

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, November 6, 2013
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:33 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 Mike DeVries</i>	Kent County Grand Rapids Township City of Wyoming City of Walker City of Grand Rapids Ada Township Gaines Charter Township GRFIA
Timothy Cochran		
Scott Conners		
Rick DeVries		
Jim Ferro		
Tim Haagsma		
Roy Hawkins		
Russ Henckel	<i>Proxy for Bill Dooley</i>	City of Wyoming City of Wyoming ITP-The Rapid MDOT-Grand Region City of Lowell
Jan Hoekstra		OCRC
Dennis Kent	<i>Proxy for Mark Howe</i>	MDOT-SPS City of Kentwood KCRC
Brett Laughlin		
Paul Lott		
Terry Schweitzer		
Steve Warren		

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Rod Ghearing	ITP-The Rapid
Abed Itani	GVMC Staff
Erick Kind	MDOT
Darrell Robinson	GVMC
Norm Sevensma	WMEAC-RWBC
Jim Snell	GVMC Staff
Mike Zonyk	GVMC

Voting Members Not Present

Jerry Alkema	Allendale Township
Alex Arends	Alpine Township
Ken Bergwerff	Jamestown Township
Dan Carlton	Georgetown Township
Ron Carr	City of Grandville
Mike DeVries	Grand Rapids Township
Bill Dooley	City of Wyoming

Ken Feldt
 Dennis Hoemke
 Jim Holtrop
 Mark Howe
 Tim Nelson
 Audrey Nevins Weiss
 Steve Peterson
 Chuck Porter
 Tom Stressman
 Dan Strikwerda
 Toby VanEss
 Phil Vincent
(Member awaiting appointment)
 Chris Zull *(Vice Chair)*

City of East Grand Rapids
 Algoma Township
 Ottawa County
 City of Lowell
 Cannon Township
 Byron Township
 Cascade Charter Township
 Courtland 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 September 4, 2013 Technical Committee minutes.

MOTION by Schweitzer, SUPPORT by Hoekstra, to approve the September 4, 2013 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma noted that the City of Grand Rapids was awarded a bronze medal by the League of American Bicyclists for being a bicycle friendly community. This is an honor because only a couple of cities in the state have received the award before.

IV. FY2014-2017 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Robinson informed the Committee that several jurisdictions were requesting to amend or modify the FY2011-2014 TIP and the FY2014-2017 TIP, which is still pending approval.

The TIP amendment/modification requests were as follows:

- (1) City of Grand Rapids—
 - To make several minor modifications to FY2014 projects including Buchanan Ave, Carlton Ave, Richmond St., Michigan St., Burton St., and Monroe Avenue
 - To move an FY2011 TSCP project—realignment and reconfiguration of Butterworth St from the WCL to Garfield Avenue/Wealthy St. intersection and improvements on Butterworth St. from Veterans Memorial Drive to the WCL to FY2014
 - To move a non-obligated FY2013 safety project—Leonard St at College Ave—to FY2014
- (2) MDOT—
 - To correct the cost of the M-44 Ramsdell Drive to E. Kent Co. Ln. project
 - To add a new project—Kent and Ottawa Counties Emergency Relief Program: Repair flood damage on various routes *(Lott noted that emergency projects are not*

required to be in the TIP; however, he stated that if staff has time, they could add it.)

