

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, March 5, 2014
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Zull, chair of the Technical Committee, called the meeting to order at 9:30 am. All Committee members, staff, and guests present introduced themselves.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Chris Zull (<i>Chair</i>)		City of Grand Rapids
Alex Arends		Alpine Township
Timothy Cochran		City of Wyoming
Scott Conners		City of Walker
Rick DeVries		City of Grand Rapids
Jim Ferro		Ada Township
Rod Ghearing		ITP-The Rapid
Dennis Kent	<i>Proxy for Mark Howe</i>	MDOT-Grand Region
Paul Lott		City of Lowell
Chuck Porter		MDOT-SPS
Terry Schweitzer (<i>Vice Chair</i>)		Courtland Township
Joe Slonecki		City of Kentwood
Rick Sprague	<i>Proxy for Tim Haagsma Wayne Harrall Steve Warren</i>	East Grand Rapids
		KCRC
		Gaines Charter Township
		Kent County
		KCRC
Dan Strikwerda		City of Hudsonville

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Darrell Robinson	GVMC Staff
Jim Snell	GVMC Staff
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
Mike DeVries	Grand Rapids Township
Bill Dooley	City of Wyoming
Tim Haagsma	Gaines Charter Township
Wayne Harrall	Kent County

Roy Hawkins
Dennis Hoemke
Jim Holtrop
Mark Howe
Brett Laughlin
Tim Nelson
Audrey Nevins Weiss
Steve Peterson
Tom Stressman
Toby VanEss
Phil Vincent
(Member awaiting appointment)
Steve Warren

GRFIA
Algoma Township
Ottawa County
City of Lowell
OCRC
Cannon Township
Byron Township
Cascade Charter Township
City of Cedar Springs
Tallmadge Township
City of Rockford
Plainfield Township
KCRC

II. APPROVAL OF MINUTES

Zull entertained a motion to approve the January 8, 2014 Technical Committee minutes.

MOTION by Porter, SUPPORT by DeVries, to approve the January 8, 2014 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. FY2014-2017 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Robinson stated that several jurisdictions were requesting to amend/modify the FY2014-2017 TIP. The TIP amendment/modification requests were as follows:

- The American Red Cross, Senior Neighbors, and Hope Network requested to add vehicles and computer equipment to the FY2014-2017 TIP utilizing 5310 funds. (These projects are all minor in scope and significance and do not impact any other projects in the TIP.)
- ITP-The Rapid requested to amend/modify the FY2014-2017 TIP to update FY2014 project costs and to move two unobligated FY2013 projects (Section 5310: Elderly and Disabled and FY2013 FTA flexed CMAQ funds for the Park and Ride project) to FY2014.
- The KCRC requested to amend/modify the FY2014-2017 TIP to delete a project – Patterson Ave. reconstruction—now funded with the Roads and Risks Reserve (RRR) funded projects. The KCRC also requested to move their Hudson St. bridge PM Project from 2015 to 2014 (it would be obligated with 2014 funds and constructed in 2015), to move ITP-The Rapid’s three paratransit buses from 2015 to 2014, and to move their Division Avenue reconstruction project from 2016 to 2015.

Robinson also distributed a handout from ITP-The Rapid, which included an additional request to modify the FY2015 TIP to reflect cost changes to several Section 5307 projects and to add in one Section 5339 project—Replacement 40’ Low Floor Bus (3), one Section 5310 project—Elderly and Disabled FY2014, one Specialized Services 100% State

project—Specialized Services Operating Assist, and one Section 5307 project—Paratransit Vehicle Replacement (6).

Schweitzer asked for clarification on ITP-The Rapid's Park and Ride project. Ghearing provided additional details, noting that the funds will be used to build approximately 200 parking spaces along Lake Michigan drive for Grand Valley State University.

Robinson noted that the KCRC's requests, if approved, would leave additional STP-rural funding in FY2016, and that the rural TPSG Committee may need to meet in the future to reprogram these funds.

Zull entertained a motion to amend/modify the FY2014-2017 TIP.

MOTION by Cochran, SUPPORT by Ghearing, to recommend to the Policy Committee approving of the amendments/modifications to the FY2014-2017 TIP requested by the American Red Cross, Senior Neighbors, Hope Network, ITP-The Rapid, and the KCRC. MOTION CARRIED UNANIMOUSLY.

