

Board Meeting Agenda

Thursday March 3, 2011 • 8:30 a.m. • Kent County Commission Chambers

- 1. Call to Order by Chair**
- 2. Public Comment**
- 3. Swearing-in of New Board Members**
 - a. Jim Saalfeld, Kent County Commissioner**
 - b. Carol Hennessy, Kent County Commissioner**
 - c. Rebecca Fleury, Manager and Finance Director, Village of Middleville**
 - d. Patrick Waterman, Manager, City of Hudsonville**
- 4. Approval of Minutes dated February 7, 2011**
- 5. Transportation Department (Action Items):**
 - a. Amendments to the GVMC FY 2011-2014 Transportation Improvement Program (TIP) for MPO Member Agencies**
 - b. GVMC 2035 Long-Range Transportation Plan**
- 6. GVMC Strategic Initiatives - Progress Report**
- 7. Legislative Advocacy – Report of the Legislative Committee**
 - a. Governor’s Special Mid-March Message on Governmental Reforms**
 - b. Issues Update**
- 8. Other items of business and comments from GVMC members**
- 9. Adjournment**



Memorandum

To: Grand Valley Metropolitan Council
From: Donald J. Stypula, Executive Director
Date: February 28, 2011
Re: Agenda Items for our March 3, 2011 Board meeting

Attached are the agenda and support documents for our next GVMC Board of Directors meeting, scheduled for **8:30 am Thursday March 3, 2011 at the Kent County Commission Chambers in downtown Grand Rapids.**

This month, following the swearing-in of four new Board members, we are bringing for your review and consideration one of our most important work items – the Metro Council’s 2035 Long-Range Transportation Plan. We also have some amendments to the Transportation Improvement Program; an update on our strategic plan, and an update on the rapidly developing issues at the capitols in both Lansing and Washington.

We’ll start by reviewing and accepting the attached minutes from our February 7, 2011 GVMC Board meeting.

TRANSPORTATION: AMENDMENT TO THE FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MICHIGAN DEPARTMENT OF TRANSPORTATION

GVMC Transportation Department staff is requesting approval of a series of amendments to the GVMC FY 2011-2014 Transportation Improvement Program (TIP) for ITP-The Rapid, the Village of Kent City, the City of Lowell, Hope Network, Senior Neighbors and Georgetown Seniors to fund various transportation projects. I have attached for your review a memorandum prepared by GVMC Transportation Planner Darrell Robinson, together with more detailed information from the requesting agencies.

The amendment has been reviewed and approved by the GVMC Technical and Policy Committees, together with the Executive Committee.

Proposed Action: Review and approve the proposed amendment to the GVMC FY 2011 TIP for the GVMC MPO-member agencies.

TRANSPORTATION: THE GVMC 2035 LONG-RANGE TRANSPORTATION PLAN

Metro Council's Transportation Department staff has spent more than a year working with the general public, the business, educational and philanthropic communities, MPO-member agencies and other interested parties to develop the GVMC region's 2035 Long-Range Transportation Plan (LRTP). The plan examines the multi-modal transportation needs of the GVMC-MPO region and provides a fiscally-constrained, project-oriented projection of transportation needs for the next 25 years. We are asking you to review and approve this federally-mandated vision document at our meeting on Thursday.

I have enclosed a briefing memo and background information prepared by GVMC Transportation Planner Andrea Dewey, who coordinated development of the LRTP. The voluminous Long-Range Plan and background information is available on the GVMC web site at <http://www.gvmc.org/transportation/longrangeplan.shtml>

Transportation Director Abed Itani will make a presentation on the Long-Range Plan at our meeting on Thursday. The 2035 LRTP has been reviewed and approved by the GVMC Technical, Policy and Executive Committees.

Proposed Action: Review and approve the GVMC 2035 Long Range Transportation Plan.

GVMC STRATEGIC INITIATIVES – PROGRESS REPORT

Staff and I are working daily to make progress on the Strategic Initiatives approved by this Board in October, 2010. I will bring a report for your review and discussion to the meeting on Thursday.

LEGISLATIVE ADVOCACY – GOVERNOR SNYDER'S SPECIAL MESSAGE ON GOVERNMENTAL REFORMS

In mid-March, Governor Rick Snyder will present his first "special message" to the Michigan Legislature – this one on governmental reforms and what he calls "best practices" for county and local governments. At this juncture I don't have details on the message, nor a specific date and time for Governor Snyder to address the Legislature. I have heard from multiple sources that he will reference legislation (to be introduced prior to his message) that defines "best practices" and establishes a formula for awarding state revenues to communities that share services, consolidate administrative functions, have switched to defined contribution retirement systems, and taken other steps to reduce service delivery costs. As soon as I hear more specifics on the Governor's message, I will share them with you via email.

LEGISLATIVE ADVOCACY – ISSUES UPDATE

Intergovernmental Collaboration: Over the past two weeks there has been noticeable movement on some of GVMC's legislative priorities in both chambers of the Legislature. This Thursday morning as we are meeting, the House Local, Intergovernmental and Regional Affairs Committee will continue gathering testimony on HBs 4309-4312 which amend the Intergovernmental Cooperation Acts to remove language that we have flagged that raises barriers to intergovernmental service and cost sharing. Republicans and Democrats have vowed to work together, with us, to help remove those barriers.

Personal Property Tax: It appears that Governor Snyder would rather focus on his immediate priorities of rewriting the Michigan Business Tax and passing the FY 2012 state budget rather than wage a campaign to eliminate the personal property tax. Following testimony from county and local government representatives two weeks ago, legislative supporters of a bill (SB 34) to eliminate the PPT have vowed to work with us on ways to replace the revenue lost to counties, locals and school districts if the PPT is eliminated.

State Transportation Funding: I have heard from multiple sources that Governor Snyder is likely to deliver another special message to the Legislature – this one on transportation funding – in September. We continue to work with a broad-based, statewide coalition to press the issue, but nothing is likely to start moving until the Governor formally weighs in on the issue later this year.

Please note that the next meeting of the **GVMC Legislative Committee is scheduled for 8:30 a.m. Wednesday March 9 here at the GVMC offices.**

APRIL GVMC QUARTERLY LUNCHEON CANCELED

Metro Council's April Quarterly Luncheon – that was set for Monday April 11 at the Prince Conference Center – has been canceled to accommodate Governor Snyder's appearance at a Grand Rapids Area Chamber of Commerce luncheon on the same day and time. We are working with our guest speaker – Michael Finney, President and CEO of the Michigan Economic Development Corporation – to reschedule his presentation for a date later in April or the first part of May.

As always, we're looking forward to seeing you and having a fruitful discussion. If you have any thoughts, comments, questions or suggestions you can reach me anytime on my cell phone at 616-450-5217, in the office at 776-7604, at home at 257-3372 or via email at stypulad@gvmc.org.

GRAND VALLEY METRO COUNCIL

Board Meeting

February 7, 2011

8:30 a.m.

Kent County Commission Chambers

MINUTES

1. Call to Order

The meeting was called to order at 8:35 a.m. by Chairman Jim Buck.

