

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, October 5, 2011
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Conners, chair of the Technical Committee, called the meeting to order at 9:32 am. The Committee members, staff, and guests present introduced themselves.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Scott Conners (<i>Chair</i>)		City of Walker
Jerry Alkema		Allendale Township
Alex Arends		Alpine Township
Ron Carr		City of Grandville
Timothy Cochran		City of Wyoming
Rick DeVries		City of Grand Rapids
Ken Feldt		City of East Grand Rapids
Jim Ferro		Ada Township
Tim Haagsma		Gaines Charter Township
Wayne Harrall		Kent County
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
	<i>Dan DesJarden</i>	City of Lowell
Brett Laughlin		OCRC
Ray Lenze		MDOT
Dave Pasquale		Grand Rapids Township
Steve Peterson		Cascade Charter Township
Terry Schweitzer		City of Kentwood
Conrad Venema	<i>Proxy for</i>	ITP-The Rapid
	<i>Taiwo Jaiyeoba</i>	ITP-The Rapid
Steve Warren		KCRC
Chris Zull		City of Grand Rapids

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Kate Khamyshkeyeva	Allendale Township
Erick Kind	MDOT
Roger Marks	CZAE
Norm Sevensma	WMEAC-RWBC
Jim Snell	GVMC Staff
Sarah Van Buren	FHWA
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

APPROVED

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ITEM II: ATTACHMENT A

Voting Members Not Present

Roger Belknap
Dan Carlton
Dick Davies
Jamie Davies
Dan DesJarden
Mike DeVries
Bill Dooley
Dennis Hoemke
Jim Holtrop
Bob Homan
Taiwo Jaiyeoba
Jim Miedema
Audrey Nevins
Chuck Porter
Dan Strikwerda
Martin Super
Toby VanEss

City of Cedar Springs
Georgetown Township
Cannon Township
City of Rockford
City of Lowell
Grand Rapids Township
City of Wyoming
Algoma Township
Ottawa County
Plainfield Township
ITP-The Rapid
Jamestown Township
Byron Township
Courtland Township
City of Hudsonville
Village of Sparta
Tallmadge Township

II. APPROVAL OF MINUTES

Conners entertained a motion to approve the June 1, 2011 and August 3, 2011 Technical Committee meeting minutes.

MOTION by Ferro, SUPPORT by Schweitzer, to approve the June 1, 2011 and August 3, 2011 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None.

IV. FY2011-2014 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Itani explained that ITP-The Rapid was requesting a TIP amendment for FY2011 to reflect updated costs for Activity Line Items (ALI's). These Section 5307 projects included the following:

Section 5307

Projects	Original Budget	Amendment Requested
Expansion 40' Buses (up to 7)	1,200,000	3,052,016
Replacement 40' Buses (up to 3)	2,800,000	1,162,751
Bus Tire Lease	225,000	250,000
Facility Equipment	350,000	0
Rehab Admin/Main Facility	181,361	481,361
Passenger Shelters	62,500	859,986
Terminal	900,000	600,000
Wealthy Facility Renovation	1,012,253	0

Van Buren noted that she talked to FTA the previous day and that changes cannot be made to a previous fiscal year in the TIP.

Venema responded that the TIP amendment he was requesting was simply to reflect a shift in funding for the line items that have been approved in the TIP. No additional funding has been received. Itani questioned if a TIP amendment was necessary for this request and suggested that the Committee move ahead and approve the requested TIP amendment because no additional funding is included and because FTA has its own rules. Itani asked ITP-The Rapid Staff to clarify this issue before the Policy Committee meeting.

Conners entertained a motion to approve the TIP amendment requested by ITP-The Rapid.

MOTION by Haagsma, SUPPORT by DeVries, to recommend to the Policy Committee approval of the TIP amendment requested by ITP-The Rapid for FY2011 to reflect updated costs for Activity Line Items (ALI's). MOTION CARRIED UNANIMOUSLY.

V. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATE**

Referring to a handout that highlighted all of the projects in the FY2011 TIP, Itani noted that all of the STP and CMAQ funded projects for FY2011 were obligated and that no funding was lost. However, he questioned the status of a couple of ITS projects, which Zull confirmed were obligated as well.

Kent drew the Committee's attention to a map that detailed MDOT's 2012-2016 projects. Additional information about these projects will be brought to future meetings.

Henckel noted two corrections to the map that was handed out. First, the project on 32nd and Division should have been listed on 36th Avenue, and the Ivanrest from 56th St. to south city limit project should have read Ivanrest from 56th St. to north city limit. Conners asked the committee members to email any additional changes to GVMC Staff.

Itani also noted two additional items. First, because of the 2010 census, CMAQ funding will go up for 2012, which means that there will likely be extra CMAQ funding available. Any additional CMAQ funds would need to be programmed as soon as possible. Second, Itani informed the Committee that Metro Council recently adopted a new policy that final approval for all TIP and LRTP amendments, administrative adjustments, etc. will rest with the Policy Committee. They no longer need to go through the Metro Council Board. However, UPWP amendments and new TIPs and LRTPs will still need to go to the Board.

