

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, July 10, 2013
Grand Rapids Township Hall
1836 East Beltline NE Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:31 am. All Committee members, staff, and guests present introduced themselves. Itani introduced Lott, the new MDOT Technical Committee representative.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Wayne Harrall (<i>Chair</i>)	<i>Proxy for Mike DeVries</i>	Kent County Grand Rapids Township Jamestown Township City of Grandville City of Walker City of East Grand Rapids Ada Township Gaines Charter Township City of Wyoming City of Wyoming ITP-The Rapid Ottawa County
Ken Bergwerff		OCRC
Ron Carr		OCRC
Scott Conners		MDOT
Ken Feldt		City of Lowell
Jim Ferro		MDOT
Tim Haagsma		City of Kentwood
Russ Henckel	<i>Proxy for Bill Dooley</i>	KCRC
Jan Hoekstra		City of Grand Rapids
Jim Holtrop		
Fred Keena	<i>Proxy for Brett Laughlin</i>	
Dennis Kent	<i>Proxy for Mark Howe</i>	
Paul Lott		
Terry Schweitzer		
Steve Warren		
Chris Zull (<i>Vice Chair</i>)		

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Erick Kind	MDOT
Darrell Robinson	GVMC
Norm Sevensma	WMEAC-RWBC
Jim Snell	GVMC Staff
Vicki Weerstra	MDOT
George Yang	GVMC
Mike Zonyk	GVMC

Voting Members Not Present

Jerry Alkema	Allendale Township
Alex Arends	Alpine Township

APPROVED

Dan Carlton
Timothy Cochran
Mike DeVries
Rick DeVries
Bill Dooley
Roy Hawkins
Dennis Hoemke
(Member awaiting appointment)
Mark Howe
Brett Laughlin
Tim Nelson
Audrey Nevins Weiss
Steve Peterson
Chuck Porter
Tom Stressman
Dan Strikwerda
Toby VanEss
Phil Vincent

APPROVED

Item II: Attachment A

Georgetown Township
City of Wyoming
Grand Rapids Township
City of Grand Rapids
City of Wyoming
GRFIA
Algoma Township
Plainfield Township
City of Lowell
OCRC
Cannon Township
Byron Township
Cascade Charter Township
Courtland Township
City of Cedar Springs
City of Hudsonville
Tallmadge Township
City of Rockford

II. APPROVAL OF MINUTES

Harrall noted various minor corrections to the May 1, 2013 Technical Committee minutes and entertained a motion to approve them, with the aforementioned corrections.

MOTION by Schweitzer, SUPPORT by Haagsma, to approve the May 1, 2013 Technical Committee meeting minutes with the noted corrections. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma noted that he read an article in Sunday's paper about rail to trail projects in the state of Michigan. He added that pavement will be used around towns, but gravel will be used out in the country because it is cheaper. He asked if people who made this decision have been in contact with local handicap groups about this. Harrall suggested that Sevensma contact the agency funding the project about his concern. Discussion ensued.

IV. FY2011-2014 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A** and an updated handout that replaced the attachment in the agenda, Robinson informed the Committee that MDOT was requesting several amendments and/or administrative modifications to the FY2011-2014 TIP and the draft FY2014-2017 TIP. These requests included:

FY2013 (current TIP)

- Increasing the cost and extending the limits on their M-44C project, scheduled for FY2013. The new limits are M-44 from M-44C to Belding Road.

FY2014 (new and current TIP)

- Moving their M-37 from 3 Mile Road to Alpenhorn Dr. project from FY2015 to FY2014
- Increasing the cost of their M-11 from Kalamazoo Avenue to Breton Avenue project
- Adding a new project: US-131 SB over Bridge St.

Kent provided additional information about the M-44 (Plainfield Ave) project. Robinson added that ITP submitted some requests as well, but because they are minor, they can be handled by staff.

Harrall updated the committee on the status of the KCRC's 12 Mile Road at M-37 CMAQ project, which was discussed during the May 1st meeting. He noted that the project is being funded at the levels discussed during the meeting. The overall project cost is \$200,000, and the balance of the federal funds originally programmed for this project will go toward the buses as previously planned. Discussion ensued.

Henckel noted an error on the handout. The cost of the M-44 project is \$4,600,000, not \$4,600,000,000 as shown.

Harrall entertained a motion to amend the current FY2011-2014 TIP and the draft FY2014-2017 TIP.

MOTION by Holtrop, SUPPORT by Conners, to recommend to the Policy Committee approval of the amendments to the current FY2011-2014 TIP and the draft FY2014-2017 TIP requested by MDOT, with the noted correction. MOTION CARRIED UNANIMOUSLY.

V. **BASE YEAR DATA FOR 2040 MTP**

Referring to **Item V: Attachment A**, Snell informed the Committee that staff is in the beginning stages of developing the 2040 Metropolitan Transportation Plan (MTP) (formerly the Long Range Transportation Plan). He distributed copies of the GVMC 2040 MTP development schedule, and stated that while there are several steps in the development of a new MTP, the first is to formally adopt base year data for use in the GVMC transportation travel demand model. Once the data is adopted, GVMC staff can begin the process of validating the travel demand model that is used to project traffic volumes into the year 2040.

The data that is required for this step in the process includes:

- (1) Census population by transportation analysis zone (TAZ) – This number represents the total population as determined by the US Census broken into subareas within each jurisdiction.
- (2) Employment totals by Transportation Analysis Zone (TAZ) – This number represents the total persons employed in each TAZ. The source for this data is a combination of reputable national companies (Claritas and Hoover) that produce this type of data. The data has also been checked by GVMC and MDOT staff and compared with county control totals from REMI totals from the State of Michigan.

