



TRI-COUNTY REGIONAL PLANNING COMMISSION

Planning for People in the Greater Lansing Region Since 1956

MINUTES

Transportation Review Committee (TRC)

2011 OFFICERS

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Date: April 13, 2011 (Tuesday) at 4:00 p.m.
Place: Ingham County Human Services Building, Conference Room B
5303 S. Cedar Street, Lansing MI 48910

Attendance: See attached attendance sheet.

Staff Present: Susan M.C. Pigg, Paul Hamilton, Steve Skinker, Maria Habba

The meeting was called to order by Ch/Monsma at approximately 4:05 p.m.

I. Introductions/Minutes

Those present introduced themselves. It was MOVED by C/Bauerle, SUPPORTED by C/Tennis, to approve the February 9, 2011 minutes. MOTION CARRIED UNANIMOUSLY.

II. Review of Planning Process

Hamilton reviewed the transportation planning process explaining the role of the Commission in planning, programming and the environmental review process. The MPO process, in general, consists of the Long Range Transportation Plan (LRP), the Transportation Improvement Program (TIP) and public input at the local and MPO level. In addition, air quality analysis must be done on the LRP and TIP, which must be consistent. Long term goals and needs in the LRP are based on perspectives, funding resources, etc. LRP's are developed every four years, air quality conformity analysis at least every four years, and TIP's are normally developed every two years. **Note: In order for projects to receive federal or state funds, they must be listed in the LRP and TIP.** Hamilton distributed a schematic diagram of the process which has been adopted and integrated into interagency agreements and memorandums of understanding with the Tri-County Regional Planning Commission (TCRPC) local partners. It is also the agreed upon process in which TIP's are developed statewide.

Hamilton noted that elements of project development, design and environmental analysis now occur much earlier in the process than in previous years. He explained that the TCRPC role this process is just to review and provide comments, similar to the role of citizens. TCRPC has a more significant input into air quality and environmental justice analyses. Project level elements are dealt with by the implementing agencies and MDOT. MDOT oversees the planning and public participation process. The Federal Highway Administration (FHWA) oversight is above MDOT and they oversee the MPO process in approving projects for expenditure of federal funds.

(Over)

III. TIP Amendments

- A. Waverly Road Sidewalk Project – Chad Gamble, City of Lansing, provided an overview of the proposed Waverly/Grand River Regional Recreational Pathway Project. This project has been listed in the TCRPC Long Range Plan for a number of years as a non-motorized facility. The City has been partnering and working with the Ingham County Road Commission on projects along the Waverly Road corridor to enhance this area. Gamble explained that a non-motorized facility is a sidewalk that creates a safe passage way for those who choose to bike or walk as their mode of transportation. This project is multi-faceted and the approved and funded phases as well as proposed phases of this are regionally significant. The Capital Area Regional Transportation Study (CARTS) recommends placement of this project on the Transportation Improvement Program (TIP) illustrative list pending approval of funding.

John Daher and Steve Hayward, Lansing Charter Township, informed the TRC of the Township Board's decision to withdraw their support of this project. There was discussion about a possible misconception that the project was already on the illustrative list. It was clarified that action requested of TRC is to recommend that TCRPC add this project to the illustrative list.

There was discussion about the meaning of putting this project on the TIP illustrative list. Hamilton said projects listed in the illustrative list are essentially part of a "wish list" to build if funding becomes available. He also explained that once projects are placed on the illustrative list, TCRPC staff has the ability to advance projects into the TIP under administrative change policies. But, staff always takes controversial projects back through the committee process.

Other issues related to this project were discussed including regional connectivity, safety and ADA compliance, funding possibilities and proposed project timing.

Ball asked what bearing Lansing Charter Township's vote to withdraw support have on this process. Ch/Monsma said the ICRC can move forward with the project. C/Wood mentioned conversations with C/Rodgers, and expressed concerns with one jurisdiction applying for projects on behalf of another. She is apprehensive about the precedent this sets. C/Wood is not in support of this project because of these issues. C/McGrain is supportive of the project concept but he would not advance the project to the TIP without having all issues resolved.