Members Present:

Jerry Alkema	Allendale Township
Alex Arends	Alpine Township
Dale Bergman	Sparta Township
Jim Buck	City of Grandville
Daryl Delabbio	Kent County
Mike DeVries	Grand Rapids Township
Brian Donovan	City of East Grand Rapids
Cindy Fox	Cascade Township
John Helmholdt	At-Large
Don Hilton, Sr.	Gaines Township
Jim Holtrop	Ottawa County
Jim LaPeer	Cannon Township
Mick McGraw	At-large Member
George Meek	Plainfield Township
David Pasquale	City of Lowell
Chuck Porter	Courtland Township
Milt Rohwer	City of Grand Rapids
Rick Root	City of Kentwood
Ken Snow	City of Greenville
Phil Van Noord	Village of Middleville

Members Absent:

Chris Burns	City of Cedar Springs
Tom Butcher	Grand Valley State University
Dan Carlton	Georgetown Township
Sharon DeLange	Village of Sparta
Jason Eppler	City of Ionia
Tom Fehsenfeld	At-Large Member
Brian Harrison	Caledonia Township
Doyle Hayes	At-Large Member
George Heartwell	City of Grand Rapids
Denny Hoemke	Algoma Township
Pauline Luben	City of Hudsonville
Elias Lumpkins, Jr.	City of Grand Rapids

Robert May	City of Hastings
Jim Miedema	Jamestown Township
Cy Moore	Treasurer
Audrey Nevins	Byron Township
Steven Patrick	City of Coopersville
Jack Poll	City of Wyoming
Al Vanderberg	Ottawa County
Toby VanEss	Tallmadge Township
Rob VerHeulen	City of Walker
Bill VerHulst	City of Wyoming
Roger Wills	City of Belding
Chris Yonker	City of Wayland
Michael Young	City of Rockford

Others Present:

Andy Bowman	Grand Valley Metro Council
Abed Itani	Grand Valley Metro Council
Gayle McCrath	Grand Valley Metro Council
Don Stypula	Grand Valley Metro Council
Don Tubbs	City of Hastings

2. Public Comment

None

3. Approval of Minutes

MOTION – To Approve the Minutes of the January 2011 GVMC Board Meeting. MOVE – Meek. SUPPORT – Holtrop. MOTION CARRIED.

4. Finance Report

Don Stypula reported on the FY 2011 first quarter financials. We are stable and on target in all areas of the current-year budget. Don noted on Page 4 of the report, under Administration, that there are variances in the following lines: #702.000 Salaries, #712.100 Social Security, #712.200 Medicare Tax and #712.800 Pension Plan. Under GVMC’s cost allocation agreement with the REGIS Agency, 30 percent of the Finance Director’s costs in these lines should be attributable to REGIS. The REGIS budget set that reimbursement rate at 19 percent. We will reconcile those lines at the end of this fiscal year based on actual hours of work charged to REGIS. The Finance Report has been reviewed and accepted by the GVMC Finance Committee

5. MDOT – Commission Audit

Don Stypula reported last Friday he received the formal notification on the 2nd phase of the MDOT audit. GVMC is still in discussions on the 1st phase and has engaged another attorney to determine if there is a statute of limitations on how far they can go back.

6. Strategic Initiatives

Don Stypula reported today GVMC will turn on the switch to a new communications portal which will take a major step forward. There will be a list-serve on the web site and also a training exchange.

7. Legislative

Rick Root reported he felt the meeting with legislators was helpful. Many of the freshmen are still learning their way around. It was a great forum. We should consider duplicating it in six months or so. He would encourage all members to keep in touch with their legislators.

Don Stypula reported the Dept. of Treasury is scheduling training for financial manager for communities which are on the bubble. It is the desire of the state Treasury to amend the current act of emergency financial managers. On February 17, the Governor will present his budget for 2012 and projections for 13, 14, & 15. He would like to look into doing budgets for multiple years.

8. Transportation

The Michigan Department of Transportation is requesting an amendment to the GVMC FY 2011-2014 Transportation Improvement Program (TIP) to fund preliminary engineering for a project to replace the bridge decking on I-196 over the Grand River and extend a ramp to southbound U.S. 131. The amendment has been reviewed and approved by the GVMC Technical and Policy Committees, as well as the Executive Committee.

MOTION – To APPROVE THE PROPOSED TIP AMENDMENT. MOVE – HILTON. SUPPORT – MEEK. MOTION CARRIED.

9. Other

10. Adjourn – 9:50 a.m.

MOTION – To Adjourn. MOVE – Fox. SUPPORT – Rohwer. MOTION CARRIED.



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: February 9, 2011
TO: Grand Valley Metro Council Board
FROM: Darrell T. Robinson, Transportation Planner
RE: FY2011 TIP Changes

Due to several changes being requested by ITP The Rapid, the Village of Kent City, the City of Lowell, Hope Network, MDOT and Senior Neighbors to the FY2011-2014 TIP, staff is requesting approval of the following changes:

- ITP The Rapid has several changes to the FY2011 – 2014 TIP specifically to FY2012. An updated list of projects and the requested changes is attached.
- The Village of Kent City is requesting to add an awarded STP Enhancement project for Streetscape of South Main Street from Spring Street to M-46 to FY2011 of the TIP. The cost breakdown is as follows: \$315,494 Federal, \$128,314 local for a total project cost of \$443,808. (Please see attached).
- The City of Lowell has received two STP-Small Urban Programs grants and requests that they be added to the TIP. The first project is Bowes Road reconstruction with sidewalks west of Valley Vista Drive, Federal cost: \$334,000, local cost: \$83,501 for a total cost of \$417,501, add to FY2012. The second project is Bowes Road milling and resurfacing with sidewalks from west of Valley Vista to West Main Street, Federal cost: \$178,648, local cost: \$44,663 for a total cost of \$223,311, add to FY2014. (Please see attached).
- Hope Network is requesting to have the attached list of projects added to FY2012 of the TIP utilizing 5310 funds.
- MDOT is requesting an amendment to add a Preliminary Engineering (PE) project to FY2011, I-96 at Cascade Road, bridge deck replacement, widening and operational improvements at a total cost of \$700,000. The addition of this project is necessary because the estimate for construction of the project is estimated at over \$5 Million. (Please see attached).
- Senior Neighbors is requesting to have the attached list of projects added to FY2012 of the TIP utilizing 5310 funds.
- Georgetown Seniors is requesting to have the attached list of projects added to FY2012 of the TIP utilizing 5310 funds.

If you have any questions please do not hesitate to contact me at (616) 776-7609.



Interurban Transit Partnership

300 Ellsworth Avenue SW Grand Rapids, MI 49503-4005 616.456.7514 • Fax 616.774.1195

January 18, 2011

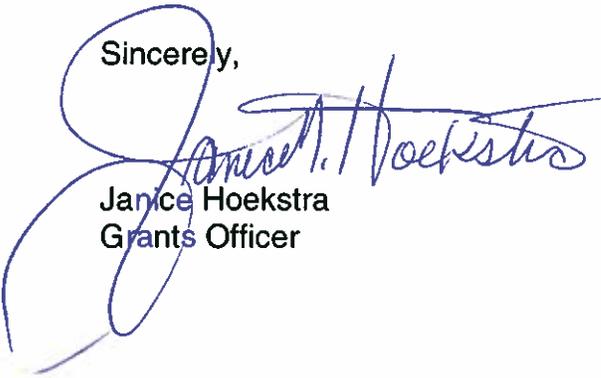
Mr. Darrell Robinson
Grand Valley Metro Council
678 Front Ave, N.W., Suite 200
Grand Rapids, MI 49504-5319

Dear Darrell,

In preparation of the FY 2012 MDOT grant application The Rapid is requesting an amendment to the Transportation Improvement Program (TIP) for fiscal year 2012. The Activity Line Items (ALI's) listed reflect the changes all other ALI's will remain the same.

If you have any questions or require additional information please call me at 774-1183.

