

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, November 1, 2017
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:30 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**

Wayne Harrall	<i>(Chair) Proxy for Mike DeVries</i>	Kent County Grand Rapids Township
Sue Becker		Alpine Township
Robin Britton	<i>Proxy for Tom Noreen</i>	Nelson Township Nelson Township
Tim Cochran		City of Wyoming
Darla Falcon	<i>Proxy for David Ducat</i>	City of Cedar Springs City of Cedar Springs
Tim Grifhorst		Tallmadge Township
Tim Haagsma		Gaines Charter Township
Russ Henckel	<i>Proxy for Bill Dooley</i>	City of Wyoming City of Wyoming
Fred Keena	<i>Proxy for Brett Laughlin</i>	OCRC OCRC
Dennis Kent	<i>Proxy for Tom Doyle</i>	MDOT MDOT
Doug LaFave		City of East Grand Rapids
Travis Mabry	<i>Proxy for Scott Conners</i>	City of Walker City of Walker
Liz Schelling		ITP-The Rapid
Kelly Sheeran	<i>Proxy for Kevin Green</i>	Algoma Township Algoma Township
Dan Strikwerda		City of Hudsonville
Dan VanderHeide	<i>Proxy for Tim Bradshaw</i>	City of Kentwood City of Kentwood
Steve Warren		KCRC
Chris Zull		City of Grand Rapids

Staff and Non-Voting Guests Present

Mark Bott	MDOT – Traffic Safety
Michael Bulthuis	The Rapid
Andrea Dewey	FHWA
Andrea Faber	GVMC Staff
Art Green	MDOT
Abed Itani	GVMC Staff
Laurel Joseph	GVMC Staff

Al Kaltenthaler
Roger Marks
Todd Richter
Darrell Robinson
Norm Sevensma
George Yang

C2AE
C2AE
Flies & VandenBrink Engineering
GVMC Staff
WMEAC-RWBC
GVMC Staff

Voting Members Not Present

Ken Bergwerff
Tim Bradshaw
Terry Brod
Mike Burns
Scott Conners
Mike DeVries
Rick DeVries
David Dewey
Bill Dooley
Tom Doyle
David Ducat
Adam Ellenbaas
Jim Ferro
Kevin Green
Jerry Hale
Roy Hawkins
Jim Holtvluwer
Tom Hooker
Brett Laughlin
Matt McConnon
Tom Noreen
Steve Peterson
Rick Solle
Julius Suchy
Phil Vincent
Rod Weersing
Todd Wibright

Jamestown Township
City of Kentwood/Caledonia Twp.
Cannon Township
City of Lowell
City of Walker
Grand Rapids Township
City of Grand Rapids
Village of Sand Lake
City of Wyoming
MDOT Lansing
City of Cedar Springs
Allendale Township
Ada Township
Algoma Township
Lowell Township
GFIAA
Ottawa County
Byron Township
OCRC
Courtland Township
Nelson Township
Cascade Charter Township
Plainfield Township
Village of Sparta
City of Rockford
Georgetown Township
City of Grandville

II. APPROVAL OF MINUTES

Harrall entertained a motion to approve the September 6, 2017 Technical Committee minutes.

MOTION by Haagsma, SUPPORT by Becker, to approve the September 6, 2017 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma encouraged the Committee to vote for the Rapid's millage on November 7.

IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Robinson stated that MDOT, the KCRC, the City of Grand Rapids, and the City of Hudsonville are requesting to amend/modify the FY2017-2020 TIP.

Kent stated that MDOT is bringing two actions before the Committee today regarding two projects on I-196 and I-96 between Fuller Ave and the I-96 junction —a TIP amendment that reflects additional costs in scope and a MTP administrative modification that involves moving the projects from the FY2021-2030 year-grouping into FY2018-2020 year-grouping. These projects are currently listed in the MPO TIP and Plan as:

- JN45790 I-196; Fuller Ave. to I-96 Junction: Reconstruction and Operational Improvements \$20,000,000
- JN126499 I-196 WB Bridge over I-96 EB-Bridge Replacement and Operational Improvements \$14,500,000.

