



GRAND VALLEY METROPOLITAN COUNCIL

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AGENDA

GVMC BOARD MEETING

March 6, 2014

8:30 a.m.

Kent County Commission Chambers

- 1) Approval of February Minutes – Attachment**
- 2) Public Comment**
- 3) Oath of Office – Rob Beahan, Cascade Township**
- 4) Resolution Encouraging the Legislature to Restore Local Government Revenue Losses and Fix our Roads**
- 5) Executive Committee’s Annual Review of GVMC Executive Director**
- 6) Presentation of Annual Report and Acceptance of Audit – GVMC Staff & Doug Vredevelde**
- 7) PPT Report (attachments)**
- 8) Preview of April 24th Board Meeting / Strategic Planning Session at Bryon Township Community Center – Al Vanderberg**
- 9) Adjourn**



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**RESOLUTION TO RESTORE FUNDS TO LOCAL GOVERNMENT
AND FIX OUR ROADS**

March 6, 2014

WHEREAS, for more than a decade municipalities in the State of Michigan have been confronted with significantly reduced revenues due to economic recession, decline of property values and extensive and repetitive reductions in State Shared Revenue by the State of Michigan; and

WHEREAS, the combined impact of the Headlee Amendment and Proposal A make it impossible for municipal revenues to recover even as property taxes rise; and

WHEREAS, due to this unrelenting fiscal pressure, many Grand Valley Metropolitan Council member communities have been compelled to reduce staffing and the level of municipal services historically provided to residents, businesses and schools in our community; and

WHEREAS, these municipal services protect the health, safety and welfare of our citizens and are an essential component of building a strong local economy and maintaining a vibrant community; and

WHEREAS, despite the demonstrated fiscal care taken by Grand Valley Metropolitan Council member communities and even with reduced staffing and services, this reduction in revenue has resulted in deficit budgets for many; and

WHEREAS, as a result of significant declines in both federal and state investment in transportation infrastructure, GVMC projects a gap between the region's identified transportation improvement needs and available funding totaling \$2.5 billion over the next 25 years; and

WHEREAS, GVMC member counties, cities, townships and villages support wise and thoughtful public investment in transportation infrastructure at a level sufficient to meet the region's long-range needs and the development of a comprehensive, long-term solution to Michigan's transportation funding issues; and

WHEREAS, on January 10, 2014 a State budget surplus was announced which in part is a result of the Governor and Michigan Legislature taking approximately \$6 billion over the past decade that by law was to go to local communities to fund police and fire services, road maintenance, snow plowing, parks and more;

NOW, THEREFORE, BE IT RESOLVED, the Grand Valley Metropolitan Council urges the Legislature to use the identified State budget surplus for transportation improvements and to restore funds to local governments; replacing those local revenues that were taken to plug holes in the state budget resulting in the fiscal crises facing many local communities across Michigan.

March 6, 2014

PPT LEGISLATION TALKING POINTS

1. When personal property tax (“PPT”) reform was first enacted at the end of 2012, everyone acknowledged follow-up legislation was needed.
 - A. The Lt. Governor convened a group of *experts*¹ who *worked for over a year*² to consider all issues to avoid any unanticipated consequences.
 - B. In the fall of 2013, PA 153 and 154 addressed the exemptions themselves.
 - C. These bills address replacement revenues.
2. **Business, local government, and police and fire organizations all enthusiastically support this legislation.**
3. For business, the result will be:
 - A. For most, at least an **80% tax reduction**.
 - B. A streamlined process for claiming exemptions
 - C. Clarity regarding the applicability of the exemptions ensuring all who were intended to benefit can benefit.
 - D. A very easy single essential services assessment for which they will file a single statewide return. Much different than receiving multiple assessments for each business location as is required with a local essential services assessment.³
4. For local governments, benefits will be:
 - A. **100% replacement of lost revenues.**⁴
 - B. *TIF entities are now addressed*. They were not addressed in the prior legislation.
This is essential to prevent defaults on obligations – *i.e.*, bond obligations and, at least in the case of brownfields, obligations to businesses.
 - C. The replacement revenues are as assured as they can be without a constitutional amendment.
 - D. Improved procedures for handling exemption claims and processing reimbursements.
5. The *ballot proposal is more understandable and better expresses the legislative intent*.
6. **No tax increase** results.
 - A. A portion of the use tax is simply being dedicated to reimbursement of local governments.
 - B. The state essential services assessment (“SESA”) is like a statewide industrial facilities tax. Paid only by businesses with exempt eligible manufacturing personal property. For a 100% PPT exemption, a business pays an alternative assessment.
It will be possible to obtain exemptions and abatements from the SESA.

