

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
Wednesday, November 15, 2017
Kent County Road Commission
1500 Scribner NW, Grand Rapids, MI**

Darrell Schmalzel, vice chair of the Policy 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**

Terry Brod		Cannon Township
Mike Burns		City of Lowell
Dan Burrill		City of Wyoming
Mark DeClercq		City of Grand Rapids
Tom Doyle	<i>Proxy for John Lanum</i>	MDOT
Jim Holtrop		City of Hudsonville
Ken Krombeen		City of Grandville
Doug LaFave		City of East Grand Rapids
Greg Madura		Alpine Township
Rob Postema		City of Wyoming
Casey Ries	<i>Proxy for Tom Ecklund</i>	Gerald R. Ford Int'l Airport
Darrell Schmalzel		City of Walker
Terry Schweitzer		City of Kentwood
Rick Sprague	<i>Proxy for Steve Warren</i>	Kent County Road Commission
Ben Swayze		Cascade Charter Township
Cameron Van Wyngarden		Plainfield Township
Peter Varga		ITP – The Rapid
Rod Weersing		Georgetown Township
Mike Womak		City of Cedar Springs

Staff and Non-Voting Guests Present

Michael Brameijer	GVMC
Andrea Faber	GVMC
Abed Itani	GVMC
Laurel Joseph	GVMC

Dennis Kent
Jon Moxey
Norm Sevensma
George Yang
Michael Zonyk

MDOT
Village of Caledonia
WMEAC-RWBC
GVMC
GVMC

Voting Members Not Present

Gail Altman
Tim Bradshaw
Dave Bulkowski
Jamie Davies
Eric DeLong
Michael DeVries
Robert DeWard
David Dewey
David Ducat
Adam Elanbaas
Betty Gajewski
Kevin Green
Tim Grifhorst
George Haga
Jerry Hale
Bryan Harrison
Jim Holtvluwer
Tom Hooker
Brett Laughlin
Jim Miedema
Tom Noreen
Rob Postema
Julius Suchy
Toby VanEss
Member awaiting appointment

Jamestown Township
City of Kentwood
Kent County Commissioner
City of Rockford
City of Grand Rapids
Grand Rapids Charter Township
Gaines Charter Township
Village of Sand Lake
City of Cedar Springs
Allendale Township
Ottawa County Road Commission
Algoma Township
Tallmadge Township
Ada Township
Lowell Township
Caledonia Charter Township
Ottawa County
Byron Township
Ottawa County Road Commission
Ottawa County Road Commission
Nelson Township
City of Wyoming
Village of Sparta
Tallmadge Township
Courtland Township

II. APPROVAL OF MINUTES

Schmalzel entertained a motion to approve the September 20, 2017 Policy Committee minutes.

MOTION by Varga, SUPPORT by Holtrop, to approve the September 20, 2017 Policy Committee minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comment.

IV. 2040 METROPOLITAN TRANSPORTATION PLAN ADMINISTRATIVE/ MODIFICATIONS

Itani recommended to have this item, originally scheduled number V on the agenda, moved to number IV and move item IV FY2017-2020 Tip Amendments/Modifications moved to item number V.

Dennis Kent presents a presentation stating 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.

MOTION by Krombeen, SUPPORT by Sprague, to approve the 2040 Metropolitan Transportation Plan Administrative/modification requested by MDOT as presented. MOTION CARRIED UNANIMOUSLY

V. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

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

Itani 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
- JN126499 I-196 WB Bridge over I-96 EB-Bridge Replacement and Operational Improvements \$14,500,000.

Itani also states that 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.

Itani asked if there are any questions of Dennis Kent on these projects. There were no questions.

Itani stated that the Kent County Road Commission requested to move the FY2017 Fred Meijer Pioneer Trail Phase 2 to FY2018. Itani also stats that at the Technical committee Wayne Harrall stated that the KCRC will be receiving a grant and therefore would like to move a local bridge project—68th St. over the Thornapple River—that is funded for FY2020, to FY2018.

