

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
Wednesday, May 16, 2018
Kent County Road Commission
1500 Scribner NW, Grand Rapids, MI**

Schmalzel, chair of the Policy Committee, called the meeting to order at 9:34 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**Darrell Schmalzel, *Chair*

Terry Brod

Dan Burrill

Tim Grifhorst

Tom Hooker

Dennis Kent

*Proxy for
Mike Burns*

Ken Krombeen

Doug LaFave

Jeff McCaul

Betsy Melton

Jim Miedema

Terry Schweitzer

Dan Strikwerda

*Proxy for
Jim Holtrop*

Cameron Van Wyngarden

Peter Varga

Steve Warren

Rod Weersing

City of Walker

Cannon Township

City of Wyoming

Tallmadge Township

Byron Township

MDOT

City of Lowell

City of Grandville

City of East Grand Rapids

City of Grand Rapids

Kent County Commissioner

OCRC

City of Kentwood

City of Hudsonville

City of Hudsonville

Plainfield Township

ITP – The Rapid

KCRC

Georgetown Township

Staff and Non-Voting Guests Present

Amanda Chatel

Andrea Faber

Art Green

Abed Itani

Nick Jasinski

Laurel Joseph

Dina Reed

Darrell Robinson

Liz Schelling

Norm Sevensma

Kerri Smit

George Yang

GR Resident

GVMC

GRTSC/MDOT

GVMC

MDOT

GVMC

ITP-The Rapid

GVMC

ITP-The Rapid

WMEAC-RWBC

GVMC

GVMC

Voting Members Not Present

Gail Altman
Tim Bradshaw
Mike Burns
Jamie Davies
Eric DeLong
Michael DeVries
Robert DeWard
David Dewey
David Ducat
Tom Ecklund
Adam Elenbaas
Betty Gajewski
Kevin Green
George Haga
Jerry Hale
Bryan Harrison
Jim Holtrop
Jim Holtvluwer
John Lanum
Brett Laughlin
Greg Madura
Tom Noreen
Rob Postema
Julius Suchy
Ben Swayze
Toby VanEss
Rod Weersing
Mike Womak
Member awaiting appointment

Jamestown Township
City of Kentwood
City of Lowell
City of Rockford
City of Grand Rapids
Grand Rapids Charter Township
Gaines Charter Township
Village of Sand Lake
City of Cedar Springs
GRFIAA
Allendale Township
OCRC
Algoma Township
Ada Township
Lowell Township
Caledonia Charter Township
City of Hudsonville
Ottawa County
MDOT
OCRC
Alpine Township
Nelson Township
City of Wyoming
Village of Sparta
Cascade Charter Township
Tallmadge Township
Georgetown Township
City of Cedar Springs
Courtland Township

II. APPROVAL OF MINUTES

Schmalzel entertained a motion to approve the March 21, 2018 Policy Committee minutes.

MOTION by Burrill, SUPPORT by Krombeen, to approve the March 21, 2018 Policy Committee minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None.

IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachments A through F**, Robinson stated that several 5310 recipients and MDOT are requesting to amend/modify the FY2017-2020 TIP. MDOT is also asking the Committee to support one of the US-131 @ 100th street alternatives.

Robinson discussed that MDOT has a long list of items, mostly updates to GPAs and adding new GPAs. Updating GPAs for the next fiscal year is typical this time of year. There was an addition to this list from Kent which was passed out to everyone. It was a job that

was added and approved at the Technical Committee and missed in the agenda—131 at 68th Street—a new car pool lot.

Kent confirmed what Robinson stated. He also added that they would like to add an illustrative project—a longer term project at 100th Street and 131—and wanted to get the process started to get it entered into the TIP. Funding will need to be lined up, hopefully later this summer or fall.

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	EPE	\$25	New TOS GPA Project

				Control Devices			
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

Schmalzel asked if there were any questions with the MDOT list besides the 100th Street project. Robinson recommended taking everything as part of one action, and noted a couple more things needed to be added. Kent asked to put the 100 Street alternative in the illustrative list as part of this action. Robinson advised the Committee to please note the addition from Kent's memo on the backside—100 Street Bridge replacement interchange approval—that it would be added to the illustrative list.

Robinson added another new request: the 5310 funds for 2019. These are added to the TIP pending approval of the Federal Transit Administration. Most projects are minor in scope,

such as the addition of buses, communication equipment/computers, etc. Several agencies (Senior Neighbors, Georgetown Seniors, Hope Network) requested to add Enhanced Mobility of Seniors and Individuals with Disabilities projects.