GRAPIDS 60855-301 315688v1

¹ Initially, the drafting group included Nat Forstner, the Lt. Governor’s chief of staff; Howard Ryan, Howard Heideman and Jim Mills from the Department of Treasury; Fred Doherty, Jon Bassett and Derrick Walters from the Legislative Service Bureau (“LSB”); Kelli Murphy, an attorney with Ford Motor Company working with the Michigan Manufacturers Association; Scott Smith of Dickinson Wright, a municipal lawyer; Bill Fowler and Gary Evanko, assessors; and a House and a Senate staff member. As of last fall, Tony Minghine from the MML; Rob Thall an attorney with Bauckham Sparks, from the MTA; and Roger McEvers an appraiser and former equalization official from the MAC, joined the group.

² They met nearly weekly and were communicating between meetings.

³ Each local government or authority collecting personal property tax for essential services could levy the assessment. So, a business located in a village could get a village, township, county and, potentially, an authority’s assessment. Businesses with multiple locations in the state, could receive dozens of assessments.

⁴ For some local governments, PPT provides as much as 50% of their general fund revenues, so a loss without replacement could result in bankruptcy. Local examples: Zeeland and Allegan are two communities with significant reliance on personal property tax.

\$3 billion Grand Rapids region road plan: Take survey for chance at Meijer gift card



How would you spend \$3 billion in transportation money over the next 25 years? The Grand Valley Metropolitan Council wants public input to help craft a new long-range plan. (MLive.com File)



By [Matt Vande Bunte](#) | mvandebu@mlive.com

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on February 20, 2014 at 3:16 PM, updated February 20, 2014 at 3:22 PM

GRAND RAPIDS, MI – An estimated \$3 billion of public money will be available to spend on area transportation projects through 2040. What do you think should be the priorities?

Two open houses are scheduled next week to take public input. Attend one of those or [fill out this survey](#) and you'll be entered into a drawing for two \$50 gift cards to Meijer.

The open houses are 9-10:30 a.m. and 5:30-7 p.m. Monday, Feb. 24, at the Grand Valley Metropolitan Council office, [678 Front Ave. NW](#) in Grand Rapids. Here's part of the survey:

Check the three things you feel are most important to enhance transportation for the area

- coordinate transportation and land use decisions
- use technology to reduce traffic congestion and delays
- improve and add bicycle lanes and shared-use paths
- increase frequency of passenger rail service and freight rail operation
- improve and add sidewalks along major roads and transit routes
- enhance transit (bus) service
- improve the condition of roads
- improve road and intersection safety
- widen busy roads and interchanges

Take the survey, and feel free to add specific comments below. We'll bring your comments to the attention of the Metro Council, which is the federal government's designated metropolitan planning organization for Kent County and parts of Ottawa County. The council is required every few years to produce a long-range transportation plan. **Here's the existing 2035 plan.**

"We're going to look at 'what if' scenarios," said Jim Snell, a Metro Council transportation planner. "What if we got additional funds? What could we do with those funds? It's going to be a little bit of that dreaming.

"We have a good understanding of the raw data. What we're trying to do is really dig into the users of the system, whether it's highway users, road users, transit users, non-motorized users. (The input) can be something as simple as 'I'm having a hard time getting through this intersection.'"

