</b>
<p><b>Maintaining the system in a state of good repair (includes bridge*)</b></p>	<ul style="list-style-type: none"> <li>• <i>Preserve the System</i> is a goal of the 2045 MTP.</li> <li>• 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.</li> <li>• Our infrastructure is crumbling, and as repairs are delayed, they become more costly.</li> <li>• Poor pavement condition creates a safety issue for all users of the transportation system.</li> <li>• 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.</li> <li>• Our public survey showed that the public’s top priority is improving pavement condition.</li> <li>• *Bridge rehabilitation activities are determined by the state and the locals.</li> </ul>
<p><b>Congestion Management</b></p>	<ul style="list-style-type: none"> <li>• <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP.</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicles (SOV) to transit or active modes of transportation would be beneficial in reducing congestion.</li> <li>Based on the deficiency analysis, there is \$1.02 - \$1.52 billion in identified need to improve congestion in the GVMC region</li> <li>Our public 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.</li> </ul>
<b>Nonmotorized</b>	<ul style="list-style-type: none"> <li><i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP.</li> <li><i>Ensure Equity, Access and Mobility</i> is a goal of the 2045 MTP.</li> <li>There is \$80 million in unfunded need for nonmotorized projects in the GVMC region.</li> <li>Shifting toward nonmotorized modes of transportation can help alleviate congestion.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li><i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP.</li> <li>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.</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li><i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP.</li> <li>Transit asset management is a federal performance measure.</li> <li>Increasing transit and rideshare usage means less cars on the road and reduced congestion.</li> <li>Our public survey showed that the public’s fourth highest priority is enhancing transit service.</li> </ul>

**Funding Sources**

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

<b>Priority</b>	<b>Fund Source</b>
<b>System Preservation</b>	<ul style="list-style-type: none"> <li>STP Funds</li> <li>STP Flex</li> <li>NHPP</li> </ul>
<b>Congestion Management</b>	<p><i>Expand and Improve Projects:</i></p> <ul style="list-style-type: none"> <li>STP Funds (Ottawa County Only)</li> </ul>

	<ul style="list-style-type: none"> <li>• STP Flex (EDFC) Kent County</li> <li>• NHPP</li> </ul> <p style="text-align: center;"><i>System Signal Operations and Intersection Improvements</i></p> <ul style="list-style-type: none"> <li>• CMAQ (less than 50% of available funds)</li> </ul>
<b>Nonmotorized</b>	<ul style="list-style-type: none"> <li>• All TAP funds</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• STP Funds (\$50 million over the life of the plan proposed)</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• CMAQ (at least 50% of all available funds)</li> <li>• FTA funds</li> </ul>

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

Connors asked about some of the numbers on the last page (Illustrive list). Faber answered. Harrall notified Staff that a project needed to be added to the list. Project similar to the I-96 at Forrest Hill Avenue and the Burton Street Bridge (over I-96). Also, asked about bridges and why they are not a high priority. Kent explained and that the Burton Street Bridge project can be added to the Illustrive list. Discussion Ensued.

**MOTION by Wisselink, SUPPORT by Bennett, to recommend APPROVAL to send the 2045 MTP Project List to the Policy Committee. MOTION CARRIED UNANIMOUSLY.**

**VII. 2020 SAFETY TARGETS**

**Please refer to Item VII: Attachment A** Yang reviewed the Safety Targets. The Michigan Department of Transportation (MDOT) has 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

<b>Measure (5-year rolling average)</b>	<b>Baseline Condition (2014-2018)</b>	<b>2020 Targets (2016-2020)</b>	<b>GVMC Baseline Condition (2014-2018)</b>
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 Injury 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.

Wells addressed the Committee with concern that the assuming/supporting safety targets are not as safe as they should be. Wells advised the committee that more time needs to be spent on more aspirational targets.

Kent noted that the safety targets presented are Federal targets and that the Committee has goals for safety and preventing accidents/fatalities.

Itani responded with an explanation of why/how the Federal targets are created. Also explained how safety is imbedded in every project.

Lanum advised that the Federal Regulations are designed to be achievable and advised the committee that the State fatalities are currently down.

Wells requested that Staff add a recommendation to work with legislators on how speed limits are set. To put lobbying in the plan if possible.

It was suggested to have a meeting on State Safety numbers and to include GVMC historical safety information.

Discussion Ensued.

**MOTION by Harrall, SUPPORT by Russ, to recommend APPROVAL the Policy Committee the goals that MDOT assembled for the Safety Targets for FY2020. MOTION CARRIED UNANIMOUSLY.**

#### VIII. **DRAFT CONSULTATION PLAN**

**Please refer to Item VIII: Attachment A** Faber explained that 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 until Thursday, October 31, No comments were received. The comment period may need to be lengthened going forward to provide more time for public comment.

Once approved, GVMC will use the process outlined in the draft consultation plan to conduct consultation on the project list for the 2045 MTP.

**MOTION by Conners, SUPPORT by Bradshaw, to recommend APPROVAL of 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 Brett Laughlin for Chair and Tim Bradshaw for Vice Chair.

**MOTION by Harrall, SUPPORT by Conners, to recommend Brett Laughlin for the Technical Committee Chair. MOTION CARRIED UNANIMOUSLY.**

**MOTION by Conners, SUPPORT by Harrall, to recommend Tim Bradshaw for the Technical Committee Vice Chair. MOTION CARRIED UNANIMOUSLY.**

**X. OTHER BUSINESS**

Joseph explained that the City of Rockford is requesting to move their FY2020 STP project to FY2023 due to unexpected expenses. Bennett proposed signal/vehicle work for several projects that are currently on the TIP for the City of Grand Rapids. Klein would consider the Riley Street Project for the Ottawa County Road Commission.

Both Projects need to be submitted to Staff with the proposed allocations before the agenda is sent out for the Policy Committee Meeting, next week. One will be selected by the Policy Committee to switch with the City of Rockford.

**XI. ADJOURNMENT**

DeVries adjourned the November 6, 2019, Technical Committee meeting at 11:00 am.