Robinson added a third request for ITP-The Rapid. They did not get their grant information to ITP until last week which is why it was late coming in and did not get added to the Technical Committee agenda. There are two fund sources—5307 and 5339—and both are replacement CNG funds for buses. The original amount of the 5307 fund is reduced from \$4.5 million to almost \$4.3 million. The 5339, same project, Replacement CNG Buses, is going up from \$926K to almost \$1.2 million. Schweitzer asked how many buses were associated with the funds. Reed answered eleven and three. Schmalzel asked about the lifecycle of the CNG buses. Varga answered that they just started replacing the CNG buses and that the lifecycle is typically 12 years. Discussion ensued.

Schmalzel asked for clarification on the 100th Street proposal. Robinson stated that MDOT is requesting to add it to the illustrative list so it can be moved into the TIP at a later date. The 100th Street Bridge has been hit several times, and MDOT is doing a temporary fix until they can get the money to replace the bridge. Robinson clarified that this request is just to have it added to the illustrative list and not select an option at this time. There will be another action that is separate from the amendments.

MOTION by Varga, SUPPORT by Schweitzer, to approve the amendments/modifications to the FY2017-2020 TIP requested by MDOT and the 5310 recipient agencies. MOTION CARRIED UNANIMOUSLY.

The second item discussed was 100th Street. Kent stated he was looking for support from the MPO on which alternative they would like to move forward with. One option is to have the more traditional diamond with wide shoulders on each side and sidewalk or a non-motorized option. The other option is the roundabout two lane bridge which would be narrower again with wide shoulders and non-motorized options. The roundabout is a constant flow of traffic which has an advantage to it. On the negative side the construction would impact the service station located on the northeast side. The roundabout would also be more difficult to replace in the future. There was concern on how the trucks in the area would be able to get around the roundabout. From a local standpoint the preference would be the tight diamond option for both the operational aspect and the ability to expand in the future. There have been discussions with MDOT, the Kent County Road Commission, and Byron Township about this and a Planning Environmental Languages study has been completed. The pricing is about the same for both options. The project is not fully funded, but MDOT would like endorsement with one alternative or the other to hopefully move forward. Byron Township and the local business community support the tight diamond over the roundabout option.

Hooker stated that there have been nine hits this year on the 100th Street Bridge. The latest was this past weekend. He stated that he 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 supported the roundabout, and there were several letters of opposition. Byron Township is firmly behind the tight diamond alternative. Warren agreed with Hooker in support of the tight diamond. Discussion ensued.

Schmalzel asked if the Tech Committee supplied a recommendation. Several replied that the Technical Committee supported the tight diamond alternative.

Schweitzer asked about MDOT's experience with roundabouts in interchanges, primarily with trucks. Kent explained that it is mixed. There are places where it works, but he has heard that trucking industries in general are a little less comfortable with roundabouts. With standard cars it works alright. A landfill is planning to expand to the south to a state of the art recycling operation. They own several hundred acres in Allegan County, adjacent to the bridge. That could be a factor going forward.

Schmalzel entertained a motion to support the tight diamond alternative.

MOTION by Hooker , SUPPORT by Warren, to support the tight diamond alternative for the 100th Street bridge project. MOTION CARRIED UNANIMOUSLY.

V. TRANSIT ASSET MANAGEMENT STATE OF GOOD REPAIR REGIONAL TARGETS

Joseph stated one of the performance measure areas is Transit Asset Management state of good repair. The final rule was effective in October 2016. Last fall, the Technical and Policy Committees moved to support The Rapid's targets. This year we also received agency targets from MDOT and Hope Network as well, so there are three sets of targets for agencies in our region. FTA literature recommends that MPOs adopt one region-level target for each asset class rather than list the individual agency-level targets. Therefore, we met with the transit agencies and did follow up with them to coordinate on the development of one set of region-level targets we can use to assess, at a planning level, how the GVMC region is performing in this area. The result of this coordination effort is the set of targets listed in the memo, which are now up for this committee's consideration. We took a conservative approach and tried to develop a set of targets that takes into consideration both the rural and urban agencies and their different needs and capacities. These targets will not have to be updated annually, but will be revisited during each MTP update process. The Technical Committee has recommended approval.

MOTION by Varga, SUPPORT by Schweitzer , to approve the adoption of regional transit asset management state of good repair performance targets. MOTION CARRIED UNANIMOUSLY.

VI. FY2017-2020 TIP DOCUMENT AMENDMENT

Referring to **Item VI: Attachment A**, Robinson discussed that another requirement of the MPO 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. MAP-21 and the new FAST Act require us to include performance measures in the TIP document. An MTPA subcommittee attempted to create this language to insert in our documents, and it addresses the safety performance measure as well as the Transit State of Good Repair measure. With FTA we would have to amend this document again in October to include the State of Good Repair measures, so we went ahead and inserted that language as well. Federal Highway and Federal Transit have seen these. The language regarding the safety performance measure has to be incorporated by May 27th in order to continue amending the TIP. After approval by the Policy Committee, this item will need to go on to FHWA for approval as well.