The survey asks respondents to rank several aspects of area transportation – roadway pavement condition and availability of bike paths and sidewalk, for example – on a scale from "very poor" to "very good." And it asks respondents if they'd support "a slight increase in the gas tax or a small local millage" to improve area transportation.

Given that the wish list is longer than the funding, the plan will prioritize spending: "It's going to be almost like a give and take," Snell said. "If we want better roads then we've got to sacrifice somewhere else. Or if we want better transit, the money has to come from somewhere."

Matt Vande Bunte covers government for MLive/Grand Rapids Press. Email him at atmvandebu@mlive.com or follow him on [Twitter](#) and [Facebook](#).

Community Health Systems could buy 70-percent stake in Metro Health

Written by [Mark Sanchez](#)



Metro Health

The framework for a final deal with **Community Health Systems Inc.** would enable **Metro Health** to pursue additional partnerships to improve quality.

Negotiations to date are focused on the Franklin, Tenn.-based Community Health Systems — the largest operator of hospitals in the U.S. in terms of the number of facilities — buying a 70-percent equity stake in Metro Health with representation on the local hospital board of directors split equally between the two organizations.

Metro Health, which began talking exclusively with Community Health Systems (NYSE: CYH) last fall about a strategic partnership, would have the ability to forge a clinical partnership with another hospital or health system, which it intends to do with an upcoming RFP, said Mike Faas, president and CEO of Metro Health.

A deal with Community Health Systems would resolve most of the financial challenges Metro Health faces today and would lead to clinical improvements. A clinical partnership would address the remaining needs for Metro at a time when hospitals are increasingly paid by health insurers based on efficiency and the quality of care they deliver, Faas said.

“We’re now able to do the same kind of due diligence with a quality partner and we can do an evaluation of who is going to best fit West Michigan and Metro’s culture,” said Faas, who provided an update last week on the talks with Community Health Systems to the **Grand Valley Metro Council**.

“We’re going to continue full bore with CHS, but we are not capable of doing the same kind of selection process with a quality partner that we are doing with our equity partner,” he said. “We really don’t believe we want a quality partner that owns a piece of us, particularly. What we want is a contractual relationship with an organization that can advance us very quickly and specifically in some of the categories that we have identified as high-need areas.”

Metro wants to become a nationally elite provider of quality care, and “that’s going to take an alignment like this.”

Faas expects definitive agreements to come this summer on separate deals with a clinical partner and with Community Health Systems, which last year formed a quality partnership of its own with the **Cleveland Clinic**.

The framework worked out so far would have a local board of directors with equal representation that would retain local control over Metro Health, even as Community Health Systems owns a 70-percent equity stake in the health system.

“At this point, it looks like we’re going to have a continued community presence and local community input, regardless of the ownership percentage of CHS,” Faas said.

The two organizations still must work out financial terms, which will involve Community Health Systems taking over \$160 million in long-term debt from Metro Health related to the development of its new suburban hospital campus seven years ago.

Elimination of the debt and the covenants that come with it from the bondholders would enable the “handcuffs to come off” for Metro Health, Faas said. The health system, for example, could direct more spending toward driving growth in the market, he said.

A deal with Community Health Systems also would include a payment into an existing or new nonprofit foundation that would use the proceeds to support outreach and health care in the community in exchange for the equity stake in Metro Health. Deals in the Upper Peninsula where for-profit operators acquired a nonprofit hospital have been structured similarly.