Sincerely,



Janice Hoekstra
Grants Officer

**The Rapid
 FY 2012 TIP Amendment
 24-Jan-11**

Section 5307	<u>Projects</u>	<u>Original Budget</u>	<u>Amendment Requested</u>
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Replacement 40' Buses	1,154,274	0
Expansion 40' Buses (14)	0	6,240,000
Associated Capital Maintenance Items	738,050	240,859
Preventive Maintenance	1,625,000	1,000
Bus Tire Lease	225,000	200,000
Shop Equipment	51,375	0
Facility Equipment	2,611,430	0
Storage Units	15,000	12,000
Office Furniture/Equipment	50,000	10,000
Computer Hardware	111,500	89,200
Computer Software	15,000	12,000
Service Vehicles (2)	87,500	70,000
Misc. Support Equipment	12,500	10,000
Security Sureveillance	116,000	79,472
ADA Vehicle Equipment	192,187	0
Rehab Admin Maint Facility	260,000	0
Passenger Shelters	187,500	50,000
ITS	1,250	0
Misc. Contingency	62,500	50,000
Project Admin	100,000	80,000
Capit Cost of Contracting	650,000	520,000
Bus Stop Signs	12,500	10,000
Information Displays	6,250	5,000
Planning	794,540	514,228

Section 5309

BRT	1,503,000	15,931,000
ITS	0	3,125,000

MICHIGAN DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENHANCEMENT ACTIVITY

5/6/2010 16:42:32

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Conditional Commitment

Project Number: ENH200900100
Applicant: Village of Kent City
Project Name: Kent City Streetscape

TEA Amount Requested: \$315,494.50
Original Match: \$197,571.00
Total Project Cost Requested: \$513,065.50

TEA Amount Recommended Pending Final Reviews and Approvals: \$315,494.50 71.09 %
(Prorated) Applicant / Sponsor Match: \$128,313.50 28.91 %
TEA Recommended + Prorated Match: \$443,808.00

Proposed (Participating) Work:

CONDITIONAL COMMITMENT REVISION (5/6/10):

The related road project received funding for fiscal year 2010 (ARRA) instead of 2011 and can no longer be constructed with the Transportation Enhancement (TE) project. The TE project will continue to include all the items listed below. Due to the road project and TE project being constructed in separate years, along with the associated changes in the design plans, the TE project budget must be modified as follows. The total cost of construction is \$443,808 with \$315,495 in federal TE funds and matching funds of \$128,313 from the Village of Kent City. ms

2011 CONDITIONAL COMMITMENT (10/22/09):

The Village of Kent City will streetscape South Main Street from Spring Street to M-46. The design is intended to upgrade the community, with an emphasis on safety improvements, while working within a budget. The project components will include changes in grading, sidewalk placement, and accommodations for the change in road width of a separate road project to provide universally accessible design and safety for residents and visitors. New pedestrian level lighting will replace the aging cobra head lighting currently mounted on leaning electrical poles. Pedestrian areas will be accented with brick paving, screening, and a shade structure, while the public library will gain a new brick plaza. Water quality improvements will be made by channeling storm water into a system of rain cisterns which will use the water to irrigate public green space before impacting the sewer system. Educational signage about the water quality improvements will be incorporated in the library plaza. Additional project components include bicycle loops, trash receptacles, park benches, and decorative trees, shrubs, and planters to enhance and beautify the area. Relocation of the electrical poles in the project area will be a non-participating aspect of this project.

Construction is planned for the 2011 construction season, and is proposed to be paired with the related road project, which will be separately funded. The total cost of construction is \$513,066 with \$315,495 in federal TE funds and matching funds of \$197,571 from the Village of Kent City.

FUNDING CONDITION:

Transportation Enhancement funding is conditional upon the items mentioned in the letter from our office conveying the conditional commitment, supporting documentation, as well as Congress' reauthorization or continued extension of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continuing TE program funding. SAFETEA-LU legislation expired at the end of fiscal year 2009 (September 30, 2009). TE Program funding has continued to date via legislative extensions.

Not Funded (Non-Participating) Work:

Non-participating items include: curb and gutter, design engineering, construction engineering, easement acquisition, and relocation of power poles and SBC poles.

Total Non-Participating Amount (Not Recommended) : \$222,500.00



301 East Main Street
Lowell, Michigan 49331
Phone (616) 897-8457
Fax (616) 897-4085

January 25, 2011

Mr. Darrell Robinson
Grand Valley Metro Council
678 Front Avenue, N.W., Suite 200
Grand Rapids, Michigan 49504

SUBJECT: FY 2012-2014
TIP Amendment

Dear Darrell,

The City of Lowell has received STP-Small Urban Programs grants through the Michigan Department of Transportation for the following projects:

FY 2012

- Bowes Road reconstruction with sidewalks from 1950 feet to 2950 feet west of Valley Vista Drive, milling and resurfacing from South Hudson to South West Street .77 miles

Federal Small Urban Funding	\$334,000.
Local Funding	<u>83,501.</u>
	\$417,501.

FY 2014

- Bowes Road milling and resurfacing with sidewalks from 2950 feet west of Valley Vista to West Main Street (M-21) .28 miles

Federal Small Urban Funding	\$178,648.
Local Funding	<u>44,663.</u>
	\$223,311.

Please include these projects within the TIP for fiscal years 2012-2014.

If there are any questions, please contact me.

Sincerely,

David M. Pasquale
City Manager

/brm

Hope Network 2012 Capital Requests

Request	Program	Amount	Total
1 Cutaway Bus	Section 5310	@ \$71,000	\$71,000
Electronic Vehicle Inspection System	Section 5310	@ \$75,000	\$75,000
Snow Plow For Service Truck	Section 5310	@ \$6,000	\$6,000
		Total:	\$122,000



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

RICK SNYDER
 GOVERNOR

KIRK T. STEUDLE
 DIRECTOR

DATE: February 4, 2011

TO: Abed Itani, Transportation Director
 Grand Valley Metro Council

FROM: Dennis Kent, Region Transportation Planner
 MDOT/Grand Region

SUBJECT: FY 2011-14 TIP Amendment #2a / FY 2011 MDOT Project

MDOT is requesting an amendment to the GVMC FY 2011-14 MPO Transportation Improvement Program (TIP) to begin the Preliminary Engineering (PE) process for the following project. Because the cost estimate for construction is over \$5.0 Million, federal guidelines now require the PE phase to be listed separately in the TIP, not as part of a General Program Account (GPA). Actual construction of the bridge is currently planned for 2015.

FY 2011 – Trunkline Project Modifications

JN	Route	Location	Work Description	Phase	Total Cost Est.
N/A	I-96	@ Cascade Road	Bridge deck replacement, widening and operational improvements	Preliminary Engineering	\$700,000

Please amend the GVMC FY 2011-14 MPO TIP to include this project phase. Feel free to contact me at 616/451-3091 if you have any questions.

Thank you for your consideration.

cc GVMC MPO Committees
 V. Weerstra, MDOT
 E. Kind, MDOT

D. Robinson, GVMC
 D. McBurrows, MDOT
 R. Lenze, MDOT



SENIOR NEIGHBORS, INC.
Enhancing Senior Lives

820 Monroe NW, Suite 460
www.seniorneighbors.org

Grand Rapids, Michigan 49503-1442

616.459.6019

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January 13, 2011

Ms. Andrea Faber
Grand Valley Metro Council
40 Pearl Street NW, Suite 410
Grand Rapids, MI 49503

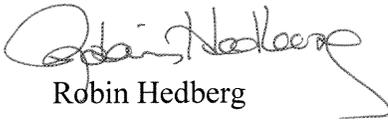
Dear Ms. Faber:

Senior Neighbors Inc. will be submitting an application to MDOT for Section 5310 capital funding in FY'12. We plan to request funds to purchase ADP hardware. This ADP hardware will replace ADP hardware in the "Sparta, Lowell, and Grandville Centers and Administrative Office". The amount of the request is \$5422 (See attached summary.)

We are requesting that you include our funding request in your TIP for Urban Applicants. MDOT requires that we present proof of TIP Inclusion for Urban Applicants in order to complete the application process.

If you have any questions please feel free to contact me by telephone at (616) 459-6019, fax (616) 459-6953 or email at rhedberg@seniorneighbors.org. Thank you for your prompt attention to this matter.

Sincerely yours,



Robin Hedberg

Enclosure

SENIOR NEIGHBORS, INC.

Project Name	Total Federal	Federal Source	Total State	State Source	Total Cost
Section 5310					
ADP Hardware	4,338	5310	1,084	CTF	5,422
TOTAL (5310)	\$ 4,338		\$ 1,084		\$ 5,422

5,422

Georgetown Seniors
7096 8th Ave
Jenison, MI 49428
2/7/11

Darrell,

I would like the Grand Valley Metro Council to amend the projects into the FY 2012 portion of the TIP.
Could I request the addition to your TIP committee to add Georgetown Seniors.

I am requesting one capital request in FY12. It is for 2 Vehicles--\$128,000 federal plus \$32,000 state for a total of \$160,000.

