

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, January 3, 2018**

**Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:32 am. Those present introduced themselves to the Committee.

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

Terry Brod		Cannon Township
Scott Conners		City of Walker
Rick DeVries		City of Grand Rapids
Tom Doyle		MDOT
Wayne Harrall	<i>(Chair) Proxy for</i>	Kent County
	<i>Mike DeVries</i>	Grand Rapids Township
	<i>Tim Haagsma</i>	Gaines Charter Township
Roy Hawkins		GRIAA
Dennis Kent	<i>Proxy for</i>	MDOT
	<i>Mike Burns</i>	City of Lowell
Brett Laughlin		Ottawa County Road Commission
Liz Schelling		ITP-The Rapid
Kelly Sheeran	<i>Proxy for</i>	Algoma Township
	<i>Kevin Green</i>	Algoma Township
Rick Sprague	<i>Proxy for</i>	Kent County Road Commission
	<i>Steve Warren</i>	Kent County Road Commission
Dan Strikwerda		City of Hudsonville
Aaron Van Proyen	<i>Proxy for</i>	Vriesman & Korhon Engineers
	<i>Ken Bergwerff</i>	Jamestown Township
Dan VanderHeide	<i>Proxy for</i>	City of Kentwood
	<i>Tim Bradshaw</i>	City of Kentwood
Rod Weersing		Georgetown Township
Todd Wibright		City of Grandville

Staff and Non-Voting Guests Present

Michael Brameijer	GVMC Staff
Andrea Dewey	FHWA
Andrea Faber	GVMC Staff
Art Green	MDOT
Abed Itani	GVMC Staff
Laurel Joseph	GVMC Staff
Roger Marks	C2AE
Todd Richter	Flies & VandenBrink Engineering
Darrell Robinson	GVMC Staff
Steve Waalkes	Michigan Concrete Association

George Yang
Voting Members Not Present
 Sue Becker
 Ken Bergwerff
 Tim Bradshaw
 Mike Burns
 Tim Cochran
 Mike DeVries
 David Dewey
 Bill Dooley
 David Ducat
 Adam Elenbaas
 Jim Ferro
 Kevin Green
 Toby Grifhorst
 Tim Haagsma
 Jerry Hale
 Jim Holtvluwer
 Tom Hooker
 Doug LaFave
 Matt McConnon
 Tom Noreen
 Steve Peterson
 Rick Solle
 Terry Schweitzer
 Julius Suchy
 Toby VanEss
 Conrad Venema
 Phil Vincent
 Steve Warren
 Chris Zull

GVMC Staff
 Alpine Township
 Jamestown Township
 City of Kentwood/Caledonia Twp
 City of Lowell
 City of Wyoming
 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
 Ottawa County
 Byron Township
 City of East Grand Rapids
 Courtland Township
 Nelson Township
 Cascade Charter Township
 Plainfield Township
 City of Kentwood
 Village of Sparta
 Tallmadge Township
 ITP – The Rapid
 City of Rockford
 Kent County Road Commission
 City of Grand Rapids

II. **APPROVAL OF MINUTES**

Harrall found some minor errors with the November 1, 2017 Minutes. On page 3 the bullets that reference the two MDOT projects should be corrected to have \$20,000 read \$20,000,000 and \$23,000 should be \$23,000,000.

The second correction is on pages 5-6. There were two references to Kinzy street with a Z instead of Kinsy street with an S.

MOTION by Conners, SUPPORT by VanderHeide, to approve the November 1, 2017 Technical Committee meeting minutes with the stated corrections. MOTION CARRIED UNANIMOUSLY.

III. **OPPORTUNITY FOR PUBLIC COMMENT**

There was no public comment.

IV. **ELECTION OF OFFICERS**

Harrall stated that he has served his two year term as chair. Normal protocol is that vice-chair (Rick DeVries) assumes chairmanship of the Committee.

Harrall entertained a motion to nominate DeVries to serve a two-year term as chair of the Technical Committee and Laughlin to serve a two-year term as vice chair.

MOTION by Kent, SUPPORT by Conners, to nominate Rick DeVries to serve a two-year term as chair of the Technical Committee and to nominate Brett Laughlin to serve a two-year term as vice-chair of the Technical Committee. MOTION CARRIED UNANIMOUSLY.

DeVries took over as chair for the remainder on the meeting.

V. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to Item V: Attachment A, Robinson explained several TIP amendments/modifications to the Committee. He explained that the City of Grand Rapids is looking to advance construct a project in 2019 by coordinating 2 projects together, Kalamazoo and Alger to Plymouth in 2018. Robinson stated that this will be a good use of federal funds.