- Increase the cost of the areawide Trunkline Highway Safety GPA
 - Increase the cost of the areawide Trunkline Bridge CPM GPA
- (3) City of Wyoming
- To slightly modify the limits of their FY2014 44th St. project
- (4) ITP-The Rapid
- To amend/modify the FY2014-2017 TIP to move several non-obligated FY2013 projects to FY2014, including:
 1. 2 Replacement 40' buses (\$555,026)
 2. 3 Replacement 40' buses (\$1,000,000)
 3. Maintenance Facility (\$625,000)
 4. 1 Replacement 40' bus (\$100,000)
 5. Park and Ride Lot (\$359,835)
 6. Park and Ride Lot (\$376,576)
 7. Commuting Alternative (\$118,500)
 8. Free Fare on Clean Air Days (\$125,906)
 9. Seniors with Disabilities (\$865,284)
- (5) The KCRC
- To add the Musketawa Trail to White Pine Trail Connector (Pioneer Trail) Phase 2 to FY2014 of the TIP.
 - To add two awarded TAP projects in FY2014 of the TIP: 3 Mile Road and East Beltline Trail and Paul Henry Trail
- (6) The City of Hudsonville
- To add an awarded FY2015 Oak St. bridge replacement project to the TIP.
- (7) Staff—
- To move the following projects from the illustrative list to the main body (project list) of the TIP for the listed year:
 1. FY2014 Three Mile Road—Wilson Avenue to Kinney Avenue (CMAQ)
 2. FY2015 Division Avenue—54th St. to 60th St (STPU)
 3. FY2015 52nd St—Patterson Avenue to Kraft Avenue (EDFC)
 4. FY2016 48th Ave—M-45 to Pierce St (STPU)
 5. FY2016 Post Drive—Pine Island Drive to Samrick Avenue (EDFC)
 6. FY2017 56th St—Byron Center Avenue to Ivanrest Avenue (EDFC)

Harrall noted that the KCRC's White Pine Trail project was held up because of the DNR working to secure an abandoned rail corridor. However, he said that he was fairly confident that the project would be at least obligated in FY2014. He added that this project is a HPP project and was earmarked as the Musketawa White Pine Trail Connector. However, it was also referred to as the Fred Meijer Pioneer Trail. Harrall stated that he wasn't sure what the project should be called in the TIP and asked for thoughts on this. Robinson stated that he would talk to Mike Smith at MDOT about this, and Itani suggested using the comment box on the Efile to clarify this issue. Lott suggested identifying the project with both names whenever possible. Harrall also provided additional information about the KCRC's two TAP projects. Discussion ensued.

Itani added that the six projects that staff was requesting to add to the TIP weren't in the MTP, and therefore, they were added to the illustrative list during the TIP development process in order to avoid a lengthy air quality analysis. He stated that the projects are now able to be added back into the TIP. Itani also noted that the Committee will need to take action on these projects separately because the motion must state that the Committee is

amending the FY2011-2014 and FY2014-2017 TIP and the current MTP. Lott commented that the motion for the other TIP requests should be to amend/modify the FY2011-2014 TIP and the changes to the FY2014-2017 TIP will be administrative.

Harrall entertained a motion to approve the TIP amendments requested by the City of Grand Rapids, MDOT, Wyoming, ITP-The Rapid, the KCRC, and the City of Hudsonville.

MOTION by Haagsma, SUPPORT by Schweitzer, to recommend to the Policy Committee approval of the amendments/modifications to the FY2011-2014 TIP and the administrative FY2014-2017 TIP requested by the City of Grand Rapids, MDOT, Wyoming, ITP-The Rapid, the KCRC, and the City of Hudsonville. MOTION CARRIED UNANIMOUSLY.

Harrall entertained another motion to recommend approval of the TIP amendments requested by Staff.

MOTION by Conners, SUPPORT by Warren, to recommend to the Policy Committee approval of amending the MTP, the FY2011-2014 TIP and the administrative FY2014-2017 TIP to include staff's requests, as identified. MOTION CARRIED UNANIMOUSLY.

V. **PUBLIC PARTICIPATION PLAN**

Referring to **Item V: Attachment A**, Faber stated that one of the first steps in developing the Metropolitan Transportation Plan is to review and update the Public Participation Plan, which staff has done. A copy of the document was included in the agenda for Committee review. Faber noted that staff has reviewed the document and made numerous changes to clarify a number of different areas, to better reflect the practices of the MPO, and just generally improve the document. These changes included the addition of new tables, graphics, a "tools and techniques" section, a number of appendices, as well as other smaller changes. Faber added that Staff is still working with FHWA on the document, and there may still be some minor changes to it. She stated that, at this point, Staff is requesting Committee approval of the draft document so that it can move forward to the Policy Committee. After that, the document is required to go through a 45-day public comment period. Itani added that several of the revisions that were made were with the purpose of making the Public Participation procedures very clear for staff and the public to follow. He also noted that Staff is going to meet with FHWA to go over the comments that they sent back to us and try to have all of the comments addressed before the Policy Committee meeting. He noted that Staff would put an ad in the press about this, and after the public comment period, staff will take the document back to the Policy Committee for final approval.