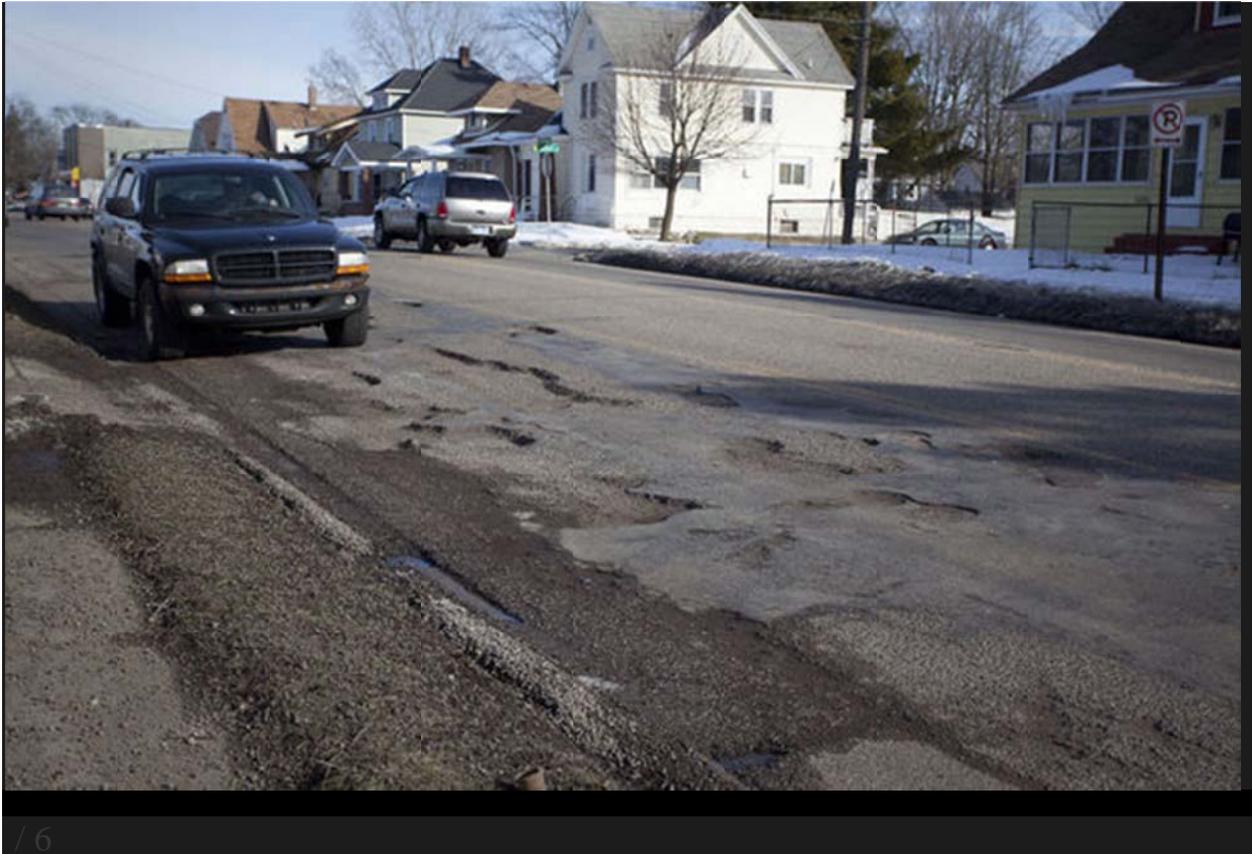
And since it would become a for-profit hospital with a majority stake owned by Community Health Systems, Metro Health would begin paying an estimated \$15 million to \$20 million a year in taxes.

“At the end of the day, this is looking too good to not just happen,” Faas said of the prospects for reaching a final deal with Community Health Systems. “I’m feeling better and better about it.”

Community Health Systems owns and operates 206 hospitals in 29 states and has acquired 115 hospitals since 1997.

The corporation last week reported net operating revenues of \$12.9 billion and net income of \$217.2 million. After the recent acquisition of Health Management Associates, executives at Community Health Systems offered guidance for \$19 billion to \$20.2 billion in revenues in 2014.

Database: 'Short-term fixes' improve Kent, Ottawa roads, but work will not last



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on January 24, 2014 at 6:07 AM, updated January 24, 2014 at 11:53 AM

WEST MICHIGAN – The condition of major roads in the Grand Rapids area improved in 2013, according to an annual pavement analysis, but experts say that's due to "short-term fixes" that will soon fail.