MOTION by Varga, SUPPORT by Strikwerda, to approve amending the FY2017-2020 TIP document to comply with performance-based planning requirements. MOTION CARRIED UNANIMOUSLY.

VII. PROPOSED FY2019 UNIFIED PLANNING WORK PROGRAM (UPWP) ACTIVITIES AND BUDGET

Faber stated that the Unified Work Program includes a budget for all federally assisted transportation planning activities that GVMC, ITP and MDOT will undertake. It must be submitted annually to all sponsoring federal agencies. Included in the agenda packet is a general outline of the FY2019 UPWP transportation tasks related to the GVMC Transportation Department. This year will be busy, as staff will be developing a new TIP, a new MTP, a freight plan, a non-motorized update, etc.

Itani added that Faber and Joseph worked together this year on the Unified Work Program. We looked at what the Federal Regs are requiring from us. In the past they had eight planning factors that we need to address in order to develop the long range transportation plan and the TIP. Washington decided to add two more planning factors, including to improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, as well as enhance travel and tourism. The information in the agenda is a reflection of what the Feds would like done. Itani added that next year is a very important year for us as staff will be developing the new 2045 Metropolitan Transportation Plan and the new FY2020-2023 TIP. The new TIP has to be in place before September 30th, 2019. Staff will continue to be involved in collecting traffic data, pavement condition, monitoring congestion, etc. Staff will be involved in two different studies, one in Hudsonville and the other in a four corner study (Cascade, Caledonia, Gaines and Kentwood). The MPO will need to develop a process to demonstrate to the Feds that we are attaining performance-based planning and programming requirements. Itani noted that funding changes every year based on the level of activity. One year it's up 1% and the next it could be down 1% depending on the activities. Itani did an analysis on the dues and found they were up a little. Last year, GVMC collected \$260,000 in dues and the new analysis was showing that \$264,000 - \$265,000 was needed. Itani discussed this with GVMC Executive Director John Weiss and decided to keep the dues the same as last year instead of raising them. The dues have been the same for the past 4 years. The staff level is expected to remain the same this year.

FY2019		FY2017	FY2018	FY2019
<u>MPO Membership Dues Estimates</u>	<u>Population</u>	<u>Dues</u>	<u>Dues</u>	<u>Dues</u>
Kent Co Rd Comm Urban		\$39,512	\$39,512	\$39,524
Kent Co Rd Comm Rural		\$6,196	\$6,196	\$6,259
Ada	13,142	\$1,987	\$1,987	\$1,998
Algoma	9,932	\$1,501	\$1,501	\$1,510
Alpine	13,336	\$2,016	\$2,016	\$2,028
Byron	20,317	\$3,071	\$3,071	\$3,089
Caledonia	10,821	\$1,636	\$1,636	\$1,645
Cannon	13,336	\$2,016	\$2,016	\$2,028
Cascade	17,134	\$2,590	\$2,590	\$2,605
Courtland	7,678	\$1,161	\$1,161	\$1,167
Gaines	25,146	\$3,801	\$3,801	\$3,823
Grand Rapids	16,661	\$2,519	\$2,519	\$2,533
Plainfield	30,952	\$4,679	\$4,679	\$4,706

Lowell	5,949	\$899	\$899	\$904
Nelson	4,764	\$0	\$0	\$724
Subtotal	\$189,168	\$73,585	\$73,585	\$74,544
Ottawa Co Rd Comm Urban		\$11,830	\$11,830	\$12,005
Ottawa Co Rd Comm Rural		\$381	\$381	\$366
Allendale	20,708	\$2,870	\$2,870	\$3,029
Georgetown	46,985	\$6,511	\$6,511	\$6,872
Jamestown	7,034	\$975	\$975	\$1,029
Tallmadge	7,575	\$1,050	\$1,050	\$1,108
Subtotal	82,302	\$23,617	\$23,617	\$24,408
Cities/Villages				
Cedar Springs	3,509	\$721	\$721	\$767
Caledonia	1,512	\$0	\$0	\$474
East Grand Rapids	10,694	\$2,126	\$2,126	\$2,259
Grand Rapids	188,040	\$39,429	\$39,429	\$40,957
Grandville	15,378	\$4,699	\$4,699	\$5,038
Hudsonville	7,116	\$1,848	\$1,848	\$1,976
Kentwood	48,707	\$11,260	\$11,260	\$11,508
Lowell	3,783	\$906	\$906	\$967
Rockford	5,719	\$1,371	\$1,371	\$1,463
Sand Lake Village	492	\$345	\$345	\$374
Sparta Village	4,140	\$0	\$692	\$755
Walker	23,537	\$6,727	\$6,727	\$7,203
Wyoming	72,125	\$17,551	\$17,551	\$18,137
Subtotal	382,748	\$86,986	\$87,678	\$91,878
Other Transportation Members				
ITP	N/A	\$14,500	\$14,500	\$14,500
Gerald R. Ford Airport	N/A	\$1,500	\$1,500	\$1,500
MDOT	N/A	\$0	\$0	\$0
Subtotal		\$16,000	\$16,000	\$16,000
Kent County	602,622	\$3,000	\$3,000	\$3,000
Ottawa County	89,418	\$1,476	\$1,476	\$1,476
Subtotal		\$4,476	\$4,476	\$4,476
GVMC		\$50,000	\$50,000	\$55,000
Total		\$254,664	\$255,356	\$266,306