Thank you,



Pam Haverdink, Director
Georgetown Seniors

Georgetown Seniors, Inc.
Capital Requests For FY 2012

Req. Yr	Program	Item Description	Federal Amount	State Amount	Local Amount	Total Amount	Action	Status
2012								
SEC 5310								
Eligible/Pending: 1		Priority: 1	\$104,000	\$26,000	\$0	\$130,000	REPLACE	PRE-REQUESTED
Requested: 1	Vehicle	32-Ft Medium Duty w Lift - Diesel (air package, deisel engine, extended body)						
Eligible/Pending: 1		Priority: 1	\$24,000	\$6,000	\$0	\$30,000	REPLACE	PRE-REQUESTED
Requested: 1	Vehicle	6-Passenger Minivan (option pkg, georgetown transportation detailing)						
Sub Total By Program Type			\$128,000	\$32,000	\$0	\$160,000		
Sub Total By Request Year			\$128,000	\$32,000	\$0	\$160,000		
Grand Total			\$128,000	\$32,000	\$0	\$160,000		



GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE • GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: February 9, 2011
TO: Executive Committee
FROM: Andrea S. Dewey, Transportation Planner
RE: **2035 Long Range Transportation Plan Update**

Long Range Transportation Plan

The Grand Valley Metropolitan Council, as the federally designated Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties, is responsible for the development of a multi-modal Long Range Transportation Plan (LRTP). This purpose of the LRTP is to ensure that transportation investments in our area enhance the movement of people and freight efficiently, effectively, and safely. The LRTP addresses all modes of transportation and uses data such as population projections, traffic count and travel time studies, pavement management data, and results from the travel demand model to provide analysis tools for deficiency identification.

The LRTP must be approved by the Michigan Department of Transportation, Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency in order for federal transportation dollars to be expended in our area. The LRTP must also be fiscally constrained, project specific, take into consideration public opinion and environmental justice, and meet established air quality standards. The document is updated every four years and this LRTP has a 25 year horizon, balancing transportation investments through the year 2035.

The primary finding of the 2035 Long Range Transportation Plan is that the needs of the transportation system in our region surpass the resources available to address them. Examples include a 131% increase in ridership on The Rapid since 2000, over a quarter of the pavement on the Federal-Aid system requires an overlay or complete reconstruction, and millions of dollars of identified unfunded non-motorized transportation needs. The funding available for these improvements is projected to increase between 4.04% and 4.89% a year, but with project costs projected to increase at a similar rate, there is simply not enough funding to address all of the transportation objectives.

That being said, the Final Draft 2035 LRTP document and Project List is complete and available on www.gvmc.org website for your review.

L RTP Development Process

Socio-Economic Projections

Development of the L RTP began over two years ago with the collection of socio-economic data on population and employment data. In August 2009, staff used census estimates for 2009 to create “base year” population levels and Claritas data purchased by the state to do the same for 2009 base levels of employment. Staff then engaged all of the jurisdictions in the MPO area in a subregional process to strategically place projected increases in population and employment geographically. The GVMC Planning Dept. assisted in the development of base maps and “chips” so that the elected officials, planners, engineering staff, etc could place growth on a map. The placement showed not only the total number of people and jobs but also the types of jobs and the types of land use development – 2 acre lots versus 1- acre lots, for example. This information was photographed, recorded in GIS, and input into the travel demand model for use in identification of future capacity issues.

In sum, the population of Kent and Eastern Ottawa counties is projected to increase by approximately **135,000 people by the year 2035**. This growth is slowed from the previous L RTP. By 2035 there are estimated to be about **47,000 more retail jobs** and **58,000 more non-retail jobs**. Unfortunately, there is projected to be an **11% decrease in the number of industrial jobs** by 2035.

Vision, Goals, and Objectives

In January 2010, the GVMC Policy Committee began discussions to reevaluate and update the L RTP goals and objectives. There was a particular emphasis on maintaining a sustainable transportation system, preserving the infrastructure investments that have been made, and encouraging the most efficient use of limited resources to sustain the transportation network. The vision statement adopted is:

Establish a sustainable multimodal transportation system for the mobility and accessibility of people, goods, and services; it will provide an integrated system that is safe, environmentally sound, socially equitable, economically viable, and developed through cooperation and collaboration.

Goal 1: Accessibility, Mobility, Intermodalism, and Efficiency	Provide access to employment, housing, services, and recreation for people regardless of physical limitations or economic status. Design a transportation system that allows the efficient movement of motor vehicles, buses, pedestrians, bicyclists, buses, trains, and air and freight carriers through the area. Enhance the integration and connectivity of the transportation system, across and between modes. Make the best use of existing transportation facilities by integrating systems, improving traffic operations and safety and providing accurate real-time information, to increase system-wide efficiency.
Goal 2: System Preservation	Assure the preservation and maintenance of existing facilities and work to educate decision-makers about the need for adequate transportation funding.
Goal 3: Safety, Security, and Reliability	Improve the safety and reliability of the transportation system for motorized and non-motorized users. Improve security measures to protect the region from natural and human threats.
Goal 4: Land Use and Transportation	Strengthen the link between transportation and land use policies to encourage people and businesses to live and work in a manner that reduces dependence on single occupancy vehicles.

Goal 5: Public Participation, Intergovernmental Cooperation, Equity, and Fiscal Responsibility	Provide information to the public to allow active participation in the transportation decision-making process. Equitably fund transportation based on need and benefit. Coordinate and design transportation improvements for all modes to assure the expenditure of resources in the most cost-effective manner. Implement transportation improvements that foster economic development and vitality, links centers of employment, education, medical facilities, and neighborhoods.
Goal 6: Environmental Quality, Livability, and Sustainability	Improve air quality, water quality, reduce vehicular emissions and minimize impacts to the natural environment, social well-being, and cultural heritage. Reduce the demand for single-occupant motor vehicle travel, and conserve energy.

Needs Identification and Deficiency Analyses

Once the goals were in place and the population and employment projections were approved, staff began the process of needs identification by mode. In contrast to previous LRTPs, a new needs identification process was adopted by the Technical and Policy Committees to collect an unconstrained list of needs by program area. For example, a new subcommittee exclusively devoted to safety and security was developed and from this came the Strategic Safety Plan (available from the gvmc.org website) and well thought out safety programs and projects.

A “needs” list was developed for Rail/Freight/Air, Non-motorized transportation, Transit & Passenger Rail, Congestion Management, Safety & Security, and Pavement Asset Management. The needs were introduced to the transportation committees to be narrowed down to the project level and ultimately appear in the LRTP and TIP project lists. The LRTP focuses primarily on regionally significant road projects, as FHWA provides the funding programs, and thus the projects specifically identified in the LRTP are largely road-capacity projects (widening projects). The LRTP Project List was developed to address the deficiencies identified in the plan and are limited by estimated future revenues. The first four years (2011–2014) of the LRTP Project List are equivalent to the Transportation Improvement Program project list, and demonstrate the short-term transportation projects identified for funding in this region.

There are **128 expansion-type projects** in the LRTP Project List. **Twenty-two percent are road reconstruction projects with the addition of a center turn lane.** Center turn lanes are generally added to improve corridor safety and decrease emissions. Only **two percent of the road projects involved widening beyond three lanes**, a decrease in the number of widening projects from previous LRTPs.

Needs for other modes were also incorporated into the LRTP document. In particular, it should be noted that the Pavement Asset Management subcommittee concluded that the current funding (approximately \$11 million annually) on road pavement condition is not enough to sustain the road network at even its current condition. **To have a road network in good/fair condition it would take approximately \$33 million annually.**

Analyses and Evaluations

The LRTP must be developed openly with the public, include analyses of the environmental, air quality, and social impacts of the projects, and be in consultation with a wide variety of federal, state, and local agencies and organizations.

To engage the public, a total of **sixteen 2-hour public meetings** were incorporated into the development of the LRTP as well as print and radio advertisements, dispersal of the draft document to nearly every municipality, library, and road agency in the MPO, numerous mailings, and an online citizen survey.

