

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, September 1, 2010
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Conners, chair of the Technical Committee, called the meeting to order at 9:30 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
Alex Arends		Alpine Township
Mike Bouwkamp		City of Rockford
Dan Carlton		Georgetown Township
Timothy Cochran		City of Wyoming
Sandra M. Cornell-Howe		MDOT
Rick DeVries		City of Grand Rapids
Jim Ferro	<i>Proxy for Steve Groenenboom</i>	Ada Township
		Ada Township
Tim Haagsma		Gaines Charter Township
Roy Hawkins		GRFIA
Jan Hoekstra	<i>Proxy for Taiwo Jaiyeoba</i>	ITP-The Rapid
		ITP-The Rapid
Jim Holtrop		Ottawa County
Brett Laughlin		OCRC
Dan Strikwerda		City of Hudsonville
Steve Warren	<i>Proxy for Wayne Harrall</i>	KCRC
		Kent County
Chris Zull		City of Grand Rapids

Staff and Non-Voting Guests Present

Roger Belknap		KCRC
Andrea Faber		GVMC Staff
Abed Itani		GVMC Staff
Dennis Kent	<i>Proxy for Dan DesJarden</i>	MDOT
		City of Lowell
Erick Kind		MDOT
Steve Redmond		MDOT
Norm Sevensma		WMEAC-RWBC
Jim Snell		GVMC Staff
Don Stypula		GVMC Staff
Steve Waalkes		Michigan Concrete Assn.
George Yang		GVMC Staff
Mike Zonyk		GVMC Staff

Voting Members Not Present

Jerry Alkema
 Sandra Ayers
 Mike Berrevoets
 Ron Carr
 Dick Davies
 Sharon DeLange
 Dan DesJarden
 Mike DeVries
 Bill Dooley
 Ken Feldt
 Steve Groenenboom
 Wayne Harrall
 Dennis Hoemke
 Bob Homan
 Taiwo Jaiyeoba
 Jim Miedema
 Audrey Nevins
 Steve Peterson
 Chuck Porter
 Terry Schweitzer
 Toby VanEss

Allendale Township
 Village of Caledonia
 City of Cedar Springs
 City of Grandville
 Cannon Township
 Village of Sparta
 City of Lowell
 Grand Rapids Township
 City of Wyoming
 City of East Grand Rapids
 Ada Township
 Kent County
 Algoma Township
 Plainfield Township
 ITP-The Rapid
 Jamestown Township
 Byron Township
 Cascade Charter Township
 Courtland Township
 City of Kentwood
 Tallmadge Township

II. APPROVAL OF MINUTES

Conners entertained a motion to approve the August 4, 2010 Technical Committee meeting minutes.

MOTION by Laughlin, SUPPORT by Cochran, to approve the August 4, 2010 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma asked the Committee about the status of a Great Lake truck path to be built between Grand Rapids and Kalamazoo or Grand Rapids and Battle Creek. Kent stated that there is an ongoing discussion regarding intermodal facilities, but that this project wasn't included in the discussion.

IV. CAPACITY DEFICIENCY LIST

Referring to **Item IV: Attachment A**, Itani presented the 2035 Capacity Deficiency Facilities with Proposed Solutions list, generated from the Travel Demand Model, to the Committee. This list highlights identified deficiencies and includes a recommendation for improving each deficient road segment in the next 25 years that was derived through the congestion management process. Itani asked that the Committee formally approve the deficiency list today and endorse the preferred alternatives. Snell detailed how the preferred alternatives were derived and stated that once the committee endorses them, the next step will be to run an air quality analysis on the preferred alternatives. When results are available, a report on this matter will be brought back to the Committee. Snell

asked that any revisions to the list be sent to him within the next week so that they could be included with the Policy Committee agenda.

Arends noted that “further study” was listed as the preferred alternative on M-37 from 3-Mile Road to Lamoreaux and asked what this entailed. Kent responded that, since MDOT’s funds are limited, for every project not cleared through the environmental process, the best they can do is to continue to study the project corridor and possibly add it to an illustrative list. Discussion ensued.

Kent added that, in the category of committed projects from MDOT, the I-96 corridor was included, and I-96 and segments of the East Beltline. He also noted that the Fuller to East Beltline segment of I-196 was not included on the list, even though it was cleared through the environmental assessment. He asked that this project be footnoted in the list. Discussion, comments and questions ensued.

Cornell-Howe asked if the LRTP would be financially constrained with the preferred alternative list. Snell responded that the total for the preferred alternative list is well under the traditional amount of funding.