The Grand Valley Metropolitan Council's **draft 2013 PASER ratings** show that average pavement quality on a scale of 1 to 10 with 10 being the highest rose from 5.33 in 2012 to 5.44 last year.

Search the database below for ratings of specific roads within the Metro Council region, which includes roads managed by the Kent and Ottawa county road agencies, the cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell,

Rockford, Walker and Wyoming, and the villages of Caledonia, Casnovia, Kent City, Sand Lake and Sparta:

You can enter a municipality to see ratings for all roads in that city or township, or enter a street name to see ratings for stretches of that particular road. The database only includes major streets eligible for federal funding, so most neighborhood streets cannot be found.

Across the region, the number of road-miles in dire need of reconstruction declined, while the number of road-miles in great shape increased. Also, the proportion of the region's roads that have good pavement structure in need of minor maintenance increased compared to 2012, while the proportion of roads with failing pavement structure in need of major maintenance going down, the study found.

"A lot of that was preventive maintenance (like chip seals and ultra-thin overlays) that increased the ratings on some of the roads," said Ron Carr, public works director in Grandville, where road ratings inched up from 5.32 in 2012 to 5.39 last year. "You put a thin overlay on and it brings it up a step.

"Everybody's looking at preservation right now rather than restoring a whole road. It makes sense to try to salvage the base by putting a good top on it. It's a temporary fix, but it protects the underlying structure. I can bring a lot more mileage up two notches on the chart for the same amount of money I can bring one street four or five notches up."

While most Kent County cities have higher Pavement Surface Evaluation and Rating (PASER) scores for 2013, the Metro Council warns that the improvement was caused largely by "short-term fixes" that soon will fail.

The report states that "while these treatments are good for the overall ratings on a short-term basis, they start to fall apart after one to two years (often only a few months) and the conditions tend to plummet."

The system cannot continue to be maintained with 'Band-aid' solutions. - Grand Valley Metro Council report.

"The system cannot continue to be maintained with 'Band-aid' solutions," the report states.

"Overall, the system on the surface did go up because what we're looking at is the surface," said Jim Snell, a senior transportation planner with the Metro Council.

But road agencies and municipalities are using preventive maintenance on roads that need more major repairs “and you’re going to see some of those eights drop down to fours, fives and sixes real quick,” he said.

“They’re putting (preventive treatments) on roads they probably shouldn’t be put on, but there’s no other alternative based on limited funding,” Snell said. “They really don’t have a choice. They’re just trying to buy as much time as they can.

“Theoretically, you’ve taken care of the surface problems, at least temporarily. It’s really kind of covering up the real issue, which is the base of the road itself is in lousy shape.”

Pavement ratings vary by jurisdiction. Road conditions in East Grand Rapids (5.22) and Grand Rapids (4.96) got worse since 2012, while conditions of roads managed by Grandville (5.39), Kentwood (6.26), Walker (5.74), Wyoming (5.82), Kent County (5.47) and Ottawa County (5.39) all improved.

The metro council uses [this camera-laden van](#) to analyze pavement of major roads that are eligible for federal funding. The ratings do not include local neighborhood streets.

“Some of the roadways that probably are not doing as well are probably the local streets,” said Bill Dooley, Wyoming’s public works director. “Those are the streets that really have a lot of deferred maintenance and, as a whole, are probably continuing to decline a little bit.”

Despite the rating improvement from 2012 to 2013, the region’s pavement ratings have fallen since 2008: the proportion of roads rated 8, 9 or 10 has decreased from 23 percent to 17 percent, and the proportion of roads rated 1, 2 or 3 has increased from 8 percent to 14 percent. Roads rated 4, 5, 6 or 7 make up 69 percent of the region’s system.

“(The 2013 bump in ratings) reflects the fact that we’re trying to do more with less so there’s a greater emphasis today maybe compared to 10, 15 years ago on some of these preventive maintenance treatments,” said Steve Warren, managing director of the Kent County Road Commission.

