

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, May 2, 2018
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

DeVries, chair of the Technical Committee, called the meeting to order at 9:30 am. Those present introduced themselves to the Committee. Kent introduced Susan Rozema, the new Associate Region Engineer who is replacing Vicki Weerstra.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**Rick DeVries (*Chair*)

Sue Becker

Tim Bradshaw

Terry Brod

Mike Burns

Scott Conners

Tom Doyle

Tim Haagsma

Wayne Harrall

*Proxy for
Mike DeVries*

Tom Hooker

Dave Johnson

*Proxy for
Doug LaFave*

Dennis Kent

Brett Laughlin

Liz Schelling

Dan Strikwerda

Rick Sprague

Julius Suchy

Charlie Sundblad

Steve Warren

Rod Weersing

Chris Zull

City of Grand Rapids

Alpine Township

City of Kentwood/Caledonia Twp.

Cannon Township

City of Lowell

City of Walker

MDOT

Gaines Charter Township

Kent County

Grand Rapids Township

Byron Township

City of East Grand Rapids

City of East Grand Rapids

MDOT

Ottawa County Road Commission

ITP-The Rapid

City of Hudsonville

Kent County Road Commission

Village of Sparta

City of Grandville

Kent County Road Commission

Georgetown Township

City of Grand Rapids

Staff and Non-Voting Guests Present

Mallory Avis

Pam Blazo

Michael Brameijer

Andrea Dewey

Andrea Faber

Art Green

Laurel Joseph

Tyler Kent

Roger Marks

Darrell Robinson

MDOT-OPT

MDOT – LAP

GVMC Staff

FHWA

GVMC Staff

GRYSC/MDOT

GVMC Staff

MDOT

C2AE

GVMC Staff

Susan Rozema
Norm Sevensma
Kerri Smit
Steve Waalkes
Michelle Weber-Currie
George Yang
Mike Zonyk

MDOT – Grand Region
RWBC/WMEAC
GVMC
MCA
MDOT-OPT
GVMC Staff
GVMC

Voting Members Not Present

Ken Bergwerff
Robyn Britton
Mike Burns
Mike DeVries
David Dewey
Bill Dooley
David Ducat
Adam Elenbaas
Jim Ferro
Kevin Green
Tim Grifhorst
Tim Haagsma
Jerry Hale
Roy Hawkins
Jim Holtvluwer
Doug LaFave
Matt McConnon
Tom Noreen
Jeff Oonk
Steve Peterson
Terry Schweitzer
Rick Solle
Toby VanEss
Conrad Venema
Phil Vincent
Todd Wibright

Jamestown Township
Nelson Township
City of Lowell
Grand Rapids Township
Village of Sand Lake
City of Wyoming
City of Cedar Springs
Allendale Township
Ada Township
Algoma Township
Tallmadge Township
Gaines Charter Township
Lowell Township
GRIAA
Ottawa County
City of East Grand Rapids
Courtland Township
Nelson Township
City of Wyoming
Cascade Charter Township
City of Kentwood
Plainfield Township
Tallmadge Township
ITP – The Rapid
City of Rockford
City of Grandville

II. APPROVAL OF MINUTES

DeVries entertained a motion to approve the March 7, 2018 Technical Committee minutes.

MOTION by Warren, SUPPORT by Suchy, to approve the March 7, 2018 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Waalkes, from MCA, shared the 2018 Report Card for Michigan's Infrastructure brochure.

IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Robinson noted that MDOT was requesting to amend/modify the FY2017-2020 TIP and that they had a substantial list with mostly GPA

line item changes. They are adding 19 GPA projects for the TIP, which is standard. This will cause a TIP amendment because they are all rolled into one cost per GPA line item. Robinson suggested that Kent go through and highlight the major changes and also mentioned that an additional line item needed to be added.

Kent began by addressing a typo in the TIP that needed to be adjusted. The wrong-way vehicle detectors total cost is currently listed at \$66 million; however, it should be \$66 thousand.

Kent began to list the changes, most are minor changes in the scope, and added that the 131 at 68th carpool lot project has a pricing increase from \$200,000 to \$270,000.

