

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, January 8, 2014
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:35 am. All Committee members, staff, and guests present introduced themselves.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Wayne Harrall (<i>Chair</i>)	<i>Proxy for</i>	Kent County
	<i>Mike DeVries</i>	Grand Rapids Township
	<i>Tim Haagsma</i>	Gaines Township
Alex Arends		Alpine Township
Timothy Cochran		City of Wyoming
Scott Connors		City of Walker
Rick DeVries		City of Grand Rapids
Jim Ferro		Ada Township
Roy Hawkins		GRFIA
Russ Henckel	<i>Proxy for</i>	City of Wyoming
	<i>Bill Dooley</i>	City of Wyoming
Dennis Kent	<i>Proxy for</i>	MDOT-Grand Region
	<i>Mark Howe</i>	City of Lowell
Paul Lott		MDOT-SPS
Chuck Porter		Courtland Township
Terry Schweitzer		City of Kentwood
Joe Slonecki		East Grand Rapids
Steve Waalkes	<i>Proxy for</i>	MCA
	<i>Steve Peterson</i>	Cascade Township
Steve Warren		KCRC

Staff and Non-Voting Guests Present

Mallory Avis	MDOT
Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Erick Kind	MDOT
Darrell Robinson	GVMC Staff
Jim Snell	GVMC Staff
Rick Sprague	KCRC
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Jerry Alkema	Allendale Township
Ken Bergwerff	Jamestown Township
Dan Carlton	Georgetown Township
Ron Carr	City of Grandville

APPROVED

Mike DeVries
Bill Dooley
Rod Ghearing
Tim Haagsma
Dennis Hoemke
Jim Holtrop
Mark Howe
Brett Laughlin
Tim Nelson
Audrey Nevins Weiss
Steve Peterson
Tom Stressman
Dan Strikwerda
Toby VanEss
Phil Vincent
(Member awaiting appointment)
Chris Zull *(Vice Chair)*

APPROVED

Item II: Attachment A

Grand Rapids Township
City of Wyoming
ITP-The Rapid
Gaines Charter Township
Algoma Township
Ottawa County
City of Lowell
OCRC
Cannon Township
Byron Township
Cascade Charter Township
City of Cedar Springs
City of Hudsonville
Tallmadge Township
City of Rockford
Plainfield Township
City of Grand Rapids

II. APPROVAL OF MINUTES

Harrall entertained a motion to approve the November 6, 2013 Technical Committee minutes.

MOTION by Schweitzer, SUPPORT by Conners, to approve the November 6, 2013 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. ELECTION OF OFFICERS

Harrall stated that he has fulfilled his two-year term as chair of the Technical Committee, and normally, the vice chair, who is Chris Zull, would assume chairmanship of the Committee. Harrall entertained a motion to nominate Zull to serve as the next chair of the Technical Committee.

MOTION by Conners, SUPPORT by Warren, to nominate Zull to serve a two-year term as chair of the Technical Committee. MOTION CARRIED UNANIMOUSLY.

Harrall stated that nominations were still needed to elect a new vice chair of the Technical Committee. It was noted that the Technical Committee vice chair also serves as chair of the Transportation Programming Study Group (TPSG) Committee.

Warren nominated DeVries, who declined, since Zull was also from the City of Grand Rapids. Conners suggested one of the Wyoming representatives—Cochran or Henckel—serve as vice chair. Both also declined.

Harrall entertained a motion to nominate Schweitzer to serve as Technical Committee vice chair.

MOTION by Conners, SUPPORT by Hawkins, to nominate Schweitzer to serve a two-year term as vice chair of the Technical Committee. MOTION CARRIED UNANIMOUSLY.

Harrall noted that normally, the new chair would take over chairmanship responsibilities at this time, but due to Zull's absence, Harrall stated that he would chair the remainder of the meeting.

V. FY2014-2017 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item V: Attachment A**, Robinson stated that on December 4, 2013, the TPSG Committee met and programmed projects where gaps existed in the approved FY2014-2017 TIP. As a result of that meeting, the TPSG Committee recommends the following changes to the Technical Committee:

- The Committee moved two projects from FY2017 to FY2014 STPU. The projects were 10 Mile Road from Courtland Drive to Myers Lake Avenue and Michigan Street from College Avenue to Eastern Avenue. This move was necessary in order to backfill the FY2014 STP Urban program in the amount of \$598,054 Federal since projects were moved up to FY2013 to capture unobligated STPU funds identified by MDOT.
- The Committee added a project (building acquisition) to the FY2014 CMAQ program in the amount of \$40,000 Federal to fill in a gap created by the sidewalk project being added to the list last year.
- The Committee moved two projects (68th Avenue from Fillmore St. to M-45 and Belmont Avenue south of 10 Mile Road) from the Illustrative project list to FY2017 to fill in the gap due to the two previously mentioned projects moving to FY2014.
- The Committee added three projects (IP Data Ring, Belmont Avenue at 10 Mile Road, and 54th St. at US-131 AC) to the FY2017 CMAQ program in the amount of \$280,000 Federal to fill in a gap left by a previous project found not to be eligible for CMAQ funding.

Porter asked for clarification on the Belmont Avenue at 10 Mile Road project. Harrall provided additional information about the project. Discussion ensued.

Harrall entertained a motion to approve the amendment/modification requests to the FY2014-2017 TIP.

MOTION by Warren, SUPPORT by Kent, to recommend to the Policy Committee approval of the amendments/modifications to the FY2014-2017 TIP recommended by the TPSG Committee and identified by Robinson. MOTION CARRIED UNANIMOUSLY.