Based on opportunities to balance funding between years in the Grand Region and statewide, operational improvements to enhance traffic flow are being incorporated with the reconstruction projects already planned. The new cost of the I-196; Fuller Ave. to I-96 junction project is \$23,000,000, and the new cost of the I-196 WB Bridge project is \$17,000,000. Kent met with FHWA and MPO staff on October 11 to discuss these projects as well. Full details regarding the changes being requested to both projects are included in the agenda packet.

Kent introduced Green, who showed a presentation to the Committee that provided additional detail, including maps, of the projects. He noted that in the new plan, I-196 WB traffic will be diverted under I-96 EB instead of over. The movement of the alignment into the median still follows the intent of the original study. This new direction of the bridge will be simpler to construct and accrue a cost savings that allows for additional work in the I-196/I-96 interchange area and improvements along I-196 WB to Fuller Ave. Discussion ensued.

MDOT also requested the following amendments/modifications to the FY2017-2020 TIP, which Kent explained:

FY	JN	Route	Location	Work Description	Phase	Total Cost Est. (\$000)	Change
18	200807	M-6	@ Kalamazoo Avenue	Freeway Lighting Upgrade	Const.	\$255	GPA Project Cost Increase
18	117335	I-96WB	On-ramp from M-44C (Plainfield Ave.)	Widen/add ramp lane, under 0.5 miles	Const.	\$1,684	New TOS GPA Project
18	126676	US-131NB	Over Cedar Creek Ave.	Deep Overlay, paint and related work	Const.	\$2,320	GPA Project Cost Increase
18	201924	I-96	US-131 to E. County Line	Freeway Sign Upgrade	PE	\$250	New TOS GPA Project
18	202054	US-131	In Kent county	Freeway Sign Upgrade	PE	\$600	New TIP Line Item Project
19	127777	I-196WB	Over 32 nd and 22 nd Avenues	Epoxy Overlay	Const.	\$450	New Brdg. Pres. GPA Project
20	127779	I-196EB	Over 32 nd Ave.	Epoxy Overlay	Const.	\$557	New Brdg. Pres. GPA Project
20	118616	I-196EB	32 nd Ave. to east of Kenowa Ave. (44 th Street ramp)	Reconstruction; add Weave/Merge lane from 32nd Ave to M-6 (0.9 miles) and ITS Fiber Optics	Const.	\$16,100	TIP Line Item Cost Increase & minor scope /work type chg.

Robinson stated that the Kent County Road Commission requested to move the FY2017 Fred Meijer Pioneer Trail Phase 2 to FY2018. Harrall noted that they've already built phases 1, 3, and 4, and that it will be funded with old HPP earmark funding which must be obligated by FY2019.

Robinson stated that the KCRC and the City of Grand Rapids received MDOT funded safety projects in FY2018, which included the following:

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	FEDERAL/STATE	NON-FED	TOTAL
44th Street	At Stauffer Avenue	Signal upgrades	Grand Rapids	\$ 187,200.00	\$ 20,800.00	\$ 208,000.00
Fuller Avenue	At Fulton Street	Signal upgrades	Grand Rapids	\$ 73,680.00	\$ 18,420.00	\$ 92,100.00
Madison Avenue	At Alger Street	Signal upgrades	Grand Rapids	\$ 329,479.00	\$ 36,609.00	\$ 366,088.00
Michigan Street	At Ottawa Avenue	Signal upgrades	Grand Rapids	\$ 131,040.00	\$ 14,560.00	\$ 145,600.00
Pedestrian Upgrades	County wide	Signal upgrades	Grand Rapids	\$ 594,000.00	\$ 66,000.00	\$ 660,000.00
Pine Island Drive	At Post Drive	Lt lane, signal upgrade	KCRC	\$ 360,000.00	\$ 40,000.00	\$ 400,000.00
Total				\$ 1,675,399.00	\$ 196,389.00	\$ 1,871,788.00

The City of Grand Rapids requested to modify the limits of their Michigan Street at Ottawa Avenue safety project to Michigan Street from Monroe to Bostwick and change the scope of the project as well. The project funding remains the same. Referring to an additional handout, Robinson also stated that the City of Grand Rapids requested to move their FY2018 College and Michigan CMAQ project to FY2019, and bring forward their 2019 signal communications upgrades project forward to FY2018 in its place. The costs for both projects were close, which makes this a simple move.