Ch/Monsma allowed for public comment at this time. Hayward offered his personal opinion on the significance of this project. Bob Pugh, Waverly Hills Subdivision, 3707 Waverly Hills Road, Lansing MI, questioned the priorities of road projects and thinks there are cultural and possibly racial components to this project being a priority. Mr. Pugh distributed copies of a petition signed by Waverly Hills Association residents opposed to a "\$1.3 million spending spree sidewalk to nowhere (and bicycle road)." Mr. Ballenger, 2029 S. Waverly Road, Waverly Hills Association, Lansing MI, distributed a statement that Lansing Township voted to withdraw support and asserting that the case is closed.

C/Tennis said he wanted to support to this project and will in the future, but does not feel it is the role of the TRC to supplant the judgment of jurisdictions. This was presented as a multi-jurisdictional project and should be supported as such. C/Tennis will not vote in favor of this project due to the lack of support from Lansing Township.

McBurrows offered to invite an MDOT representative to discuss the enhancement program. Hamilton said that to receive enhancement funds there must be an agreement for perpetual maintenance. Hamilton said multi-jurisdictional projects change the nature of the game and gave examples of independent elected boards, such as MDOT, CATA, etc. who may propose projects that don't have specific approval from each board in their region.

C/Veenstra objected to reducing lanes on Mt. Hope Road. Mr. Gamble explained that traffic volumes do not support four lanes, and this allows space to install bike lanes and gain connectivity.

C/McGrain expressed his objectives in considering the quality of life, livability, accessibility, etc. for the citizens of the region.

C/Osieczonek echoed C/Tennis' comments with regard to having all participating bodies on board. He would also like more information on the citizen concerns related to this project.

It was MOVED by C/McGrain, SUPPORTED by C/Veenstra, to recommend adding the Waverly Road Sidewalk project to the TIP illustrative list. A roll call vote was taken (Abstain – McBurrows; No – Osieczonek, Pizzo, Tennis, Wood; Yes – Bauerle, McGrain, Monsma, Veenstra) MOTION TO RECOMMEND APPROVAL FAILED (4-4, 1 abstained).

Hamilton explained that two recommendations go to the TCRPC Board: one from the technical committee - Capital Area Regional Transportation Study (CARTS) and one from the policy committee – TRC. Both advise the Commission. Following procedure, this project will be on the Commission agenda for April 27, 2011.

Ball commended City of Lansing staff for coordinating a regionally significant project. He feels that there is a misunderstanding of the overall regional transportation review process, and suggests that TCRPC provide education and outreach to help local jurisdictions understand the process.

- B. Michigan Avenue Extension – The Eaton County Road Commission (ECRC) is requesting to move the 2011 federal funding from the St. Joe project to the 2011 Michigan Avenue project in the amount of \$650,000. They need to modify the project limits for the 2012 St. Joe from Canal to Broadbent AC to St. Joe from Canal to I-96 Bridge; and change the description of the 2012 St. Joe AC project to “add curb and gutter, turn lanes, and resurface.” The Michigan Avenue project cost has gone up as a result of the Environmental Assessment (EA). C/Tennis said the EA found a noise area that needs to be mitigated. A sound wall, at an increased cost, would be used to meet the EA requirements. CARTS recommends approval of the amendments as requested.

It was MOVED by C/Tennis, SUPPORTED by C/Bauerle, to recommend approval of the ECRC requested TIP amendments.

C/Osieczonek said this has been a heavily contested project and he was not in favor of the project prior to becoming a Commissioner. He explained his opposition to the project includes issues with the proximity of the road and sound wall to the homes and the anticipated project costs.

C/Tennis said they're in the final processes with the EA and are waiting for sign-off to proceed with final engineering and bids. There was discussion.

R. Douglas Kosinski, 7305 Glen Terra Drive, Lansing MI, Citizens Against Extending Michigan Avenue, stated that the proposed extension will pass within 30 ft. of some residents' bedrooms and they are concerned with the aesthetics of a sound wall. He also expressed issues with only adding one mile to Michigan Avenue to dead end at Canal. He said that Delta Township's Board discussed a transfer of funds from the St. Joe project. He suggested that further action be delayed until information is provided on funding commitments.

C/McGrain asked what a "no" vote would mean under the circumstances. C/Tennis said EA requirements have to be met in order to comply with federal regulations. The ECRC and Delta Township have vetted citizen concerns and have gone through the transportation planning process, public hearings, EA process, etc. C/Tennis' position is that this amendment should not be contested given that the respective entities have complied with all requirements of this process. He said the role of the Commission is to validate that these processes have been followed.

