

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, February 3, 2010
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Harrall, vice chair of the Technical Committee, called the meeting to order at 9:30 am. Harrall introduced Mabry to the Committee, who was attending on behalf of Conners.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**

Wayne Harrall (<i>Vice Chair</i>)	<i>Proxy for Mike DeVries</i>	Kent County Grand Rapids Township
Jerry Alkema		Allendale Township
Alex Arends		Alpine Township
Mike Bouwkamp		City of Rockford
Patrick Bush		City of Grand Rapids
Ron Carr		City of Grandville
Timothy Cochran		City of Wyoming
Sandra M. Cornell-Howe		MDOT
Rick DeVries		City of Grand Rapids
Ken Feldt		City of East Grand Rapids
Tim Haagsma		Gaines Charter Township
Roy Hawkins		GRFIA
Russ Henckel	<i>Proxy for Bill Dooley</i>	City of Wyoming
Jim Holtrop		City of Wyoming
Brett Laughlin		Ottawa County
Travis Mabry	<i>Proxy for Scott Conners</i>	OCRC
Steve Peterson		City of Walker
Terry Schweitzer		City of Walker
Dan Strikwerda		Cascade Charter Township
Conrad Venema	<i>Proxy for Taiwo Jaiyeoba</i>	City of Kentwood
Steve Warren		City of Hudsonville
		The Rapid
		The Rapid
		KCRC

Staff and Non-Voting Guests Present

Roger Belknap	KCRC
Andrea Dewey	GVMC Staff
Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Dennis Kent	MDOT
Erick Kind	MDOT
Paul Leitelt	WMRPC

APPROVED

Steve Redmond
Darrell Robinson
Norm Sevensma
Sarah Van Buren
Steve Waalkes
George Yang
Mike Zonyk

Voting Members Not Present

Sandra Ayers
Mike Berrevoets
Dan Carlton
Scott Conners
Dick Davies
Sharon DeLange
Dan DesJarden
Mike DeVries
Bill Dooley
Steve Groenenboom
Dennis Hoemke
Bob Homan
Taiwo Jaiyeoba
Jim Miedema
Audrey Nevins
Chuck Porter
Toby VanEss

APPROVED
ITEM II: ATTACHMENT A

MDOT
GVMC Staff
RWBC-WMEAC
FHWA
Michigan Concrete Assn.
GVMC Staff
GVMC Staff

Village of Caledonia
City of Cedar Springs
Georgetown Township
City of Walker
Cannon Township
Village of Sparta
City of Lowell
Grand Rapids Township
City of Wyoming
Ada Township
Algoma Township
Plainfield Township
The Rapid
Jamestown Township
Byron Township
Courtland Township
Tallmadge Township

II. APPROVAL OF MINUTES

Harrall entertained a motion to approve the January 6, 2010 Technical Committee meeting minutes.

MOTION by Warren, SUPPORT by Laughlin, to approve the January 6, 2010 Technical Committee Meeting Minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None.

IV. FY2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Speaking on **Item IV: Attachment A**, Robinson informed the Committee that the Rapid and MDOT are requesting to amend the FY2008-2011 TIP. The Rapid was requesting to amend the FY2008-2011 TIP for FY2010 and FY2011 to update Activity Line items in preparation of the FY2010 and FY2011 Section 5307/5309/5339 grant applications.

Referring to an additional handout, Kent explained MDOT's requested FY2008-2011 TIP amendment to the Committee. This TIP amendment included converting several I-196 projects, for PE phase and related costs, from 100% state funds to federal aid, and including these projects in the TIP. Discussion ensued.

Harrell entertained a motion to amend the FY2008-2011 TIP to include the identified amendments.

MOTION by Bush, SUPPORT by Haagsma, to recommend to the Policy Committee amending the FY2008-2011 TIP to include the TIP amendments from the Rapid and MDOT. MOTION CARRIED UNANIMOUSLY.

V. TRAFFIC COUNT UPDATE

Referring to **Item V: Attachment A**, Zonyk provided the committee with an overview of the 2009 traffic count program. He explained that, of the requested counts for 2009, GVMC received an 85% return rate, and stated that collections are now posted online in tabular format on GVMC's web site. There is also an IMS site, hosted by REGIS, where Committee members can view the counts geographically. 2010 traffic counts are currently being collected. Zonyk concluded by thanking the Committee members for their participation. Itani provided additional information about the traffic count process.

Warren asked for additional information about the IMS site and inquired about how often the site was being viewed. Zonyk stated that he would investigate how much the site was being used and that he would get back to Warren with that information.

VI. REMOVAL OF M-44 DESIGNATION

Redmond explained that every year, MDOT reviews the state map with their Lansing cartographers. During the most recent review, the dual designation of M-37 and M-44 for the East Beltline from M-11 to I-96 raised concerns. Because of this, Redmond informed the committee that MDOT is proposing to eliminate the dual M-37/M-44 designation on the East Beltline from M-11 to I-96. Elimination of the dual designation would move the beginning of M-44 to I-96, and the corridor south of I-96 would be designated as only M-37. This change is planned to take effect before the 2011 State Map is printed. Redmond asked Committee members to contact him within 30 days if they had comments or concerns about this change.