Robinson added that Staff created a Policies and Practices for Programming Projects document and the PPP follows the matrix that was made as part of that undertaking. Itani added that the document also includes Title VI, ADA and environmental justice information. Discussion ensued.

Harrall entertained a motion to recommend to the Policy Committee approval of the revised Public Participation Plan.

MOTION by Laughlin, SUPPORT by DeVries, to recommend to the Policy Committee approval of the revised Public Participation Plan. MOTION CARRIED UNANIMOUSLY.

VI. NON-MOTORIZED PLAN FUNDING POLICY

Referring to **Item VI: Attachment A**, Zonyk stated that the motion to approve the funding policy presented by the Non-Motorized Committee in September was tabled by the Policy Committee. The previous policy change called for a minimum of 50% of Transportation Alternatives Program (TAP) funds to be used for non-motorized facilities. Following Committee discussion, this policy request stands with modified verbiage that is more generally stated with the amount of TAP funds being identified as a target. He noted that the Non-Motorized Committee would also like to identify Congestion Mitigation and Air Quality (CMAQ) funds as an additional funding source to use for bike and pedestrian facility improvements as noted in the modification below.

The revised policy would read as follows:

All non-motorized projects included in the GVMC Metropolitan Transportation Plan/Non-Motorized Transportation Plan are eligible for funding as allowed under applicable federal-aid categories. A target of one-half of the allocated funds to the MPO for the Transportation Alternatives Program (TAP) shall be used on bicycle and pedestrian related facility improvements. The allocated funds to the MPO for the Congestion Mitigation and Air Quality (CMAQ) program shall also be eligible and considered for use on bicycle and pedestrian facility improvements. All CMAQ funded non-motorized projects shall be addressed on a case by case basis to prove high use, mode shift, and connectivity and score well using the scoring criteria set forth in the Non-Motorized Plan. For the use of CMAQ funds all projects must demonstrate emission reduction and alleviate congestion.

All non-motorized projects requesting federal funds must be endorsed by the MPO to receive federal funds and be included in the MPO TIP.

Itani added that the policy had gone through the TPSG, Tech and Policy Committees. The Policy Committee thought that a minimum of 50% of TAP funding was too restrictive and recommended to change the language to say a 50% target instead of a minimum. The new language reflects that. Itani added that he believed this was a good idea so that the Committee doesn't box itself in.

Harrall entertained a motion to approve this revised policy.

MOTION by Haagsma, SUPPORT by Warren, to recommend to the Policy Committee approval of the revised funding policy for non-motorized projects. MOTION CARRIED UNANIMOUSLY.

VII. OTHER BUSINESS

Robinson noted that the area received additional obligational authority of \$3.7 million last spring, and to utilize this money, the Committee decided to move two projects from the FY2014 list. Now, in FY2014, there is approximately \$600,000 left to program, which the TPSG Committee will need to address soon. Robinson also noted that the Committee will also need to address a hole in the FY2017 CMAQ program left by the V2V signal project

that was not approved. Harrall suggested that TPSG meet in December to program the FY2014 funds because the Committee members are already looking at March or April lettings for their projects. Discussion ensued.

Itani asked Lott for a date when the FY2014-2017 TIP would be approved. Lott stated that, while there isn't a date, it should be soon.

Itani stated that the State has been meeting about GPA accounts and are discussing what projects should be included in the GPA and how they handle that. Robinson noted that a lot of ITP's projects could be included in a GPA. Lott stated that he also serves on this Committee and noted that he is working with Robinson to make the use of GPAs more flexible.

VIII. ADJOURNMENT

Harrall entertained a motion to adjourn the November 6, 2013 Technical Committee meeting.

MOTION by Cochran, SUPPORT by Hoekstra, to adjourn the November 6, 2013 Technical Committee meeting at 10:06 am. MOTION CARRIED UNANIMOUSLY.