V. 2014 CONGESTION MANAGEMENT PROCESS

Referring to **Item V: Attachment A**, Snell explained that, prior to the development of the Metropolitan Transportation Plan (MTP) for the region, staff are required to review the strategies employed within the congestion element of the planning process to ensure that the methods used to analyze alternatives are timely and have the ability to be implemented if chosen through the process. This analysis is called the Congestion Management Process (CMP), and it is used by MPOs across the country to determine the best solutions to congested corridors and intersections. GVMC has employed this process for a number of years. A draft copy of GVMC's CMP was included in the agenda. Snell noted that the alternatives included within the CMP will be used to determine solutions to congestion-related deficiencies identified through the modeling process.

Yang, who updated the contents of the CMP to reflect current trends and information on the means used to manage congestion in the area, provided additional details to the Committee about his work. He noted that the camera numbers increased from approximately 80 in 2009 to 200 in 2012, and that he added the BRT into the Cafeteria Plan as well as its benefits for congestion. He also noted that staff will conduct a travel time study and monitor the effectiveness of proposed congestion strategies, among other items.

Itani noted that this document is important for the MPO because future performance measures will be based on it. The document itself will help demonstrate if the MPO is being efficient in its transportation investments or not and will play a large role in the development of the MTP. Approval of this document is also necessary before the MPO's certification review in June. Discussion ensued.

Snell distributed a flow chart that demonstrated the 2040 MTP development process. He clarified that he was requesting that the Committee endorse the CMP today as a tool—not specific preferred alternatives, etc.

Conners expressed a concern that M-45 and M-11 weren't included on the map of corridors of significance. Snell stated that staff can add those segments if the Committee wished. Conners requested that both segments be added to the CMP. Snell also recommended that the Committee endorse the plan pending any additional comments, which should be submitted by the following Wednesday—before the Policy agenda is sent out. Discussion ensued.

Kent asked if the MPO urbanized boundary reflected in the CMP is the new 2010 boundary based on the most recent census. Zonyk confirmed that it was.

Zull asked if 2013 camera coverage data is available. Yang responded that the data on GVMC's website has a baseline of 2012. Discussion ensued.

Schweitzer stated that the CMP seems to provide a methodology for gaging congestion based on SE data and traffic counts. He questioned how this will work with new projects that may significantly impact traffic flow during peak hours. Snell replied that GVMC staff will meet with all of the jurisdictions over the next couple of weeks and discuss future expectations/projections for their areas. Moving forward, staff will use the best information currently available. Snell also added that this group has been very good historically at reacting to such projects. Itani also noted that the analysis that staff does on the CMP is daily—not hourly. Schweitzer asked if staff can provide a framework to provide assistance to jurisdictions on how to evaluate traffic impacts. Itani responded that staff wants to take the current model and make it a time of day model. He noted that peak hour traffic information isn't currently reflected in the analyses that are conducted for the CMP. Snell noted that 98% of deficiencies are likely on intersections, and the focus now needs to turn to intersections where stoppages are happening in order to address congestion. Zull asked if it would be prudent to add a strategy focused on intersections to the CMP. Itani noted that CMAQ funding can also be used to reduce congestion. Discussion ensued.

DeVries explained that the City of Grand Rapids is conducting a study for what Grand Valley is going to do with the purchase of another 18 acres of property and the impact that will have on College, I-96, and the corridor itself. He stated that this must be covered in the CMP as well. Itani added that staff is going to do a study to look at the impact of existing and future development downtown on the nearby freeway ramps and on downtown circulation. Discussion ensued.

Arends asked if it would be possible to get other communities like Wright Township involved in this conversation as well. Itani stated that the Committee would add Wright Township if possible.

Zull entertained a motion to endorse the CMP structure with the modifications identified.

MOTION by Conners, SUPPORT by Schweitzer, to conditionally endorse the CMP (with the notation that the CMP is open for comments), with the following modifications: considering adding M-45 and M-11, developing a strategy related to intersections, and including Wright Township's boundaries. MOTION CARRIED UNANIMOUSLY.

VI. 2014 GVMC STRATEGIC SAFETY MANAGEMENT PROCESS

Snell recommended that this item be tabled until a future meeting because the Safety Committee met yesterday and recommended numerous changes to the plan. However, he suggested that the Committee peruse the plan to view important statistics and other points, which is located on GVMC's website. A direct link to the plan is included in **Item VI: Attachment A** of the agenda. Zull asked if there were any objections to tabling this item. There were none.

