

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
WEDNESDAY, November 18, 2015
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Krombeen, chair of the Policy Committee, called the meeting to order at 9:30 am

Being that there were no new members in attendance, no introductions were necessary.

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

Ken Krombeen, <i>Chair</i>		City of Grandville
Gail Altman		Jamestown Township
Alex Arends		Alpine Township
Dave Bulkowski		Kent County
Mark DeClercq		City of Grand Rapids
Tom Ecklund	<i>Proxy for Brian Ryks</i>	GRFIA
		GRFIA
Rod Ghearing	<i>Proxy for Peter Varga</i>	ITP-The Rapid
		ITP-The Rapid
Jim Holtvluwer		Ottawa County
Dennis Kent	<i>Proxy for Dal McBurrows</i>	MDOT
		MDOT
Doug LaFave		City of East Grand Rapids
Jim Miedema		OCRC
Darrel Schmalzel		City of Walker
Terry Schweitzer		City of Kentwood
Dan Strikwerda		City of Hudsonville
Ben Swayze		Cascade Township
Steve Warren, Vice Chair		KCRC
Rod Weersing		Georgetown Township
Ron Woods	<i>Proxy for Mark Howe</i>	City of Lowell
		City of Lowell

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Erick Kind	MDOT
Darrell Robinson	GVMC Staff
Norm Sevensma	WMEAC-RWBC
Rachael Tupica	FHWA

Voting Members Not Present

Jerry Alkema	Allendale Township
Terry Brod	Cannon Township
Jamie Davies	City of Rockford

Eric DeLong
 Mike DeVries
 George Haga
 Bryan Harrison
 Don R. Hilton, Sr.
 Dennis Hoemke
 Mark Howe
 Dal McBurrows
 Audrey Nevins-Weiss
 Richard Pastoor
 Jack Poll
 Chuck Porter
 Brian Ryks
 Thad Taylor
 Roger Towsley
 Toby VanEss
 Cameron Van Wyngarden
 Peter Varga, Temporary Chair

City of Grand Rapids
 Grand Rapids Township
 Ada Township
 Caledonia Charter Township
 Gaines Township
 Algoma Township
 City of Lowell
 MDOT
 Byron Township
 City of Wyoming
 City of Wyoming
 Courtland Township
 GRFIA
 City of Cedar Springs
 Village of Sand Lake
 Tallmadge Township
 Plainfield Township
 ITP-The Rapid

II. APPROVAL OF MINUTES

Krombeen entertained a motion to approve the September 16, 2015 Policy Committee minutes.

MOTION by Ghearing, SUPPORT by Schmalzel, to approve of the September 16, 2015 Policy Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma commented that there is a new type of bicycle with “fat tires” that can be ridden year-round. The tires can go through sand, snow, and even wet grass.

IV. FY2014-2017 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Robinson explained that ITP, MDOT, the City of Wyoming, and GVMC Staff were requesting to amend/modify the FY2014-2017 TIP. Their specific requests were as follows:

1. ITP-The Rapid requested to amend/modify several FY2016 projects listed in the FY2014-2017 TIP.
2. MDOT requested to amend/modify several FY2016 and FY2017 projects and GPAs listed in the FY2014-2017 TIP.
3. The City of Wyoming requesting to move a previously approved FY2015 TAP funded widening and resurfacing inter-urban trail rehab project to FY2016. Due to design and planning difficulties, the project was not submitted in 2015 as planned, and is currently scheduled for a May 2016 MDOT letting.
4. The KCRC is requesting to move an illustrative project—Lincoln Lake Avenue from 6 Mile Road to 7 Mile Road—into the FY2016 project list on the condition they will be able to purchase federal STP rural funds from the Montcalm County Road Commission on a pilot program. KCRC is also requesting to advance construct the FY2017 Lincoln Lake Avenue project from 7 Mile Road to M-44 project in FY2016

provided the purchase of federal funds from the Montcalm County Road Commission goes forward.

5. GVMC Staff requested to move the Remembrance Road from Walker Village Drive to Fred Meijer Standale Trail sidewalk project from the illustrative list to the main project list. This project has conditional commitment for FY2016 TAP funding.

Warren provided more information to the Committee about the pilot program to purchase federal STP rural funds. A jurisdiction can purchase federal aid from a local agency for a reduced cost. Warren noted that the KCRC is paying eighty cents on the dollar for Montcalm County's federal aid and that Montcalm County can implement projects with fewer strings attached and less cost. They will be able to take a one mile project and extend it to 2.5 miles. Warren added that the KCRC is working with MDOT and FHWA on this and that he appreciated the Committee's support. Discussion ensued.

Krombeen entertained a motion to approve the amendments/modifications to the FY2014-2017 TIP.

MOTION by Swayze, SUPPORT by Bulkowski, to approve of the amendments/modifications to the FY2014-2017 TIP requested by ITP-The Rapid, MDOT, the City of Wyoming, the KCRC and Staff. MOTION CARRIED UNANIMOUSLY.

V. FY2017-2020 TIP UPDATE

Referring to **Item V: Attachment A**, Robinson presented a TIP development schedule to the Committee. He noted that he had requested that the Technical and TPSG Committees send in their project lists for FY2017-2020. The TPSG Committee is tentatively scheduled to meet on Wednesday, January 13, to program the next TIP. Also included in the agenda packet was the Policies and Practices for Programming Projects document that would provide the basis for selecting projects for the TIP.