Hawkins suggested that Redmond contact Calvin College about this change, since they are the largest parcel owner on that stretch of the East Beltline. Discussion ensued.

VII. GRAND REGION NON-MOTORIZED TRAIL MAP

Redmond stated that one of the efforts MDOT has made in the area of non-motorized transportation is to develop bike maps for all 7 MDOT regions. Once these maps are in their final forms, hopefully this spring, they will be printed and distributed, and also posted on MDOT's web site. Redmond explained that MDOT has partnered with the West Michigan Regional Planning Commission (WMRPC) for this project, and contacted numerous additional agencies to obtain data.

Redmond stated that some tweaking remains to be done before the maps are in their final form and ready to be printed. He asked committee members to let him know if they would like to receive an electronic copy of the maps and to send him comments on the maps by the first of March. Discussion, comments, and questions ensued.

VIII. OTHER BUSINESS**ARRA II (Jobs for Main Street) Update**

Robinson provided the committee with an update on the status of the first round of ARRA funding. Currently, \$10.5 million has been obligated out of the approximately \$12.2 million in ARRA funding available. Thus far, one project from the B list has been added to capture bid savings, which is 6 Mile Road from M-37 to Pine Island. However, this project has a cost of nearly \$700,000, and currently, only \$200,000 is available in ARRA funds for this project. Harrall commented that this is significantly less ARRA funding than the \$450,000 he was planning on receiving for this project. Itani encouraged the committee to consider reclassifying the project from lump sum to pro rata so that all remaining ARRA funds resulting from bid savings would go toward completing the 6 Mile project. Van Buren added that there would be a 6-month time period to take advantage of bid savings that come in after March 2nd. Discussion ensued.

Harrall entertained a motion to reclassify the 6 Mile project as pro rata.

MOTION by Warren, SUPPORT by Schweitzer, to reclassify the KCRC's 6 Mile Road from M-37 to Pine Island Dr. project from lump sum to pro rata, thereby allowing all ARRA funds leftover from bid savings to go towards the completion of this project. MOTION CARRIED UNANIMOUSLY.

Itani continued, informing the committee about a possible second round of stimulus funding, called Jobs for Main Street. This stimulus plan was passed by the House in January, with a funding amount similar to the previous ARRA bill. The biggest difference between Jobs for Main Street and ARRA is that 50% of the locals' projects will need to be obligated by a certain date, with the second 50% to follow. The bill is currently in the Senate. The Senate version of the bill calls for less funding than the House bill and does not clearly state a timeline for obligating projects. Itani said that he received a letter from MDOT on January 22nd that stated that the State and FHWA would like all MPOs to have an illustrative list of ARRA projects available by March 1st. The TPSG Committee is scheduled to meet on February 10th to develop this list, as well as the FY2011-2014 TIP.

Warren stated his preference that the list of Jobs for Main Street projects be developed from the beginning, and that the unused list of projects to receive redistributed ARRA funding not be used as the basis. DeVries agreed. Van Buren stated that, in the House proposal, jurisdictions will have 90 days to get their projects under contract, and approximately 45 days to obligate them. Discussion ensued.

Itani stated that he would pursue asking the Board to give authority to the Policy Committee to amend the TIP for Jobs for Main Street projects. In the case of a very short turnaround time to get projects obligated for Jobs for Main Street, Itani stated that he could also present a scenario to the Board to give staff and the chairs of Tech and Policy authority to amend the TIP without calling a meeting to move these projects around. Discussion ensued.

Budget

Itani stated that President Obama has submitted his budget for FY2011, and transportation funding will increase by almost 2.4%. Discussion ensued.

Dewey stated that she contacted the Transportation Enhancement Office, and that MDOT is not actively pursuing TE applications from locals at this time. She suggested that Committee members with submitted applications follow up with the office to make sure that all of their paperwork is complete in case Jobs for Main Street goes through. She also encouraged committee members to submit enhancement projects that are shovel-ready, even though the Transportation Enhancement Office is not actively pursuing applications. Itani asked Committee members to inform MPO staff once they have submitted a TE project so that a record can be kept. Discussion ensued.

Dewey also informed the Committee that MDOT is considering having an ADA training session in Grand Rapids in order to educate policy makers and engineers about new city design standards that ADA has introduced. She asked if any Committee members would be interested in attending. Due to the favorable response, she stated that she would contact MDOT to move forward with scheduling this training session. Itani added that this workshop would be free and that lunch would be provided.

IX. ADJOURNMENT

Harrall entertained a motion to adjourn the February 3, 2010 Technical Committee meeting.

MOTION by Arends, SUPPORT by Alkema, to adjourn the February 3, 2010 Technical Committee Meeting at 10:40 am. MOTION CARRIED UNANIMOUSLY.