FY 2018/19/20 – Trunkline Project Changes

FY	JN	Route	Location	Work Description	Phase	Total Cost Est. (\$000)	Change
18	TBD	US-131	@ 54 th Street & I-196	Emergency Beam Repairs	PE	\$10	New Trunkline Bridge Preservation GPA Project
18	TBD	US-131	@ Indian Lakes Road	Emergency Beam Repairs	PE	\$10	New Trunkline Bridge Preservation GPA Project
18	202922	US-131	@ Hall Street	Wrong-Way Vehicle Detectors	Const.	\$66,000	New Trunkline T/S GPA Project
18	N/A	Various	Areawide – GPA	Trunkline Highway Preservation	Var.	\$4,300	GPA Line Item Budget-Cost Increase
19	N/A	Various	Areawide – GPA	Trunkline Bridge Rehab & Replacement	Var.	\$3,500*	New GPA Line Item Category
19	N/A	Various	Areawide GPA	Trunkline Bridge Preservation	Var.	\$1,000	New GPA Line Item Category
19	N/A	Various	Areawide – GPA	Trunkline Highway Rehab and Reconstruct	Var.	\$1,000 *	New GPA Line Item Category
19	N/A	Various	Areawide – GPA	Trunkline Highway Preservation	Var.	\$5,500	New GPA Line Item Category
19	N/A	Various	Areawide - GPA	Trunkline Traffic Operations & Safety	Var.	\$6,000 *	New GPA Line Item Category
19	N/A	Various	Areawide - GPA	Trunkline Roadside	Var.	\$400	New GPA Line Item Category
19	N/A	Various	Areawide - GPA	Trunkline Scoping and Studies	Var.	\$2,100	New GPA Line Item Category
19	N/A	Various	Areawide - GPA	Trunkline Livability and Sustainability	Var.	\$100*	New GPA Line Item Category

* Based on projects identified in GPA list and historical spending patterns

FY	JN	Route	Location	Work Description	Phase	Total Cost Est. (\$000)	Change
19	202386	US-131	N.O. 10 Mile Rd. (Rest Area)	Sanitary Drain Field Rehab.	Const.	\$274	Change Year Trunkline

							Roadside GPA Project
19	201965	US-131	10 Mile Road Carpool Lot	Mill and Resurface	PE	\$5	New Trunkline Roadside GPA Project
19	201965	US-131	10 Mile Road Carpool Lot	Mill and Resurface	Const.	\$67	New Trunkline Roadside GPA Project
19	201942	US-131	36 th Street to I-96	Queue Detection and Control Devices	EPE	\$25	New TOS GPA Project
19	TBD	US-131	@ 54 th Street & I-196	Emergency Beam Repairs	Const.	\$10	New Trunkline Bridge Preservation GPA Project
19	TBD	US-131	@ Indian Lakes Road	Emergency Beam Repairs	Const.	\$10	New Trunkline Bridge Preservation GPA Project
19	124631	Various	Regionwide	ITS Control Room Operations	EPE	\$850	New TOS GPA Project
19	124632	Various	Regionwide	ITS Operation and Maintenance	EPE	\$900	New TOS GPA Project
19	129341	I-196	32 nd Avenue to 44 th Street	ITS Cameras and Related Equipment	PE	\$75	New TOS GPA Project
19	200162	M-37	Lake Eastbrook Blvd. to I-96	Concrete Joint Repairs	PE	\$60	New Trunkline Road Preservation GPA Project
19	200171	M-37	44 th Street to 32 nd Street	Mill and Resurface	PE	\$59	New Trunkline Road Preservation GPA Project
19	TBD	Various	Regionwide	Trunkline Road Scoping	EPE	\$1,700	New Trunkline Scoping GPA Project
19	TBD	Various	Regionwide	Trunkline Bridge Scoping	EPE	\$350	New Trunkline Scoping GPA Project
19	131775	I-96	68 th Ave. to Bristol Ave.	Concrete Joint Repairs and Resealing	Const.	\$2,441 (50% in GVMC MPO)	Trunkline Road Preservation GPA Project Cost and Year Change
20	129341	I-196	32 nd Avenue to 44 th Street	ITS Cameras and Related Equipment	Const.	\$500	New TOS GPA Project
20	200162	M-37	Lake Eastbrook Blvd. to I-96	Concrete Joint Repairs	Const.	\$1,523	New Trunkline Road Preservation GPA Project
20	200171	M-37	44 th Street to 32 nd Street	Mill and Resurface	Const.	\$872	New Trunkline Road Preservation GPA Project

Robinson suggested voting on the changes to the TIP before continuing on to the second item.

MOTION by Conners, SUPPORT by Harrall, to recommend to the Policy Committee approval of the amendments/modifications to the FY2017-2020 TIP requested by MDOT. MOTION CARRIED UNANIMOUSLY.