Itani added that GVMC staff already sent the information regarding programming the next TIP to the Policy Committee members' staff, including the capacity deficiency and safety report and information about eligible projects. He noted that FY2017 is the last year of our current TIP, and will become the first year of our next TIP. The new FY2017-2020 TIP must be approved by October 1, 2016, for the area to receive federal funds.

VI. CERTIFICATION REPORT

Tupica passed out copies of a handout entitled: "Metropolitan Transportation Planning Certification Review for the Grand Rapids, Michigan, Transportation Management Area Grand Valley Metropolitan Council," which gave a summary of the findings from GVMC's last certification review, which took place in June of 2014. Tupica noted that every four years, FHWA is required to go to TMAs and review the process they're using for transportation planning to evaluate if the process meets federal requirements or not. She described the certification review process and walked the Committee members through the three commendations, which included the 2035 Metropolitan Transportation Plan, the Policies and Practices for Programming Projects, and safety planning, as well as nine recommendations in the following areas: transit representation on GVMC's board, planning memorandums of understanding (MOUs), the Unified Planning Work Program, performance-based planning and programming, MTP environmental justice analysis,

transportation planning education campaign, travel demand model, Transportation Improvement Program, and safety planning. GVMC received no corrective actions, and Tupica stated that overall, GVMC is doing a very good job.

Warren asked if it appeared contradictory that the law is requiring transit agencies to be on GVMC's board when the KCRC isn't allowed to serve on GVMC's board based on GVMC's bylaws. Tupica clarified that this was requirement of the law, but it's not presently clear if the transit committee representative is a voting or non-voting member. She recommended that the GVMC board take up this discussion in the future if necessary. Itani noted that in SAFETEA-LU, if an MPO was formed before 1991, which GVMC was, then they don't have to change their structure to include road commissions and transit agencies. However, the first draft of MAP-21 states that all transportation providers should be included on MPO boards, but the rules are not very clear about how the representation should be allocated. Itani's recommendation is to look at the final regulations and take measures to meet them when they come out. Itani also clarified that the GVMC board only approves three documents—the UPWP, the MTP, and the TIP, and the Policy Committee is the authority on all other matters. Since ITP serves on the Policy Committee, he believes the system we have in place is close to the spirit of the law. Discussion, comments and questions ensued.

DeClercq asked if the movement toward Complete Streets will continue in the future or if performance measures will be the norm or if there will be more emphasis on level of service. Tupica responded that it depends on the regulations and on how targets will be implemented. Itani added that, while he supports Complete Streets, with no specificity in the regulations, and in the age of a lack of resources, Complete Streets may become a luxury versus a necessity. Tupica explained that FHWA does encourage Complete Streets and that Complete Streets doesn't necessarily have to go beyond what a jurisdiction would normally do to operate and maintain a road. Tupica explained that she would send out information on new regulations regarding performance measures once they are released and encouraged the committee to submit comments during the public comment period. Discussion ensued.

VII. OTHER BUSINESS

- MDOT State Long-Range Transportation Plan (SLRTP) update

Referring to an attachment in the agenda, Kent stated that MDOT is in the process of reaffirming and extending the state's long-range transportation plan, the 2035 MI Transportation Plan. MDOT is seeking public and stakeholder input to help reaffirm and/or revise the inputs, forecasts and strategies contained in the current 2035 MTP. There were webinars for stakeholders and the general public to discuss this on November 10 and 12. There will be public meetings about this document in March. Warren asked if MDOT had a process in mind to identify projects to receive the additional funds from the passage of the state's transportation bill. Kent stated that there are a number of unfunded uncompleted projects that they have been discussing with MDOT leadership internally that they will propose. Discussion ensued.

Krombeen announced that the Policy Committee would not be meeting in December.

Itani stated that the terms for the Policy Committee chair and vice chair are up and recommended holding elections for the new chair and vice chair so that they could start their new roles at the next meeting in January.

Krombeen explained that the precedent is for the current vice chair to assume chairmanship of the Committee and asked Warren if he was willing to serve in this capacity. Warren agreed that he was. Krombeen then entertained a motion to elect Warren to serve as chair of the Policy Committee.

MOTION by Bulkowski, SUPPORT by Holtvluwer, to elect Warren to serve a two-year term as chair of the Policy Committee starting in January of 2016. MOTION CARRIED UNANIMOUSLY.

Krombeen then asked for nominations for vice chair, with the assumption that this individual would assume chairmanship of the Policy Committee once their term as vice chair was up. Krombeen entertained a motion to elect Schmalzel to serve as vice chair.

MOTION by Schweitzer, support by Bulkowski, to nominate Schmalzel to serve as vice chair of the Policy Committee starting in January of 2016, with the assumption that Schmalzel would serve as chair of the committee once his vice chairmanship role expired. MOTION CARRIED UNANIMOUSLY.

Bulkowski informed the Committee about messaging for some of Disability Advocates' programs, including the Shoveling Snow Angels program, and stated that he would be sending out information through Faber so that Committee members can participate and help get the word out.

VIII. ADJOURNMENT

Krombeen adjourned the November 18, 2015 Policy Committee meeting at 10:47 am.