Itani explained that FHWA staff is willing to attend MPO Committee meetings and provide hints on developing goals for the Safety Plan. He added that, once the Safety Plan is developed, Staff will need to report back to FHWA, and if safety goals are not met, some of the MPO's STP money will need to be shifted to safety projects to meet them. Lott added that safety will be the first performance measure coming out from FHWA.

VII. 2013 PAVEMENT CONDITION REPORT

Referring to **Item VII: Attachment A**, Snell stated that every year, staff, in conjunction with the staff of our local jurisdictions, surveys pavement condition of the entire federal aid system. Along with this survey, GVMC releases a technical report on the general pavement conditions on major streets and highways in the region.

Snell explained that GVMC staff have completed the report for 2013 and are asking that the Technical Committee endorse the report with a recommendation that the Policy Committee adopt the document later this month. The report is very similar to reports of the past with a few modifications that are intended to improve the reporting mechanisms of past reports and make the data easier to understand. He noted that the report does not include trunklines and that the general system conditions between 2012 and 2013 did improve, most likely due to CPM work. However, overall, pavement ratings have still decreased between 2008 and 2013. Snell also distributed a handout of the Michigan Asset Management Council Reporting Requirements which was initially taken out of the report and has been added back in the document as page 10.

Itani added that there was some confusion in the literature that the Asset Management Council puts out as to whether a 4 was "fair" or "poor." He stated that for consistency in reporting, a 4 will now be listed as poor. Snell stated that Staff will be reviewing its reporting mechanisms and ensuring that they are consistent. If inconsistencies are found, that information may be brought back to the Committee in the future. Discussion ensued.

Zull entertained a motion to approve the Pavement Condition Report.

MOTION by Sprague, SUPPORT by Conners, to recommend to the Policy Committee approval of the FY2013 Pavement Condition Report. MOTION CARRIED UNANIMOUSLY.

VIII. MOBILITY 2040 UPDATE/GOALS AND OBJECTIVES

Snell stated that the latest copy of the revised GVMC 2040 Metropolitan Transportation Plan (MTP) Goals and Objectives were included in the agenda as **Item VIII: Attachment A**. The Goals and Objectives of the MTP will contribute strongly to the selection and evaluation

of alternatives for improvements to the region's transportation system. They will also be used to set performance measures for the MPO. He noted that the newly formed GVMC MTP Steering Committee has reviewed the Goals and Objectives and has made a considerable number of changes. He asked that the Committee conditionally approve the Goals and Objectives with the recommendation that the GVMC Policy Committee formally adopt them later in the month. He asked that any changes be submitted to him by Wednesday, March 12, so that the updated draft could be included in the Policy Committee agenda packet. He noted that staff may also condense some of these objectives to eliminate redundancy. Discussion ensued.

Zull entertained a motion to conditionally approve the Goals and Objectives for the 2040 MTP.

MOTION by Arends, SUPPORT by Ghearing, to recommend to the Policy Committee approval of the Goals and Objectives for the 2040 MTP, conditional upon review. MOTION CARRIED UNANIMOUSLY.

IX. OTHER BUSINESS

- *Announcement: 2013 Draft Nonmotorized Plan Available for Comment*
Zonyk stated that the Nonmotorized Plan component of the MTP has been updated. Many of the changes that were made were required for MAP-21. He noted that the draft document is available for the Committee's review and that it will be formally adopted at the May meeting.

Kent stated that the first round of public meetings for the US-131 and I-96 Corridor Planning and Environmental Linkages (PEL) Study will be tomorrow night at the Rockford Construction Community Center on First St. Another meeting will be held Wednesday, March 12 at the Walker Fire Station #3. He invited the Committee members to attend. Discussion ensued.

Arends commended Zull for doing an excellent job running this meeting. Discussion ensued.

X. ADJOURNMENT

Zull entertained a motion to adjourn the March 5, 2014 Technical Committee meeting.

MOTION by Schweitzer, SUPPORT by Strikwerda, to adjourn the March 5, 2014 Technical Committee meeting at 10:22 am. MOTION CARRIED UNANIMOUSLY.