“We had a couple mild winters (the past couple years). Last year, for example, we were able to probably increase our spending in preventive maintenance by about \$1 million. That’s what you might see reflected in a slight increase (in PASER ratings), but you look at the big picture and it’s very concerning. Overall, the trend is down.”

Matt Vande Bunte covers government for MLive/Grand Rapids Press. Email him at atmvandebu@mlive.com or follow him on [Twitter](#) and [Facebook](#).

Metro Health eyes majority sale before Affordable Care Act begins, local control to remain

Metro Health is working through a "strategic equity partnership" with Tennessee-based Community Health Systems. (MLive.com File Photo)

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By [Andrew Krietz](#) | akrietz@mlive.com

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on February 20, 2014 at 3:00 PM, updated February 20, 2014 at 4:17 PM

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Mike Faas

WYOMING, MI — A "**strategic partnership**" will lead to the sale of 70 percent of Metro Health to Tennessee-based Community Health Systems, but operational decisions for the West Michigan hospital are expected to remain under local control.

Mike Faas, the chief executive officer of Metro Health, told the Grand Valley Metro Council on Thursday, Feb. 20, that the hospital will end a due diligence period of exploration in 60 to 90 days with the organization before reporting its findings to state regulators for approval.

Faas says Metro is positioning itself to grow its presence and improve patient care while confronting the sweeping changes of the Affordable Care Act, which creates a new payment structure that changes the health system landscape. The new model offers motivation for hospitals and healthcare systems to become larger and have better access to resources.

"All that this will mean is higher quality care at a lower cost because of scale," Faas said. "It's going to mean more locations and a better focus on prevention and wellness and it's going to put real choice in the market."

"That's our goal."

Faas said Metro administrators and CHS will have an equal representation for decisions that affect West Michigan.

Last year was Metro's most successful in terms of growing its footprint, Faas said, employing more medical professionals and building the amount of cash on hand at about \$120 million. A partnership with CHS rids Metro of \$160 million of debt with "no financial handcuffs once we do the deal," Faas said.

The partnership positions Metro to compete with Spectrum Health and Mercy Health St. Marys, and gives it more ability in the marketplace to grow. CHS is a for-profit organization with 135 affiliated hospitals nationwide, including the renowned Cleveland Clinic.

"We're working with CHS as an equity owner that can help us resolved ... (much) of the major issues currently facing Metro ... standing between us and where healthcare needs to go," Faas said.

Andrew Krietz covers breaking and general police/fire news for MLive | The Grand Rapids Press. Email him at akrietz@mlive.com or follow him on [Twitter](#).

Proposal would let municipalities recoup 100% of lost personal property tax revenue

[Print](#)



By [Melissa Anders](#) | manders@mlive.com

[Follow on Twitter](#)

on February 20, 2014 at 11:51 AM, updated February 20, 2014 at 2:03 PM

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Gov. Rick Snyder signed the personal

property tax bill on Dec. 20, 2012. *MLive File Photo*

LANSING — The Michigan Legislature is poised to consider a plan to fully reimburse local governments for lost revenue from the repeal of the personal property tax.

Gov. Rick Snyder in December 2012 **signed a law** to phase out the personal property tax (PPT) on industrial machinery and other business equipment for certain properties.

But municipalities weren't happy that the original plan would allow certain taxing authorities to recoup just 80 percent of revenue for non-essential services, such as street cleaning, parks or infrastructure.

Revenue that funds police, fire, ambulance, jails and schools could be fully reimbursed through a special assessment on businesses that benefit from the tax cut.

"I think that the newest proposal that's coming out and what's going to be introduced in the Senate shortly is a significant improvement over where we were before because it creates 100 percent reimbursement to local units of government for the loss of this local revenue source," said Deena Bosworth, director of governmental affairs for the Michigan Association of Counties.

She said counties have many services that they're required to fund, so full reimbursement makes it easier to deal with tax law changes.