Ch/Monsma asked what would happen if engineering cost estimates are inaccurate? McBurrows explained that funding amounts in the TIP are estimates of obligated commitments to those projects. Projects are entitled to up to 20% over the federal amount. Once projects are obligated three years is allowed for spending the obligated amounts. If bids come in over, there will be opportunities to adjust funding amounts, project scope, etc.

C/Pizzo said the Delta Township Committee of the Whole met on Monday night to make this adjustment because of the addition of the sound wall. He said they had a full discussion and residents were present. There is still a consensus in favor of the project with the sound wall and match is available for the cost increase. C/Pizzo echoed C/Tennis' comments that the Commission should validate that the process has been followed.

C/McGrain said he previously voted in favor of this project, but after careful consideration and seeing that it's already taking funding away from other projects, he will not be supporting this amendment.

There was further discussion on funding estimates and allocated amounts and when final engineering estimates will be complete. C/Veenstra commented on regional funding issues. Hamilton said projects listed in the TIP are certified that year of construction costs are reflected. Hamilton said adjustments should've been made to the annual growth rate as part of that process.

Ch/Monsma said he would like to have a projected date of the final engineering and that scenario to see how that fits into the bidding process, and C/Veenstra requested a map.

Mr. Kosinski requested to be on record stating that Delta Township and the ECRC have been very open throughout this process and have been in good communication with the citizens.

C/Veenstra commented on diverting funds from the St. Joe project, the strong opposition of citizens, and concerns with the cost estimates and the region potentially losing funds.

A roll call vote was taken. (Yes – C/Bauerle, McBurrows, C/Monsma, C/Pizzo, C/Tennis; No – C/McGrain, C/Osieczonek, C/Veenstra) MOTION CARRIED (5-3).

Ch/Monsma MOVED that we not proceed with the rest of the agenda in the interest of time, C/Veenstra SUPPORTED. MOTION CARRIED UNANIMOUSLY.

IV. **Michigan Avenue/Grand River Corridor Study**

The Commission will receive a presentation on the Corridor Study on April 27, 2011.

V. **Discuss Possible Three-Year TIP Cycle**

This item was deferred.

VI. **Status Reports** - All items below were deferred.

- Title VI
- Administrative Changes
- Upcoming Training – ADA Training, Asset Management, Designing Healthy Livable Communities:
- Non-Motorized Task Force
- Model Network Update

VII. **Other/Adjourn**

It was MOVED by C/Tennis, SUPPORTED by C/Bauerle, to adjourn the meeting at 7:00 p.m. MOTION CARRIED UNANIMOUSLY.

COMPOSITE ATTENDANCE RECORD
TRANSPORTATION REVIEW COMMITTEE 2011

C=Cancelled
A=Alternate
A1=1st Alternate
A2=2nd Alternate
A3=3rd Alternate

GOVERNMENTAL UNIT/AGENCY	MONTH/DAY												TOTAL
	1/12	2/9	3/9	4/13	5/11	6/22	7/20	8/10	9/14	10/12	11/9	12/7	
Clinton County: Clinton County Road Commission Bauerle	C	X	C	X									
Eaton County: Eaton County Road Commission EATRAN Osieczonek	C C C	X X X	C C C	X X X									
Ingham County: Beard McGrain Veenstra Ingham County Road Commission Dravenstatt-Moceri	C C C C	X X X X	C C C C	X X X C									
Lansing City: Wood Yorko CATA Monsma	C C C	X X X	C C C	X C X									
MDOT: McBurrows	C	X	C	X									
TOTAL VOTING MEMBERS		12		9									
<u>NON VOTING MEMBERS:</u> CATA: D Alexander J Ball (May 2010) N Wilson (A-1)	C	X	C	X									
EATRAN: Webb	C		C										
CRAA: Daigle	C		C										
FHWA: Tupica	C		C										
MDNR: Rusch	C		C										
TOTAL		13		10									

Others in attendance: 4/13/11 – C/John Boles, Eaton County; Chad Gamble, Andy Kilpatrick, City of Lansing; John Daher, Steve Hayward, Lansing Charter Township; R. Douglas Kosinski, Citizens Against Extending Michigan Avenue; William S. Ballanger, Waverly Hills Association; Bob Pugh, Waverly Hills Subdivision.