Schweitzer suggested adding all the details of the Hudsonville and four corners study to the UPWP. Itani agreed to add that under Technical Assistance.

Schmalzel asked for and entertained a motion to open a public hearing about the budget.

MOTION by VanWynngarden, SUPPORT by Grifthorst, to open a public hearing to discuss the proposed FY2019 Unified Planning Work Program (UPWP) Activities and Budget. MOTION CARRIED UNANIMOUSLY.

There were no comments.

MOTION by Burrill, SUPPORT by Hooker, to close the public hearing to discuss the proposed FY2019 Unified Planning Work Program (UPWP) Activities and Budget. MOTION CARRIED UNANIMOUSLY.

MOTION by Warren, SUPPORT by LaFave, to approve the proposed FY2019 UNIFIED Planning Work Program (UPWP) Activities and Budget before it's presented to the Board for final approval in June. MOTION CARRIED UNANIMOUSLY.

VIII. GVMC TRAFFIC SAFETY PLAN AND CMP REVIEW

Referring to Item VIII: Attachment A, Yang discussed that GVMC is required by FHWA to develop a Traffic Safety Plan and CMP. We uploaded the draft version of these documents on our website. Yang asked the Committee to please review them, and if there are questions or comments, to let him know. No action or approval was needed at this time.

Schweitzer asked if the state has adopted safety measures. Kent replied yes, the same safety measures as GVMC. Robinson stated the MPO has until November 16 to decide if it wishes to support state targets for the Pavement and Bridge and System Performance measure or develop its own. Discussion ensued.

IX. OTHER BUSINESS

Itani stated that there is a redistribution order from the Federal Government. The outcome of the redistribution is that we should expect roughly \$1.68 million dollars of additional funds to be spent between FY2018 and FY2019. The amount of funding has not yet been released because MDOT is trying to figure out if the \$1.68 million dollars is the right amount that meets the 75/25. It is considered STP money so it can be used however we want. Discussion ensued.

Schweitzer asked about the status of CMAQ funding. Itani stated that he believes the area will continue to receive CMAQ money until FY2020. He also explained the lawsuit against the EPA by South Coast Air Quality Management District in South Florida. They sued the EPA to say that for the 1997 ozone standard, you can take off the designation for attainment areas, but you cannot stop doing conformity. This is unprecedented and brand new and impacts GVMC. The decision impacts 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 until GVMC can start to do conformity analysis. An assessment is needed on all projects in the TIP to see which projects are non-exempt. 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.

Kent added that it's not clear how CMAQ funding will be distributed in the non-attainment areas. Discussion ensued.

Robinson noted the following three items:

- Obligation authority for the TIP will run out late June or early July for FY2018. He suggested that if you have not obligated a project, you get it in as fast as you can.
- Because of all the new regulations for performance-based planning, we will start developing the FY2020-2023 TIP earlier. We will not be having a Tech or Policy meeting in July, but will meet with TPSG instead in order to review the Policies and Practices document.
- GVMC's certification review will take place from June 19-21. Multiple agencies, including federal agencies, will be meeting here to discuss how business is conducted. This takes place every 4 years. They have asked the Policy Committee in the past for feedback on how we are doing and may do so again. Itani added that they come to make sure we are following through with Federal guidelines. If we do not follow the guidelines, they can stop our Federal funding.

Varga announced that The Rapid has hired a new Deputy CEO of Administration – Dina Reed.

X. ADJOURNMENT

Schmalzel entertained a motion to adjourn the May 16, 2018 Policy Committee meeting.

MOTION by Burrill, SUPPORT by Grifhorst, to adjourn the May 16, 2018 Policy Committee meeting at 10:32 am. MOTION CARRIED UNANIMOUSLY.