The next request was from ITP-The Rapid: they have some updates to their activity lines for 2018 and 2019 which were explained in a memo. They are adding some funds to specialized services and adding funds for expansion vans. Robinson stated that a lot of the activity lines for 2018 are minor modifications. Usually total federal funds for all activity lines are staying the same making this a modification, not an amendment. As for the project in 2019, as long as the Federal funds stay the same, it's just a modification.

The next request was from the City of Kentwood. This is an action that was brought forward to the TPSG Committee. After some projects were moved around, \$100,000 was made available in CMAQ funding. The TPSG Committee recommended it be added to an existing 2019 project—Sparks at Forest Hills intersection from East Paris to Burton. There will be some signal modification. VanderHeide stated that they already have CMAQ funds to add to the right turn lane at the intersection, so the additional funds will be used to upgrade the signals for those right turn lanes.

The City of Walker requested to move a project in 2020 for TAP funding up to 2018. This would be processed as an advance construct project. This would be part of a new innovative way to do TAP funding, and this would be a fully funded TAP program. This was Walker's attempt to help step in and get as many projects listed as we can for TAP funding. Conners stated they will seek the reimbursement in 2019.

Joseph explained the next TAP project for Jamestown Township. The Riley St. sidewalk project has already been approved by committees for inclusion in the Non-Motorized list, and this is more of a formality to get it into the TIP. Harrall asked if it would be placed on the illustrative list. Robinson stated this project was selected a year if not longer ago. It was just never added to the TIP because we are going to start adding projects as we get conditional commitments.

Kent had some additions: Robinson has staff authority to make minor administrative modifications to the TIP. These included (1) a cost increase for a CPM project in the City of Kentwood on M-37 between Patterson and 44th Street with the cost increasing to 1.046 million in 2018 construction, and (2) the addition of a railroad crossing project to upgrade the crossing on Chicago Dr. in the City of Wyoming, with the project being added to the TIP as a GPA project for \$96,000 with 90/10 federal/non-federal funding.

MOTION by Laughlin, SUPPORT by Harrall, to approve the amendments/modifications to the FY2017-2020 TIP as presented. MOTION CARRIED UNANIMOUSLY.**VI. NFC MODIFICATION**

Itani stated that the City of Grand Rapids is requesting to add Hastings Street to the NFC system. Because of GVSU and other developments in the area that will access Hastings, the City of Grand Rapids has requested to talk to the Committee to try to include the street on the system. When we started discussions with MDOT, they rejected the proposal, but for the last 6 months, the City has been talking to MDOT and they have shown interest in including that facility on the NFC system. This routine process of submitting an application along with the MPO's approval will include when MDOT does updates. The City could access federal funds for improvements. A lot of local money is involved in this project.

DeVries stated there was an article the other day in the Business Journal. There has been 3 billion dollars in investment in the Michigan Street corridor, and also about 50,000 employees around this corridor every day. One thing that was included in this article was the need for Hastings to be a two-way connection to Spectrum and the other employers in the area. Now you can head west bound on Hastings, but you can't head east bound. DeVries continued to state that the plan would be to add a connection back to College going eastbound and to take the traffic off of Michigan St. as well. This is one of a number of steps the City is taking to relieve congestion in this corridor. DeVries pointed out that one thing that has happened while this project has been negotiated is that Grand Valley State University has bought 16 acres north of Hastings St. with plans to redevelop it. GVSU has already built one building that will open in May of this year. The plan is to seek federal dollars for some of the cost of this Hastings St. project. DeVries stated they felt more comfortable with Hastings St. being classified as a minor collector.

The following changes will be presented to the Policy Committee for final approval and then to MDOT for the requested NFC changes.

National Functional Classification (NFC)/Summary of MPO Submission

Street	NFC/NHS Modification	NFC/NHS Change Detail	Length (Miles)
Hastings Street	Coit Ave. to College Ave.	Current NFC: Local– Proposed NFC: Minor Collector	.376
Sinclair Avenue	Hastings Street to North End	Current NFC: Local – Proposed NFC: Minor Collector	.087
Hastings/College Connector	Sinclair Ave. to College Ave. (Proposed Connection)	Current NFC: None– Proposed NFC: Minor Collector	.069
Coit Avenue	Michigan St. to Hastings St.	Current NFC: Local– Proposed NFC: Minor Collector	.116

Discussion ensued.

MOTION by Harrall, SUPPORT by Conners, to add the proposed changes, as identified, to the NFC system. MOTION CARRIED UNANIMOUSLY.

VII. SAFETY PERFORMANCE MEASURES

Attached to the meeting agenda is **Item VII: Attachment A** which states.