An **Air Quality Conformity Analysis** was conducted to assure that the LRTP projects did not damage regional air quality by comparing the projected emissions of nitrous oxides and volatile organic compounds to emission budgets set by the U.S. EPA. An **Environmental Mitigation Analysis** was also used to examine what projects have the potential to impact sensitive resources like wetlands or historic sites. This information was provided to local, state, and federal environmental agencies for their consideration.

GVMC also conducted an **Environmental Justice Analysis** to assure that there are no disproportionate high and adverse human health effects from the proposed projects. Areas within the MPO with higher than average minority populations or low-income populations account for about 57% of the land area, and the LRTP was shown to be in compliance with both Title VI of the 1964 Civil Rights Act and Executive Order 12898.

A financial analysis was also required of the LRTP. The revenues over the life of the LRTP were carefully calculated from information provided by MDOT and the federal government. The corresponding project costs were also carefully calculated and projected into the year they will be expended to ensure that the project list is financially constrained and not a “wish list.” In sum, there are projected to be about **\$4 billion worth of revenues/expenditures over the life of the plan**. Every dollar projected to be received by the MPO is expended. In fact there is a projected **\$1.1 billion dollar shortfall** in funds over the life of the plan in the form of “illustrative projects.” Illustrative projects cannot be included in the LRTP Project List because they do not have funding identified and/or are considered “financially unconstrained” – such as the Rapid’s Transit Master Plan improvements. The shortfall total is only for those projects that have identified projected costs associated with them. Thus, the total funding shortfall over the life the LRTP is likely closer to **\$2 to \$3 billion**.

Final Steps

The 2035 Long Range Transportation Plan Update has been recommended by the Technical Committee for approval, and Policy Committee approval is anticipated on February 16, 2011.

Recommended Action:

Metro Council approval of the 2035 Long Range Transportation Plan Update for submission to the Michigan Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Agency.

If you have questions, please contact Andrea Dewey, Transportation Planner, at (616) 776-7601 or andrea.dewey@gvmc.org

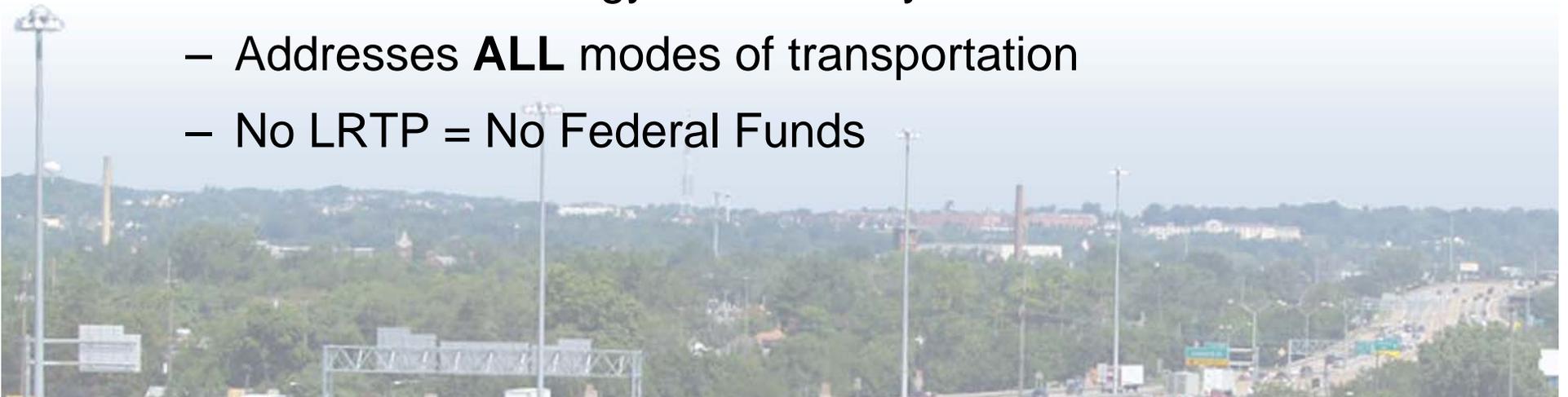
GRAND VALLEY METROPOLITAN COUNCIL LONG-RANGE TRANSPORTATION PLAN

**2035 Long-Range Transportation Plan Update
GVMC Board Meeting
March 3, 2011**



Long-Range Transportation Plan

- The Grand Valley Metropolitan Council, as the federally-designated Metropolitan Planning Organization (MPO) for the Grand Rapids metropolitan area, is responsible for the LRTP.
 - Updated every four years
 - Investment strategy for next 25 years
 - Addresses **ALL** modes of transportation
 - No LRTP = No Federal Funds

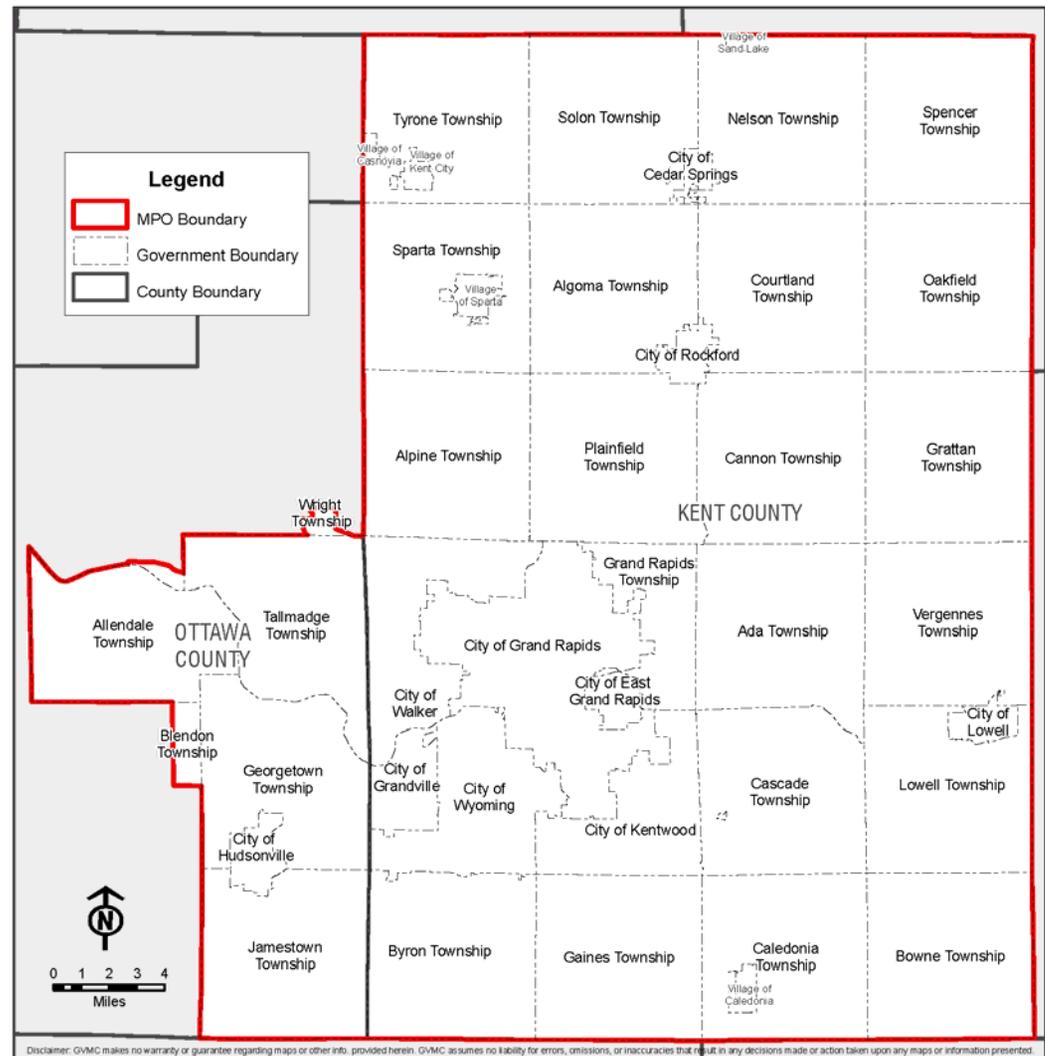


GVMC MPO Area

- Total area: 1,015.17 sq miles
- Federal-Aid Roadways: 1,564 miles
- State Trunkline Highway: 268 miles