The second item discussed was 100th Street. MDOT was looking for support from the MPO on which alternative they would like to move forward with. There were a few presentations with MDOT, a couple months talking with the Road Commission and Byron Township and a Planning Environmental Languages study. Now that they are closing that out and beginning the design phase, they would like the MPO to support one option or the other. One option is to have the more traditional diamond type improvements; the other is a roundabout two lane bridge. The pricing is about the same for both options. It is not fully funded, but MDOT would like endorsement with one alternative or the other to hopefully move forward. Byron Township and the business community support the tight diamond over the roundabout option.

Hooker met with over 30 businesses and they were unanimously opposed to the roundabout because of the large industrial area. Trucking companies feared they would tear it up. Not one of the businesses support the roundabout, and there were several letters of opposition. Byron Township is firmly behind the tight diamond.

Kent explained that they wanted to see construction on this project begin in 2020. There will be a public meeting the end of May or early June to go over these two options; no venue has been selected yet, but the meeting will possibly be held in Byron Township.

DeVries entertained a motion to support the tight diamond option.

MOTION by Hooker, SUPPORT by Warren, to recommend to the Policy Committee support of the tight diamond option for the 100th St. bridge project.

Conners suggested they discuss this further before calling the motion to question.

Kent stated that this was a unique situation as part of the Planning Environmental Languages process. It would be good to have MPO support for one of the options.

DeVries stated that there is a motion with support on the table. Conners added that if they were to give a professional opinion on this matter then professional data should be looked at.

Haagsma explained that they looked at the AECOM model and then projected traffic. They found that the roundabouts break down sooner than the tight diamond. He stated that at first he supported the roundabouts; however, when he saw the data from the modeling, he supported the diamond. The diamond lends itself better for future expansion. The roundabout would have to be removed if the bridges ever had to be expanded. Discussion ensued.

Robinson added that Grand Valley Metro Council in association with MDOT, Byron Township, Gains Township and the Road Commission had met earlier to discuss each option.

Sevensma asked if the tight diamond has any facilities for pedestrians or bikes. Kent replied that yes both options do and that the final look will depend on negotiations and costs. The general preference is to have a full non-motorized facility and sidewalks on both sides.

Haagsma added that there are shoulders on the outside lanes

Hooker explained how at least one business would be affected negatively from the roundabout.

Strikwerda added that he was also initially for the roundabout as they are typically a better option. However, in this situation, the diamond would work better because of the expansion.

Discussion ensued.

Green explained the data. In 2016 they collected 24 hour counts, full signal of review. They used that count into the sinc analysis for roundabouts and the stimulation model. Using that data, they grew the data first by 1% and thought it would take a conservative look. They asked GVMC for some of their information on growth, and they gave a prospect of 1.37. Then they took each option for 20 years, and grew it another 10 then 20, out to 40 years. Roundabouts take more right of way, and the tight diamond does not constrain right of way. He continued to explain and noted they have all the data if anyone would like to see it.

Robinson asked when doing a design on a project like this one, do they typically go out 50 years? Green said that 20 years is consistent for projects. Kent added that when you go out past 20 years the data can be unreliable. Discussion ensued.

DeVries called the motion to question.

MOTION CARRIED UNANIMOUSLY

V. TRANSIT ASSET MANAGEMENT STATE OF GOOD REPAIR REGIONAL TARGETS

Referring to **Item V: Attachment A**, Joseph explained one of the performance area measures in this group is the Transit Asset Management state of good repair. The final rule was effective in October 2016. Last fall, our Technical and Policy Committees moved to support The Rapid's targets (regional targets). Now we have targets from MDOT and Hope Network. We have three sets of targets now. FTA literature recommends that we have one region-level target with each of these asset classes. We met with our transit agencies and did follow up work with them. We developed the targets from the memo and are asking for them to be considered. We took a conservative approach, and the targets will not have to be updated annually. Please refer to the memo for additional details.

MOTION by Laughlin, SUPPORT by Haagsma, to recommend to the Policy Committee to adopt the regional transit state of good repair targets. MOTION CARRIED UNANIMOUSLY.

VI. FY2017-2020 TIP DOCUMENT AMENDMENT

Referring to **Item VI: Attachment A**, Robinson discussed that another requirement of MAP-21 and the FAST Act is to have performance measure language in the TIP document. This document was created before performance measures were in existence or approved by the Federal legislation. Through the MTPA process they attempted to create this language to insert in our documents. It identifies all the asset management performance requirements and how we are currently addressing them, what we want to do in the future, and with FTA, we would have to amend this again in October so we went ahead and inserted that language as well, including operations maintenance and capital assets for all of our transit programs. Federal Highway and FTA have seen these. The language has to be incorporated by May 22nd in order to continue amending the TIP. We're bringing this to the Technical Committee now and the Policy Committee in two weeks to have it completed and sent in to our Federal partners to be in compliance and be able to amend the TIP.