VI. **PAVEMENT/ASSET MANAGEMENT PROGRAM UPDATE**

Referring to a handout, Snell updated the Committee on the Pavement/Asset Management Program. He noted that Staff started surveying pavement around April 1st. In a typical year, staff surveys 1,800 miles, including 1,570 miles of federal aid. This year, Staff has surveyed over 3,100 miles, including local streets in Grand Rapids, Wyoming, Kentwood, East Grand Rapids, and Walker. In addition, hundreds of miles of local streets in several townships in Ottawa County were surveyed. Data was also collected for a comprehensive sign inventory in the City of Grand Rapids.

This year, PASER ratings were gathered simultaneously with other data, including roughness, rutting, RIDE, and photos of forward, ROW, and downward views were collected. Survey results, including PCI, should be released at the November Tech and

Policy Committee meetings. This year's data release is likely to include the unveiling of a new analysis tool. 2012 data collection will likely include faulting information for concrete pavements. A presentation on this may be made to the Committee in December.

Itani added that GVMC has a contract with Michigan Tech and is working with them to improve Roadsoft. Discussion ensued.

VII. ITS PROGRAM UPDATE

Snell provided the Committee with an update on the ITS system. He noted that four years ago a study was done to determine how to best get information to the traveling public, first responders, etc. Some of the recommendations of this study are now taking place. Recent visible improvements include dynamic message signs. Less visible improvements include fiber optic and radio networks, etc. The public can now sign up to receive closure information through notifications. Other improvements include optimization of corridors, operation centers are being upgraded, etc. Discussion ensued.

Kent noted that after 3 or 4 years, MDOT is finally able to use Department of Energy funds to install solar panels over the carpool lot at 1-96 and the East Beltline. Discussion ensued.

VIII. TRAFFIC COUNT PROGRAM UPDATE

Zonyk updated the Committee on the 2010 and 2011 Traffic Count Program. In 2010, there was an 81% rate of return of the 400 counts requested, which was a better rate of return than 2009 where there was a 3% decline in volumes. In 2011, 500 counts were requested, and Staff is on track to have close to a 100% rate of return. Between the 2010 and 2011 traffic count seasons, GVMC purchased new traffic count software. The online traffic count database system allows the members to maintain their own systems and programs more effectively and accomplish what Staff need from them all in the same place. It provides tools to directly upload the traffic counts as well as share collectively with other organizations and the public. Staff reported that the transition went smoothly and that training is available upon request for the new software.

Also, in 2011, Staff asked that the counts be collected in a different tube layout. The L-6 format will help collect data for speed, gap and classification of vehicles. Because we are on a 3 year collection rotation, in three years, GVMC will have a robust dataset for associated programs.

Connors asked for clarification on how the speed data would be used. Zonyk replied that speed data, collected through the tube layout, would be used to address congestion. Itani added that each member that takes traffic counts should have an account on the web site where they can download their information. Discussion ensued.

Zull asked if there was a mobile app for the traffic count program. Zonyk said he would investigate this.

IX. CLEAN AIR ACTION PROGRAM UPDATE

Referring to **Item IX: Attachment A**, Faber provided the Committee with a brief overview of the 2011 Clean Air Action Season. She noted that there were 8 Clean Air Action Days last summer due to ozone and that, using 2008-2010 data, all counties in West Michigan are meeting the current ozone standard. However, using 2009-2011 data, Allegan County is not

meeting the standard. EPA has not yet decided what years to use when determining nonattainment.

Faber added that, as part of the 2011 campaign, GVMC helped organize a luncheon to educate the media about the health effects of pollution. Faber also attended six community events, coordinated a radio campaign on seven stations, including a Spanish-only station, and rotated the display among 13 Metro Council members. Finally, Faber noted that WMSRDC worked with the Clean Air Coalition and WZZM in order to film a 30-second commercial starring George Lessens that promoted the Clean Air Action program and that she is working with CMU's Center for Applied Research and Rural Studies to conduct a survey about Clean Air Action Days. Results of the survey are due by October 31st. Itani added that the Clean Air Action program is funded with CMAQ funds, which meant that it was funded with 100% federal funds last year and will be funded with 100% federal funds this year as well.

X. EPA MOVES 2010 UPDATE

Referring to **Item X: Attachment A**, Yang informed the Committee that MDOT and MPOs are in the process of replacing the current emissions model—MOBILE6.2 with the new emissions model—MOVES2010. When the grace period ends, MOVES2010 will become the only approved motor vehicle emissions model for transportation conformity purposes in states outside California.

Yang also noted that the MOVES2010 test indicated that emissions in GVMC's area are much lower than the emissions budgets approved by EPA for each of the milestone years. Itani added that GVMC staff has expanded the travel demand model to include the donut area in Ottawa County and that Staff is now making sure that MOVES2010 and GVMC's traffic count program can communicate with each other. Discussion, comments and questions ensued.

XI. OTHER BUSINESS

Kent provided the committee with an update from MDOT, and noted that there are two remaining MDOT Transportation Service Centers, and they're located in Muskegon and Grand Rapids. Discussion ensued.

Zonyk said that Bike GR maps were completed and are available for pickup today.

Itani noted that there was an extension of SAFETEA-LU until March 31st. There are currently three different transportation funding bills that call for vastly different amounts of funding: one from the President, one from the Senate, and one from the House. The question is what will happen to the bills during negotiations. Schweitzer asked if the gas tax was extended as well. Van Buren responded that the federal gas tax was also extended until March 31st.

XII. ADJOURNMENT

Conners adjourned the October 5, 2011 Technical Committee meeting at 10:18 am.