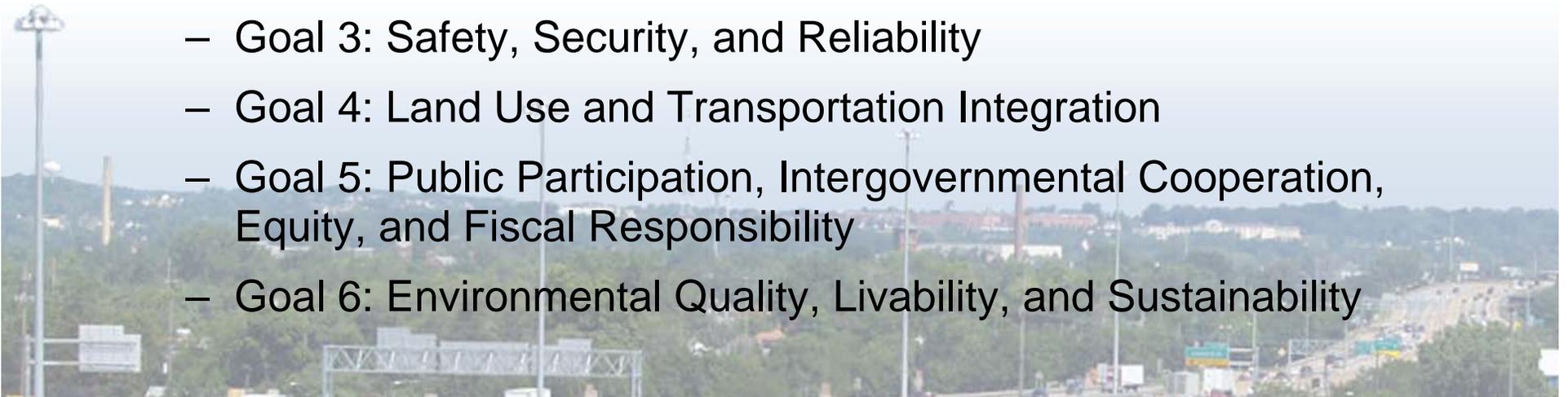
Metropolitan Planning Organization Area

GVMC 2035 Long Range Transportation Plan

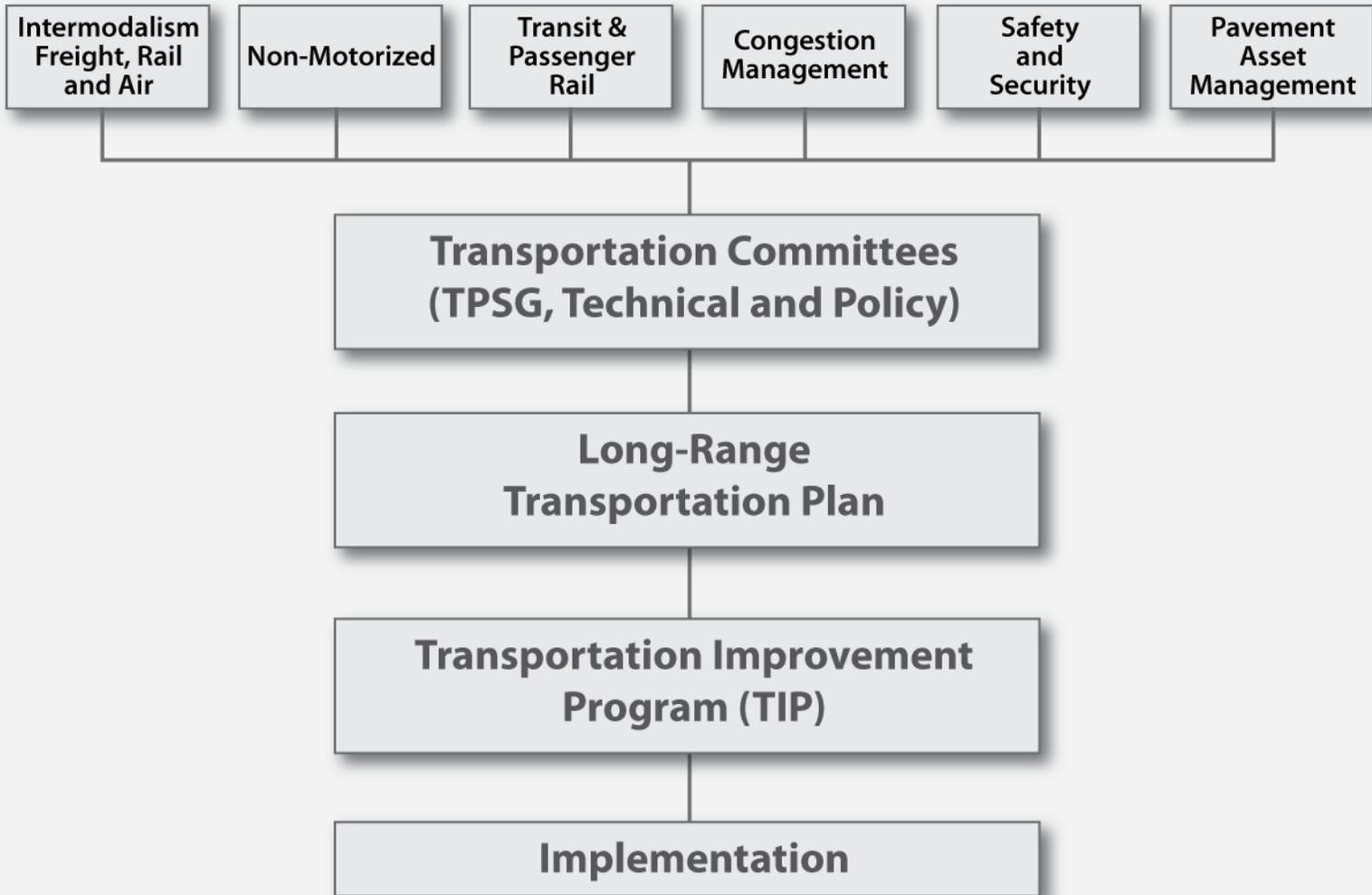


Vision & Goals

- Establish a sustainable multimodal transportation system for the mobility and accessibility of people, goods, and services; it will provide an integrated system that is safe, environmentally sound, socially equitable, economically viable, and developed through cooperation and collaboration.
 - Goal 1: Accessibility, Mobility, Intermodalism, and Efficiency
 - Goal 2: System Preservation
 - Goal 3: Safety, Security, and Reliability
 - Goal 4: Land Use and Transportation Integration
 - Goal 5: Public Participation, Intergovernmental Cooperation, Equity, and Fiscal Responsibility
 - Goal 6: Environmental Quality, Livability, and Sustainability