VI. PUBLIC PARTICIPATION PLAN

Referring to **Item VI: Attachment A**, Faber stated that staff was requesting the Committee's approval of the final Public Participation Plan. She noted that Staff presented the draft Public Participation Plan to the Committee in November for approval. Since then, the document has gone through its federally-required 45-day public comment period, which officially concluded on Monday, January 6. The public was notified about the public comment period through ads that were placed in El Vocero and in the Advance and its affiliate papers—the Cadence and the Penasee Globe. A notice was also placed on gvmc.org and a postcard was also sent to GVMC's Interested Citizen/Agency List.

Four comments were received on the draft document. Two of these comments were included in the agenda packet. Faber gave an overview of the remaining two comments to the committee, one of which was submitted by Arends. Arends elaborated on his comment regarding using Grand Valley Metro Council as a clearinghouse for public notices. Itani stated that he has spoken with GVMC's executive director about Arends' comments and suggested that Arends raise this issue to the Metro Council Board. Discussion ensued.

Harrall entertained a motion to approve the final Public Participation Plan.

MOTION by Warren, SUPPORT by Hawkins, to recommend to the Policy Committee approval of the final Public Participation Plan. MOTION CARRIED UNANIMOUSLY.

VII. 2040 METROPOLITAN TRANSPORTATION PLAN (MTP) KICKOFF

Referring to **Item VII: Attachment A**, Snell noted that today's meeting marks the official kickoff for the development of the 2040 Metropolitan Transportation Plan (MTP), which will serve as the long-range transportation planning document for the region.

Also included in the agenda packet were a schedule for the development of the MTP and goals and objectives. One of the first phases in the MTP development process is the review and approval of the goals and objectives. The goals and objectives of the MTP were last developed 3 ½ years ago and will contribute to the selection and evaluation of alternatives in the transportation system. They will be brought to the Committee for action in the next month or two. He noted that one new goal/objective was added to meet the federal guidelines, which involved getting projects done quickly and efficiently.

Warren stated that, in the past, our MTP has included a list of roads projected to be deficient. He asked if federal regulations will demand that the Committee identify solutions for all these deficiencies, especially since no work may be performed on many of these roads in the immediate future. Snell stated that Staff will discuss with FHWA how far the plan should go to address deficiencies. Itani added that the current transportation bill, MAP-21, demands more than just identifying deficiencies. Staff will also need to use performance measures to demonstrate that investments in our system are improving the overall transportation system. He further noted that MAP-21 will expire in 2014, and there is some discussion that there will be a new bill by the end of this fiscal year. Itani noted that staff will not have to worry about air quality at this point. However, this might change by the approval date for the plan. He noted that deciding what the efficient fixes are that we see in the next 25 years will ultimately be up to the Committee as well as the projects that receive federal funding. Discussion ensued.

Snell stated that the last time he developed the MTP, it worked well to sit down with elected officials, individual jurisdictions, etc. He stated that he planned to do this again and that he wanted to have good, solid discussions about the future of transportation in the area, transportation funding, socio-economic data, and priorities for the next 25-30 years.

Schweitzer stated that FHWA should be part of this conversation up front as well. He noted that, for ITP, the transit plan is developed separately from the MTP. Snell responded that FHWA would be involved. Itani added that ITP is aware of the new process and that there will be a lot of discussion between them and GVMC staff. He noted that ITP will need to start developing their plan at the same time we develop ours.

Schweitzer also asked if the Committee will adopt the Non-Motorized Plan as well, since it is a facet of the MTP. Itani commented that the Committee has decided to use up to 50% of the TAP money and CMAQ money to fund these projects. Itani explained the projected MTP development process; added that Staff will also develop plans for freight, congestion, etc.; address performance measures; and change the congestion model from 24-hour to 1-hour. Harrall asked the members to start thinking about their conversations with Staff about the MTP. Discussion, comments and questions ensued.

VIII. OTHER BUSINESS

- Urban Area Boundary

Zonyk distributed a map of the new urban area boundary based on the 2010 census. He noted that the Committee already went through a process to approve this new boundary. For planning processes, these boundaries are in effect as of January 1st. Discussion, comments and questions ensued.

- Roads and Risk Projects

Harrall stated that many jurisdictions around the table received notification that they're going to get funding for a particular project in their area and asked if there was direction on how these funds would be administered, including whether or not the projects need to be listed in the TIP. Lott responded that his inclination is that because they are state funded, they won't need to be amended into the TIP. He added that he doesn't think FHWA is interested in seeing the projects in the TIP because they don't have federal funds attached. However, he added that the projects might be viewed as regionally significant because of their political ties, and therefore, the Committee may choose to add them to the TIP through an administrative modification just to show that they're listed. He suggested that the Committee discuss their preference and decide what to do on their own. Kent added that to be on the safe side, it may be best for this group to authorize adding the projects to the TIP now. Robinson suggested putting these projects in the illustrative list. Itani added that all regionally significant projects need to be in the TIP, and therefore, his suggestion was to amend the TIP to reflect these projects. Lott suggested that staff not submit these projects as an amendment to FHWA. Discussion, comments and questions ensued.

Harrall entertained a motion to amend these projects into the TIP.

MOTION by Conners, SUPPORT by Arends, to recommend to the Policy Committee adding the "roads and risk" awarded projects into the FY2014-2017 TIP. MOTION CARRIED UNANIMOUSLY.

- Historic bridge preservation project

Harrall stated that the KCRC is submitting an application for state TAP funds for a historic bridge preservation project in Vergennes Township. He explained the project and noted that the KCRC is submitting the application directly to Mike Smith. Robinson asked if they needed a letter from GVMC to support this. Harrall responded that they did.

IX. ADJOURNMENT

MOTION by Schweitzer, SUPPORT by Harrall, to adjourn the January 8, 2014 Technical Committee meeting at 10:35 am. MOTION CARRIED UNANIMOUSLY.