DeVries noted that for items 42 (Breton Avenue from 28th St. to Burton St.) and 82 (Leonard St. from I-96 WB ramps to the East Beltline) the preferred alternative is widening the roads to five lanes, but both roads are already physically constrained. Snell stated that these could be altered.

Connors entertained a motion to approve the 2035 Capacity Deficiency Facilities with Proposed Solutions list, as identified by Staff.

MOTION by DeVries, SUPPORT by Haagsma, to approve the 2035 Capacity Deficiency Facilities with Proposed Solutions list, and to allow staff flexibility over the next week to revise the preferred alternatives list, based on expected Committee feedback. The Proposed Solutions list would also reflect the changes noted by the Committee members during the meeting. MOTION CARRIED UNANIMOUSLY.

V. 2035 LRTP PROJECT PRIORITIZATION METHODOLOGY

Referring to **Item V: Attachment A**, Snell explained that in order to develop the 2035 Long Range Transportation Plan, the Committee must develop a process for prioritizing projects that will achieve the goals and objectives of the LRTP and maintain compliance with federal transportation regulations (SAFETEA-LU). Before any of the needs developed by the six subcommittees may be considered a “project” and included in the financially constrained LRTP project list, the MPO must work to develop a methodology for project prioritization and make the most of the limited funds available to the area. Snell added that it is imperative that the Committee understand the word “project,” since most of the items in the LRTP do not reach a project level. He then proposed a plan that would allow the Committee to reach its goals of developing a multi-modal transportation system but that would not lock the Committee members into a set of programming guidelines that they are not happy with. He explained the four steps in this process that would allow transportation investment to be maximized.

Step One: Inputting Data Into a Map

Snell explained that the first step in this process is inputting data into a map that would clarify where the identified needs are as well as the segments with multiple needs. He referred to an example map created and handed out by Zonyk. Itani noted that Zonyk's example map is only a demonstration of how GVMC staff can aide the Committee in determining where to invest funds. He explained that because there are 6 different transportation modes to address, Zonyk built a different layer for each deficiency, with the color "green" indicating a deficiency in all areas. Itani added that the Committee will need to discuss if projects that include multiple deficiencies will become priorities for the region. Discussion ensued.

Warren suggested that roads with seasonal weight restrictions be added as a criterion.

Zull stated that the Committee should be conscious of the "worst of the worst," or top 5% deficiency, of each category, in order to give priority to those projects. Itani responded that it would be up to the Committee to decide how funds are allocated.

Step Two: Ranking Criteria Development

In addition to the map demonstrating layers of deficiency, Snell stated that Staff would provide a ranking criteria that would be used to rank the inventory of the entire system. This data would be placed in a spreadsheet format and would show where the most severe needs are. Itani added that this approach would highlight where to use funds, and what kind of funds (i.e., STP, EDFC, CMAQ, etc.) should be used.

DeVries stated that it would be helpful to have functional classification and ADTs listed on the map. Discussion ensued.

Connors asked Snell to form a subcommittee to help determine a project ranking system. Warren was to be included on this Committee, as well as 3-4 others.

Step 3: Setting Formal Targets/Guidelines for the LRTP Itself

Snell suggested that the Committee look at the possibility of setting formal targets or guidelines for the LRTP to identify a reasonable goal over the 25-year lifespan of the plan for every transportation mode. Staff would then track this over the life of the LRTP. He added that Staff will come back as time progresses to give a report to the group. Items would be looked at over a 5-10 year period. Discussion ensued.

Step 4: Revisiting Policies

Snell stated that the last step would be revisiting the current policies in place for selecting and funding projects in order to reach the targets identified in step 3.

DeVries suggested that Metro Council become more involved with enhancement grant applications in order to procure additional funding. This would mean that GVMC would be the lead agency on certain projects, such as nonmotorized projects, that cross jurisdictional boundaries. Itani stated that the MPO can highlight these projects and have discussions with the communities that are involved.

Snell said that he would put a small group together to move forward with this process.

VI. TIP AMENDMENT SCHEDULE DELAY

Cornell-Howe explained that the first FY2011-2014 TIP amendment would be delayed by one month in order to better coincide with GVMC meetings. This will also give MDOT additional time to have their budget approved. The result would be that the first FY2011-2014 TIP amendments would go through Tech and Policy in October and Metro Council in November. An additional amendment will be done in November in order to resume the new TIP amendment schedule.

VII. OTHER BUSINESS

None

VIII. ADJOURNMENT

Conners adjourned the September 1, 2010 Technical Committee Meeting at 10:38 am.