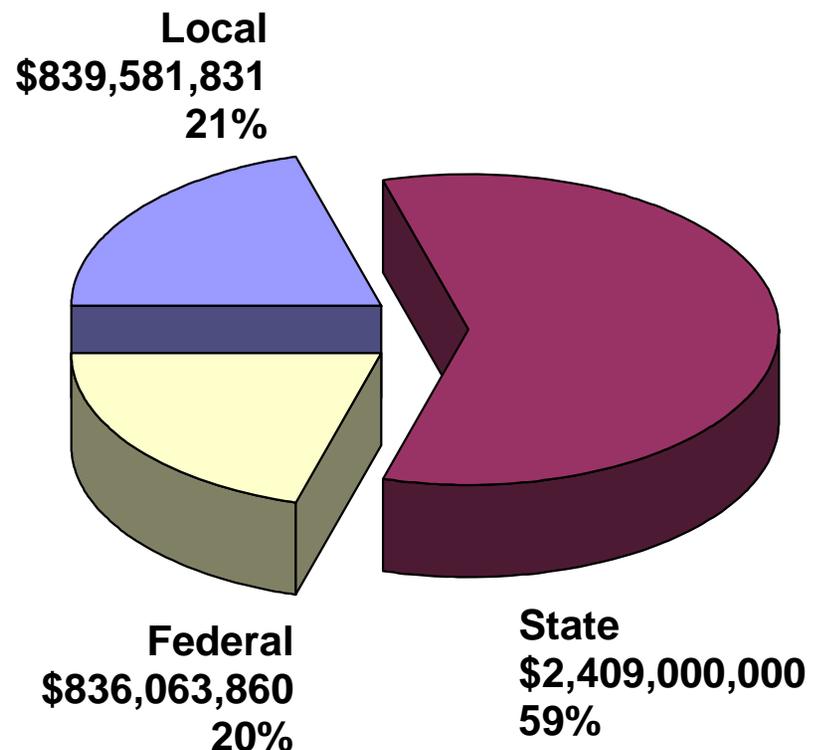
L RTP Program Areas



2011-2035 LRTP Program: \$4.08 billion

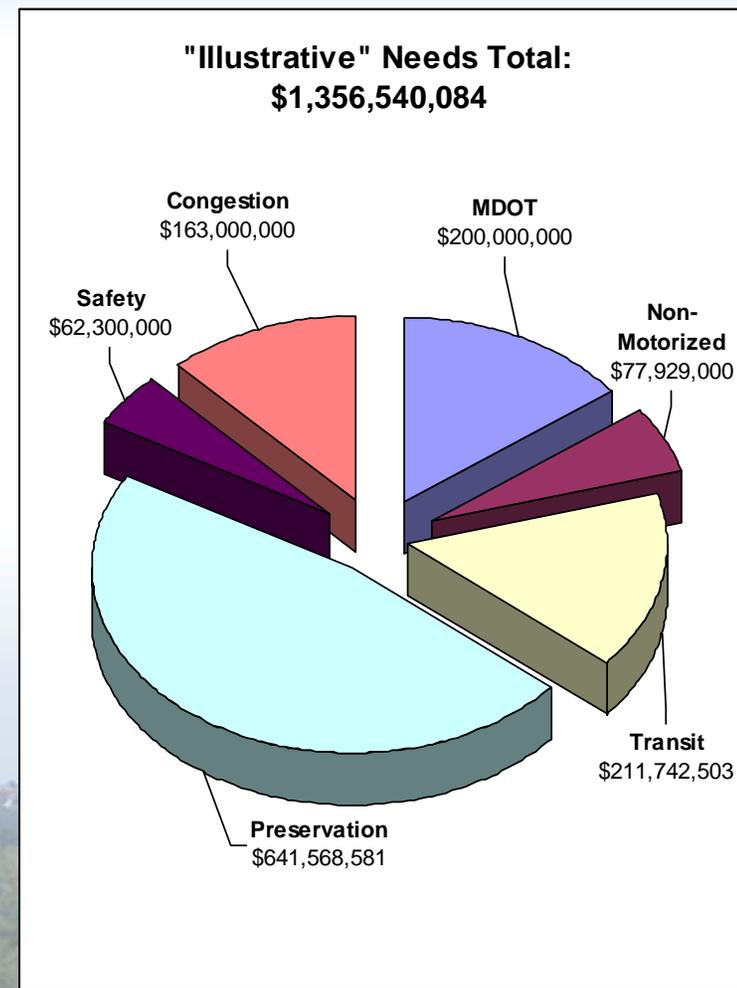
- Revenue inflation rates: 0% to 4.89%
- Every dollar of revenue is committed
- Revenues = Expenditures
- Project costs inflated to the year of expenditure (YOE)

2035 LRTP Revenues



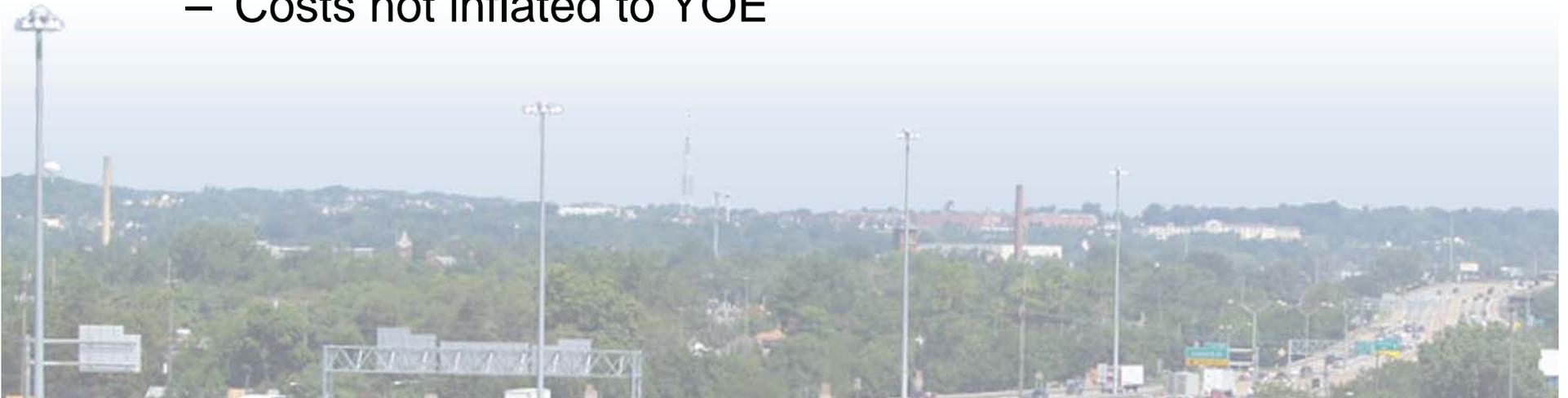
L RTP Unfunded Needs: \$1.3 to 3 Billion

- Identified Unfunded “Illustrative” Projects Total: **\$1.3 Billion**
 - Many project costs not yet identified (esp. MDOT)
 - Many project costs not inflated to YOE (appear lower than they will be)
- Estimated Unfunded Transportation Projects Total: **\$2 to 3 Billion**



Non-Motorized: Needs

- \$700,000 to \$1 Million annual Non-Motorized Transportation Enhancement (TE) awards, occasional project funded through CMAQ
- **Total Need: \$77.9 – \$95 Million**
 - Not all projects have identified costs
 - Costs not inflated to YOE



Non-Motorized: Projects

- 143 “Illustrative” Non-Motorized projects
 - Sidewalk: 28 miles
 - Shared-Use Path: 156 miles
 - Bicycle Lane: 80 miles
 - Bicycle Route: 37 miles
- Total identified funding: **\$36 Million**
 - TE is statewide competitive
 - This figure is not a guarantee



Transit: Needs

- Approximately \$750,000 in CMAQ and STP Rural funds spent by the MPO annually for transit capital improvements (e.g. bus replacements)
- Transit operating costs primarily paid for by passenger fares and taxes
- Transit capital costs primarily paid for by Federal Transit Administration funding programs
- **Total Need: \$1.8 Billion**