MOTION by Haagsma, SUPPORT by Harrall, to recommend to the Policy Committee to amend the FY2017-2020 TIP document to add the new performance-based planning language. MOTION CARRIED UNANIMOUSLY.

VII. GVMC TRAFFIC SAFETY PLAN AND CMP REVIEW

Referring to **Item VII: Attachment A**, Yang discussed that GVMC is required by FHWA to develop a safety and CMP plan. We uploaded the draft documents on our website. Please review them, and if there are questions or comments, let him know. No action or approval is needed.

Robinson asked if this was done every year. Yang answered no; these documents are updated every four years. Robinson added that this is something that we insert in our long range plan. Basically, it is our explanation on how we deal with safety and congestion. We have had good reviews from our Federal partners.

Zull asked if the changes to CMAQ funding will affect these plans. Robinson stated that we will need to discuss this later

VIII. PRESENTATION ON MDOT LOCAL SAFETY GRANT APPLICATION

Yang introduced Pam Blazo with MDOT who will be delivering a presentation on the application process for local safety grants. Robinson added that we just approved our FY2019 list of safety grants, and GVMC did very well.

Blazo continued with her presentation and explained the eligibility for federal safety funds for 2020.

She explained who is eligible and what roads. It is an 80/20 based funding. There is a \$600,000 cap for projects. The majority of projects are funded at 90% federal level. Not a lot of people are taking advantage of this program. Read the Call letter every year because it always changes.

When applying, make sure you include a cover letter, location map, form 1627, cost estimate, time of return and/or highway safety manual analysis and UD -10's crash reports on your application. If you do not include it all, it may not be approved. Each year financial dollars change.

Yang noted plans are already on the GVMC website.

Spot Location and Systemic are the two main project types for HSIP funding. There are four low cost systemic applications and a one page application—2 required documents. For focused/targeted projects – don't ask for funding for non-safety related items.

Pictures are not required but are helpful. High risk rural road have 2 times the funding chances.

Connors asked what is the lower threshold for projects. Blazo replied that there are none.

Robinson requested to have the presentation on the GVMC website and advised to check the TIP for safety projects that may be eligible for this.

IX. OTHER BUSINESS

Brameijer stated the MDOT committee in charge of developing pavement condition performance measures had just released a draft of the white paper for the pavement performance measures coming out on May 20th. The current target recommendations can be seen below.

Measure	Baseline Calendar Year 2017	Recommended 2-Year Target(s) CYE 12/31/2019	Recommended 4-Year Target(s) CYE 12/31/2021
Interstate Percent Good	56.8%	NA	47.8%
Interstate Percent Poor	5.2%	NA	10.0%
Non-Interstate NHS Percent Good	49.7%	46.7%	43.7%
Non-Interstate NHS Percent Poor	18.6%	21.6%	24.6%

Dewey gave an Air Quality Update. The EPA announced 2015 ozone non-attainment areas yesterday. On west side—partial county non-attainment areas were announced for Muskegon and Allegan, and all of Berrien, and the seven counties in the SEMCOG MPO were designated as non-attainment areas. Grand Valley Metro Council is in attainment. There was a lawsuit against the EPA by South Coast Air Quality Management District in South Florida. They sued the EPA to say that you can take off the designation for attainment areas but you cannot stop doing conformity based on the 1997 ozone standards. This is unprecedented and brand new and impacts GVMC, as well as 12 non-attainment areas across the state of Michigan. There will be a hold for Federal approval for changes or

additions to non-exempt projects. An assessment is needed on all projects in the TIP to see which projects are non-exempt. The hold is until GVMC can start to do conformity analysis. If you have an amendment to the TIP that is a non-exempt project, GVMC will have to run conformity and submit the TIP amendment. This applies to new TIPs and long range plans. The EPA is still working out the details. This is effective immediately.

Discussion ensued.

Robinson recommended if you have a non-exempt project to talk with the MPO ASAP, so we can begin the process.

Robinson stated that the development of the 2020 TIP needs to start earlier—in November/December we will need to start. Also, the GVMC July Tech meeting will move or be combined with Policy.

X. ADJOURNMENT

DeVries entertained a motion to adjourn the May 2, 2018 Technical Committee meeting.

MOTION by Haagsma, SUPPORT by Conners, to adjourn the May 2, 2018 Technical Committee meeting at 10:50 am. MOTION CARRIED UNANIMOUSLY.