Snell noted that a link to the base year data had been included in the agenda packet for review and encouraged the Committee members to endorse the base year data at today's meeting. Once the data is endorsed, staff can make sure the travel demand model is working properly and that it will provide solid projections for traffic volumes in future years.

Warren asked if Staff was forecasting a net increase or decrease in population. Snell stated that, while the population projections aren't yet completed, he foresaw an increase in population. Itani stated that staff will rely on REMI data and will meet with individual communities to discuss level of growth. Discussion ensued.

Ferro stated that the Committee members have only had a week to review this data and that wasn't likely enough time. He asked if this item needed action today. Snell stated that staff would prefer a committee endorsement today so that staff can begin to work on this item. Itani suggested that the Committee endorse the data with a time limit to submit modifications/comments to staff. An update can then be given at the next Tech meeting if there are any changes. Discussion ensued.

Harrall entertained a motion to endorse the base year data for the 2040 MTP.

MOTION by Ferro, SUPPORT by Schweitzer, to endorse the base year data for the 2040 MTP, subject to local jurisdiction review and comment, to be submitted no later than Friday, July 26. MOTION CARRIED UNANIMOUSLY.

Snell stated that staff noted a couple of glitches in the data this morning, so Committee members may receive a corrected database in the next day or two. Zonyk provided additional clarification on the glitches. Harrall asked that staff email the Committee in order to notify those not in attendance of the new deadline.

VI. US-131/I-96 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Kent showed the Committee a PowerPoint presentation on the US-131/I-96 Planning and Environmental Linkages study, which was in response to Warren's request at the May Technical Committee meeting. Kent explained that US-131 is the oldest freeway in the area and several segments will be in need of substantial preservation. FHWA developed a new tool called planning and environmental linkages, which allows MDOT to do long-term planning without being completely financially constrained. Out of that process, MDOT can look at individual segments that can be taken into the environmental assessment stage. For the last two years, they've been collecting data on two corridors: US-131 between 100th St. and M-57 and I-96 between Leonard and Fruit Ridge. Eventually, MDOT will divide this into logical segments within the corridor and identify needs there. Kent explained that there was a stakeholder meeting in June with representatives from the core cities impacted and the KCRC. Kent detailed some of the issues on I-96 and US-131 already identified. The next step will be to meet with the cities and entities impacted to talk about their areas of concern. A more extensive public meeting will follow this fall. This study will continue for the next couple of years. Discussion ensued.

Itani noted that this study will ultimately become a blueprint for improving 131 in the future. He added that the Committee should encourage MDOT to use the right amount of money and right fix on 131. He also stated that MDOT shouldn't constrain this study by financial issues when determining a solution. Discussion ensued.

VII. OTHER BUSINESS

Itani asked for updates on the projects that had been programmed with the additional obligational authority that the area received. Harrall noted that the KCRC's 3 Mile Road project is moving forward. Henckel added that the City of Wyoming's 32nd and 36th St. projects are still in process. Connors stated that the City of Walker's Elmridge project was obligated. Zull said that the City of Grand Rapids' Monroe project is going to GI.

Kent announced that the draft Michigan Freight Plan is available for public comment, and provided the Committee with additional information about the document. He noted that the

draft Freight Plan is an outgrowth of the state Long Range Plan and that it is a policy and vision document with a project component to it. While no additional funding is available, projects selected that are consistent with the state freight plan are eligible for an increased federal match. The plan includes a list of MDOT projects that appeared eligible for 2013, and they are looking for existing local projects that also fall within these corridors. Kent added that FHWA is going to propose a freight network this fall that will likely become more of a focus for freight projects in the future. Kent stated that if Committee members would like more information about this, MDOT is hosting a webinar on this topic on Wednesday, July 24 from 10:00 am – 11:00 am. Itani added that staff can also email a link to FHWA's "Talking Freight" monthly webinar to interested Committee members. Discussion ensued.

Warren asked if any of the Committee members who submitted projects to their legislators for consideration for additional funding had received a response. Henckel stated that he received a call back regarding a question about the dollar amount for the project, and learned that the City of Wyoming's projects have been submitted and are on a list. No other Committee members had received a response as of yet.

Harrall stated that MDOT is not making any official awards for FY2014 TAP projects until the MPO determines which projects they will fund that year. He noted that it would behoove the Committee members to create this FY2014 TAP project list soon. Itani stated that there are two programs that are not fully programmed—CMAQ and TAP—and that the intention was to wait to program these funds until after the TIP was approved. Robinson added that Zonyk has a non-motorized Committee meeting scheduled for next Tuesday, and that a date and time for the next TPSG meeting will be determined then. Robinson clarified that MDOT didn't fund any projects in FY2013, but that they will fund double in FY2014. Discussion ensued.

Robinson stated that there is a Safe Routes to School training session scheduled on August 28 at 9:00 am at Grand Rapids Township Hall. More information will be available soon. Robinson added that, in addition to MPO Committee members, school districts will also likely be in attendance. Discussion ensued.

VIII. ADJOURNMENT

Harrall entertained a motion to adjourn the July 10, 2013 Technical Committee meeting.

MOTION by Conners, SUPPORT by Holtrop, to adjourn the July 10, 2013 Technical Committee meeting at 10:41 am. MOTION CARRIED UNANIMOUSLY.