The City of Hudsonville requested to move their FY2018 TAP project—Buttermilk Trail from New Holland to Allen—to FY2020. In addition, the City is requesting to add \$213,500 federal to the cost of the project, which was not discussed at the TPSG Committee meeting on 10/20/17. The City is also requesting to move their FY2019 Buttermilk Trail Underpass—Prospect to Van Buren Street TAP project to the illustrative list. This TAP project had \$100,000 CMAQ funding tied to the project, which is now available to be reprogrammed. Harrall expressed possible interest in using the available funding for a joint project with Kentwood in 2019 at Patterson and 44th St. and Oostema Blvd., and also suggested splitting the available funding among anyone who had CMAQ projects that year. The Rapid could also put the funding toward a bus project. Itani recommended a TPSG meeting in January to assign the funding.

Harrall added that the KCRC has a local bridge project—68th St. over the Thornapple River—that is funded for FY2020, and that the KCRC wants to advance the project to FY2018 and use FY2018 bridge funds, which are available. He asked for the group's approval, but noted that the state's bridge meeting isn't until tomorrow, so the project is not a federally funded project until it is approved by this committee. Itani suggested that Harrall ask the Committee for a motion to the Policy Committee to approve this project if it is approved for state funding at tomorrow's meeting.

Harrall entertained a motion to approve the TIP amendments/modifications.

MOTION by Warren, SUPPORT by ZULL, to recommend to the Policy Committee approval of the amendments to the FY2017-2020 TIP requested by MDOT, the KCRC, the City of Grand Rapids, and the City of Hudsonville, as presented by staff, including the safety projects, but excluding the KCRC's bridge project, which will be addressed in a separate motion. MOTION CARRIED UNANIMOUSLY.

MOTION by Haagsma, SUPPORT by Cochran, to recommend to the Policy Committee approval of moving the KCRC's 68th St. over the Thornapple bridge preventative maintenance

project to FY2018 upon its formal approval at the state's bridge meeting on November 2nd, with the Policy Committee having the ability to add this project to the TIP. MOTION CARRIED UNANIMOUSLY.

V. 2040 METROPOLITAN TRANSPORTATION PLAN ADMINISTRATIVE MODIFICATION

Referring to **Item V: Attachment A**, Faber stated that MDOT was requesting an administrative modification to the 2040 Metropolitan Transportation Plan to correspond with the amendment to the FY2017-2020 TIP. Specifically, MDOT requested to advance the following improvement projects from the MTP 2021-2030 planning year group into the 2018-2020 planning year group:

- I-196; Fuller Ave. to I-96 Junction—Reconstruction and Operational Improvements
- I-196WB bridge over I-96 EB—Bridge Replacement and Operational Improvements in the I-196/I-96 Junction vicinity

Full details regarding the changes being requested to both projects are included in the agenda packet.

Harrall entertained a motion to approve the administrative modification to the 2040 MTP.

MOTION by Warren, SUPPORT by Zull, to recommend to the Policy Committee approval of the administrative modification to the 2040 Metropolitan Transportation Plan to advance the projects identified above as requested by MDOT staff. MOTION CARRIED UNANIMOUSLY.

VI. NFC MODIFICATION

Referring to **Item VI: Attachment A** and two handouts, Robinson stated that the KCRC and the Village of Caledonia were requesting to add two road segments to the federal aid network—Kinsey St. between 100th St. and Main St. in the Village of Caledonia and 100th St. between Kinsey St. and Cherry Valley Ave. The request is to reclassify them both from local to minor collector. Harrall explained that the Village of Caledonia has some proposed development in this area, and they're requesting this change in order to be proactive.