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. Strikwerda adds that there have been some changes to the plan, originally it would be done in two phases but instead it will be completed in one phase. Itani adds that the school portion of the trail doesn't qualify for federal and state funds, the school and the city of Hudsonville need time to come to an agreement and that is why the project is being moved to FY2020. In addition, the City is 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.

Itani 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

Itani states that in order to receive these federal funds it must be included in the TIP.

Conversation ensues.

MOTION by Varga, SUPPORT by Burrill, 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. MOTION CARRIED UNANIMOUSLY.

VI. **NFC MODIFICATION**

Referring to **Item VI: Attachment**, Zonyk 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. Moxey explained that the roads are already functioning as minor collectors. Moxey continues to state that the Village of Caledonia has some proposed development in this area, and they're requesting this change in order to be proactive. Zonyk states that they are both local roads with two different jurisdictions which is why it is being filed as a join request. He continues to state that MDOT has reviewed the request and concluded that both roads are good candidates for reclassification.

Itani states that this request was approved by the Technical Committee and that his recommendation is to approve the reclassification but to also later discuss how to handle situations where nonmembers become members just to fix a road they have. Zonyk states that there is no guarantee for federal funding. Itani agrees and states that federal funds are distributed on performance-based planning and this project must meet those requirements to receive funding.

Schmalzel inquires if the Village of Caledonia was previously a member of the Metro Council. Itani answers yes they were and that there is a policy in place that if you leave the Metro Council and return they must pay all the back dues and a penalty.

Conversation ensues

MOTION by Schweitzer, SUPPORT by DeClercq to approve the two NFC modifications made by KCRC and the Village of Caledonia. MOTION CARRIED UNANIMOUSLY.

VII. **PRESENTATION ON THE SAFETY PERFORMANCE MEASURES**

Referring to **Item VII: Attachment A**, Kent gave a presentation by Mark Bott 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

Kent states that there are penalties for not meeting these performance measure targets. These penalties only apply to the state and not the MPO. The penalty for not meeting the safety performance measures would result in a requirement to spend more on traffic and safety.

Kent states the down side of the MPOs adopting their own performance measures targets is the possibility of an enhanced reporting mechanisms to MDOT and the federal government. Itani adds that if the MPO adopts their own targets, the federal government will hold them responsible for meeting these targets by asking them to use some of the STP funds towards safety projects. If the state targets are adopted it falls on the state to meet these targets.

Itani added that the safety performance measure targets will serve as a guideline for the MPO when programing projects in the TIP to include safety elements. All segments that are eligible for STP funds will have a safety ranking so that communities are aware that there are safety issues. If there are any improvements scheduled it would be recommended to consider safety improvements as they will qualify for STP funds.

Itani suggests we adopt state performance measure targets.

In response to question from Schweitzer, Itani states that because of safety performance measures, the 2019 TIP will include how projects will help meet performance measure targets. Kent adds that as of May 27, 2018 any amendment to the TIP will have to include a description on how that amendment will work towards the safety performance measure target.

Conversation ensues.

Itani states that this will be revisited in January to adopt the targets.

VIII. OTHER BUSINESS

Referring to **Item VIII: Attachment A**, Varga expressed concern that the State has to perform state rail safety oversight by a certain date and if it is not done then Federal funds will be lost for Transit. He continues to state that it is MDOT's responsibility to complete these safety oversights and that he is concerned it will not be done in time.

Varga states that the 2017 Rapid millage renewal was passed and it will provide funding for 12 years.

Varga addresses a question from Schmalzel about Lakerline funding status. After an inquiry from Senator Peters, Senator Stabenow and Congressman Huizenga to the DOT and FTA, it appears that a grant is on its way. Whether it arrives in November or December is still in question.

IX. ADJOURNMENT

MOTION by Burrill, SUPPORT by Schwetizer, to adjourn the November 15, 2017 Policy Committee meeting at 10:38 am. MOTION CARRIED UNANIMOUSLY.