Transit: Projects

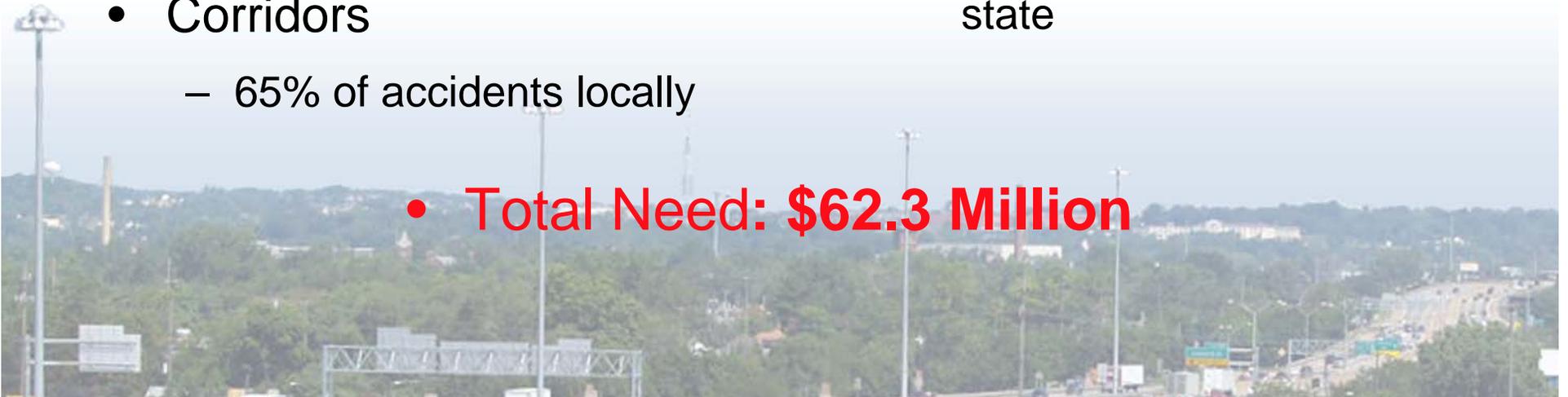
- “Illustrative” Transit projects
 - Capital Needs
 - Streetcar and Streetcar facilities
 - Facility Expansion/Maintenance
 - Replacement and expansion of fixed-route buses
 - Replacement and expansion of paratransit vehicles
- Total identified funding: **\$1.6 Billion**



Safety: Needs

- Drunk/Distracted Driving Campaign
 - Drunk driving takes 17 lives annually in GVMC area
- Intersections
 - 36% of accidents locally
- Corridors
 - 65% of accidents locally
- Senior Mobility
- Non-Motorized
 - 1 accident/day locally
- Car/Deer
 - Kent County has highest number of crashes in the state

• **Total Need: \$62.3 Million**



Safety: Projects

- Approximately \$1 Million federal safety awards to GVMC area annually
- Total identified funding: **\$60 Million**
 - Safety funds are statewide competitive
 - This figure is not a guarantee



Congestion: Needs

- Recurring Congestion: \$70 Million
- Corridor Progression/Operations: \$38.3 Million
- Non-Recurring Congestion: \$54.7 Million
- **Total Need: \$163 Million local**



Congestion: Projects

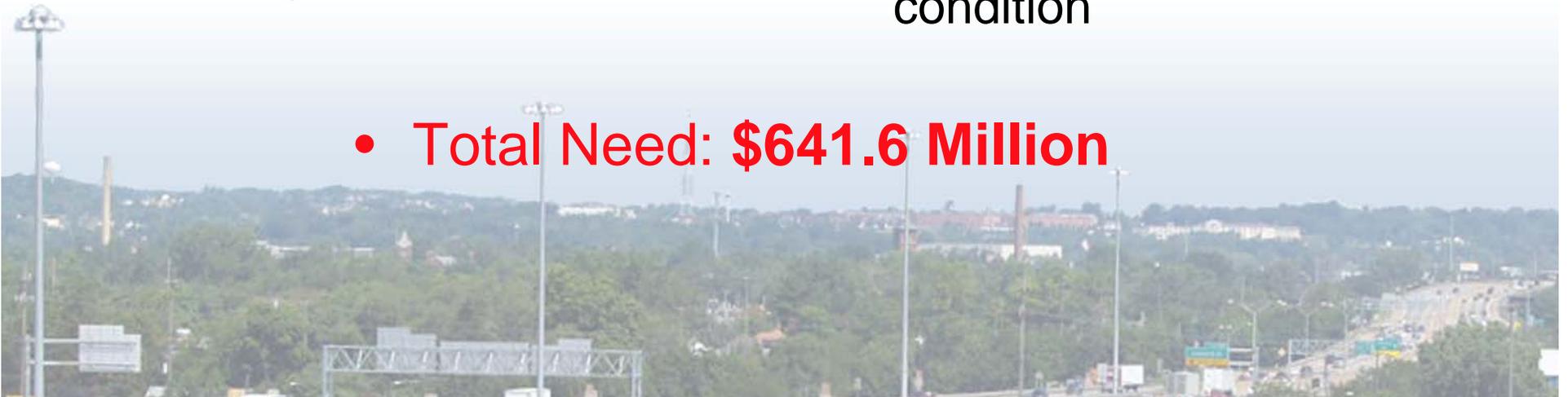
- 128 Expansion Projects
- 22% Road reconstruction and addition of a center turn lane
- 2% Road reconstruction while increasing up to five lanes
- Total identified funding: **\$45.6 Million** local
\$613 Million local + MDOT



Pavement: Needs

- 35% of non-trunkline federal-aid system in *poor* condition currently
- 58% projected to be in *poor* condition if investment levels are continued through 2035
- \$11 Million spent annually on pavement condition
- \$21.5 Million needed annually to maintain condition
- \$33 Million needed annually for *good or fair* condition

• **Total Need: \$641.6 Million**



Pavement: Projects

- 2011 to 2014: 79 projects
2015 to 2035: Projects TBD
- 2011 to 2035
Total identified funding: **\$451 Million**

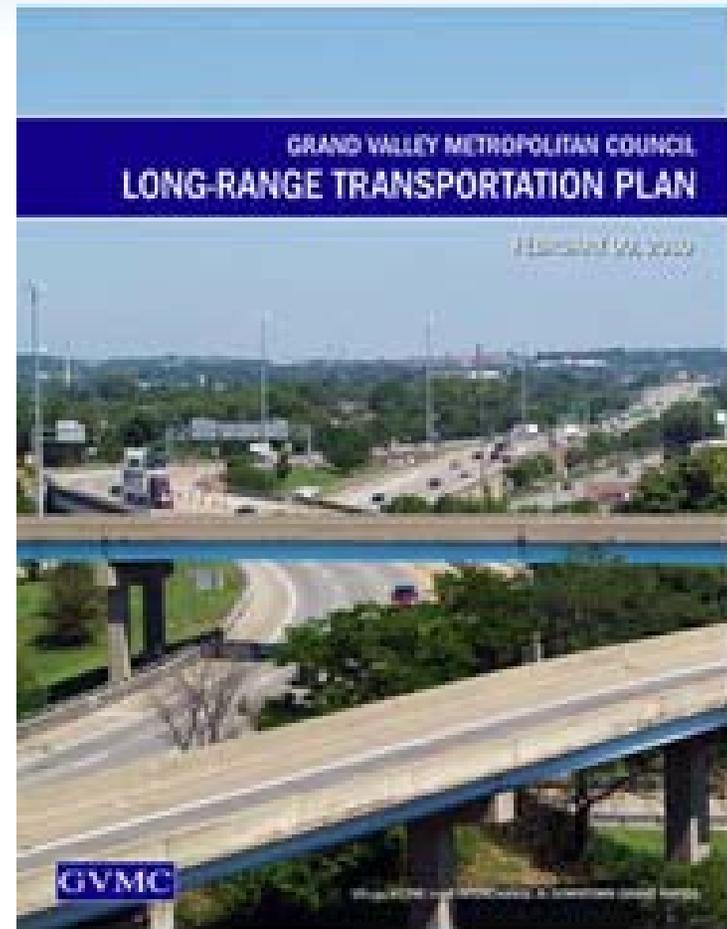


Public Involvement

- Citizen Survey – 218 Completions
- Sixteen two-hour public meetings
 - Various times, locations, many along fixed-line bus routes
- Hardcopies of the Draft LRTP available at all local libraries, nearly every jurisdiction in MPO area, GVMC, MDOT, ITP offices, and online: www.gvmc.org
- Two direct mailings to 495 interested citizens
- One meeting and four direct mailings to 150 “consulted” agencies and 47 environmental orgs
- Two postings in the *Grand Rapids Press*
- Three articles about public meetings
- Thirty 15-second radio public service announcements

Access LRTP document
and project list online:

www.gvmc.org



Thank you!