Itani questioned if the segment requested by the Village of Caledonia should be added to the National Functional Class system to compete for federal funds because almost 40% of the existing system is deficient already. He also added that just because a road is on the NFC system, it doesn't guarantee it will receive funding in the future. Richter commented that the Village of Caledonia is aware that adding Kinsey to the NFC doesn't guarantee it will receive funding. But they are aware that the road is currently functioning as a minor collector, so adding the road segment to the NFC makes sense as they look to the future.

Warren asked if the Village of Caledonia was a member of Metro Council and commented that while we have more needs than resources, if the road operates like a minor collector, then it should be added to the network. Itani stated that because the Village of Caledonia is in the MPO area, they can make this request regardless of their member status. But he reiterated his concern that they would anticipate funding for this project. Robinson asked if there was a policy about developers having to help pay for roads if modifications are needed. Harrall stated that it depends, but if a left turn lane is required, they can request that. Discussion ensued.

Itani stated that this item needs endorsement from the Committee. He recommended that if the road functions as a collector, the MPO should add it to the system. However, all the MPO can do is recommend to MDOT that they add it to the system. Discussion ensued.

Harrall entertained a motion to approve adding the identified road segments to the NFC system.

MOTION by Warren, SUPPORT by Zull, to recommend to the Policy Committee support of adding the identified segments of Kinsey St. and 100th St. in the Village of Caledonia to the federal aid network. MOTION CARRIED UNANIMOUSLY.

VII. PRESENTATION ON SAFETY PERFORMANCE MEASURES

Referring to **Item VII: Attachment A**, Bott gave a presentation to the Committee on safety performance measures. The safety final rule establishes five performance measures as the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. MDOT has established targets for these performance measures for 2018 (listed below), and the MPOs have until February 27 to adopt the state's targets, establish their own, or decide on a combination of both.

State Safety Targets for Calendar Year 2018

Safety Performance Measure	Baseline Through Calendar Year 2016	Calendar Year 2018 State Safety Target
Fatalities	963.0	1,003.2
Fatality Rate	1.00	1.02
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23
Nonmotorized Fatalities & Serious Injuries	721.8	743.6

Bott stated that he wouldn't be surprised if some MPOs decided to set their own non-motorized targets but supported the rest of the state's targets. He noted that safety targets will need to be resubmitted every year. Bott suggested that the Committee consider developing goals, and then down the road, the MPO may feel comfortable enough to call the goal a target. He noted that, as of today, the full responsibility for meeting the targets is on MDOT whether the MPOs support the state's targets or develop their own, and MDOT will be penalized if targets are not met.

Keena asked if there has been discussion with law enforcement on how serious injuries are being coded. Bott stated that there have been discussions about keeping coding consistent across states. Zull stated that he has seen an uptick in distracted driving, drug use, and alcohol, and asked if this was being considered by law enforcement when injuries and fatalities were coded. Bott stated that up until this point, it hasn't been recognized separately. Zull added that the demographics of drivers are also shifting, with more senior drivers on the road. Discussion ensued.

Robinson asked how the Committee wished to proceed. Zull recommended discussing this further at a future meeting, including how the safety targets fit in with other local initiatives, goals, and objectives. Itani recommended that staff look at the targets and perform an analysis on the local system to see how our data aligns with the state targets and make a determination from there. Bott suggested that the Committee support MDOT's FY2018 targets, but then start work on determining whether or not they wanted to develop their own targets for FY2019. Harrall suggested that the Committee defer this conversation to another meeting. Itani stated that staff would investigate this further and propose a recommendation at a future meeting. Discussion ensued.

VIII. OTHER BUSINESS

None

IX. ADJOURNMENT

MOTION by Harrall, SUPPORT by Henckel, to adjourn the November 1, 2017 Technical Committee meeting at 11:09 am. MOTION CARRIED UNANIMOUSLY.