Federal regulations require the use of five year rolling averages for each of the 5 safety performance measures shown below. The state has set the following targets for 2018:

1. Number of fatalities—1,003.2
2. Rate of fatalities per 100 million VMT—1.02
3. Number of serious injuries—5,136.4
4. Rate of serious injuries per 100 million VMT—5.23
5. Number of non-motorized fatalities and non-motorized serious injuries—743.6

MPOs are required to establish safety targets by either

1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or
2. Committing to a quantifiable target for the performance measures for their metropolitan planning area

Itani stated the history of the US transportation bill and explained the background of performance measures. The performance measures that the Federal Government requires relate to freight, pavement condition, bridge, transit, and safety. MDOT has been working hard with FHWA in Lansing to come up with performance measures and targets. Today the safety performance measure is being presented for consideration. The state has been working to develop the safety measures and came up with their own targets. At the TPSG Committee meeting, there was a lengthy discussion about the targets, and the recommendation was to approve to adopt the state targets. That gives a time frame of at least 2 years to see how they work. The MPO is then responsible for implementing these targets. Itani stated that safety projects are generally small projects. We are trying to bring safety planning as part of the project selection process by including safety ratings for each deficient facility in the deficiency list.

Itani continued to state safety must be part of the project selection process. There is no penalty at the local level if you don't achieve the target. Staff's recommendation is to accept the state target and reevaluate it again in the future. We can develop our own target later if needed.

Itani stated that GVMC did a short exercise regarding crash data in our area. Looking at 28th St., in 2016 fatality rates were at 1.84. This is higher than the state's target of 1.02. The same can be said for serious injury rates—9.66 compared to the state's rate of 5.23. There is a high rate of accidents on 28th St. We are asking that MDOT take a look at this to reduce accidents on 28th St. Alpine was another street with a pretty high rating. For every segment we identify as deficient, we will have the safety ratings on it and the target rating. Our responsibility is to look at safety, etc. There is no penalty. All we want to do is improve safety awareness in the planning process.

Robinson stated most of the other MPOs in the state are also supporting MDOT's targets. He added that, for now, we are supporting, not adopting, these targets.

Kent stated that the statewide target isn't to be looked at corridor by corridor. This is an overall goal to reduce fatalities and serious injuries. The targets were picked because the goals felt reasonable. If the targets are not met on a statewide basis MDOT does get penalized, but the penalty is to spend more money on safety. There is no new source of money that comes with this target. It's just a matter of how you spend current funds. He continued to state that this is the first deadline outside of transit that's required. MPOs statewide must take action by the end of February by either creating their own

targets or supporting MDOT's targets. If action is not taken it limits your ability to do TIP amendments. This is an on-going discussion we are having statewide.

Dewey asked if the targets are updated annually. Kent responded that he was under the impression that the updates were required every other year.

Itani stated we will have more meetings about the other performance measures. A lot must be adopted before we develop the new MTP.

MOTION by Laughlin, SUPPORT by Zull, to support MDOT's Safety Performance Targets.
MOTION CARRIED UNANIMOUSLY

VIII. REQUEST FROM THE CITY OF HUDSONVILLE

Robinson explained the request from the City of Hudsonville to make modifications at 32nd Ave. in an effort to facilitate easier movements to this new weave merge lane by adding a second left turn lane. The TPSG Committee had a lengthy discussion on this and it was recommended that we deal with this at the next programming of the TIP. Robinson included what is programmed in 2020 and that we have \$7.9-8 million dollars programmed, \$8.4 million is available so we are about \$390k under programmed. There have been some other changes that could impact this total but nothing that seems too major. At this point, there is money available to program this and it is recommended that it is added to the next TIP discussion. Robinson pointed out that this request is slightly different than the efile layout but seems easier to read.

Itani adds the project is not part of the TIP deficiency or illustrative list. It couldn't be added to the illustrative list because it must go through the public involvement process to be added. Request is unfeasible at this point. Our thought is if we want to do public involvement for one project, it might cost us \$5,000 which doesn't seem to make a lot of sense. In 2019, we will start developing the next TIP. It makes a lot of sense to wait. Second, when we develop the 2017-2020 TIP, 2020 is a speculative year. Communities must review costs. Itani emphasized that the TPSG Committee did agree that the Hudsonville project should be in the TIP. Robinson added that TPSG recommended that this be a priority to the Committee during the next TIP programming. Funding remains to be determined.

Kent stated MDOT has made modifications, including doing work on the westbound off ramp.

Van Proyen from Jamestown said that Bergwerff asked him to be here today to express support for the project.

Discussion ensued

IX. OTHER BUSINESS

None

X. ADJOURNMENT

DeVries adjourned the January 3, 2018 Technical Committee meeting at 10:13 am.