The plan would still require voter approval to replace revenue with a portion of the state's 6 percent "use" tax. The entire PPT plan would be halted if voters reject the plan in the August election.

Use taxes are paid mostly by businesses when sales taxes are not charged on out-of-state purchases and go to state government for general spending and to the K-12 schools fund. A vote is needed to comply with a tax limit in the state constitution. The move will not cut any school funding, and general fund will benefit from dollars freed up by the expiration of business tax credits.

Snyder spokeswoman Sara Wurfel said the administration "has been working hard with lawmakers and all the various and diverse stakeholders to collaboratively craft a solution that will be good for Michigan's small businesses and future and continued job growth while protecting local communities and providing revenue stability."

"It's something we believe will have/earn strong bipartisan and broad based support," she said in an email.

Sen. Jack Brandenburg, R-Harrison Township, is sponsoring one of the bills in the package. At this point Senators plan to introduce the bills next week, said Amber McCann, spokesperson for Sen. Majority Leader Randy Richardville, R-Monroe.

Municipalities have struggled the past several years from decreased state revenue sharing and declining tax revenues. Snyder's 2015 budget proposal **includes increased funding** for local governments, and the state's overall taxable value **rose last year**.

Road ratings: 10 perfect 10s and the worst of the worst



Potholes on Burton St. SW, between Jerome Ave. and Stafford Ave., on Monday, March 4, 2013, in Grand Rapids, Mich. (Latara Appleby | MLive.com)

[Latara Appleby | MLive.com](#)

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By [Matt Vande Bunte | mvandebu@mlive.com](#)

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on January 24, 2014 at 11:46 AM, updated January 24, 2014 at 11:48 AM

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WEST MICHIGAN – And the region’s worst road is...a stretch of **Highland Drive in Hudsonville** as it turns into New Holland Street between Creekview Drive and 40th Avenue. That’s according to new pavement ratings by the Grand Valley Metropolitan Council.

Overall, 2013 ratings are up slightly from 2012 across the region, improving from 5.33 to 5.44 on a scale of 1 to 10. But not all roads are getting smoother. Four area roads including the section in Hudsonville scored lower than 2 on the rating system that analyzes major roads managed by the Kent and Ottawa county road agencies, the cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell, Rockford, Walker and Wyoming, and the villages of Caledonia, Casnovia, Kent City, Sand Lake and Sparta.

Here are the other three roads:

- 68th Street between Byron Center and Burlingame avenues in Byron Township
- Ball Avenue between Olson and Michigan streets in Grand Rapids
- Old Belding Road off M-44 in Grattan Township

Search the database below for ratings of specific roads within the Metro Council region. You can enter a municipality to see ratings for all roads in that city or township, or enter a street name to see ratings for stretches of that particular road. The database only includes major streets eligible for federal funding, so most neighborhood streets cannot be found.

Ten area roads scored perfect 10s in the new analysis:

- Jefferson Avenue, from 44th Street SE to the city limits in Kentwood
- Knapp Street NE, from Grand River Drive to the township line in Ada Township
- Madison Avenue SE, between Wealthy and Cherry streets in Grand Rapids
- Sixth Street Bridge, between Monroe and Front avenues in Grand Rapids
- Main Street, between South Street and 16 Mile Road in Nelson Township
- Jefferson Avenue, between Cherry and Fulton streets in Grand Rapids
- Fulton Street, from Division Avenue to west of Monroe Avenue in Grand Rapids
- Kraft Avenue SE, between 52nd and 60th streets in Cascade Township
- Elmridge Drive, from the city line to 3 Mile Road in Walker
- 68th Street, between Burlingame and Clyde Park avenues in Byron Township

Matt Vande Bunte covers government for MLive/Grand Rapids Press. Email him at atmvandebu@mlive.com or follow him on [Twitter](#) and [Facebook](#).

GRAND VALLEY METRO COUNCIL

Board Meeting

February 20, 2014

10:30 a.m.

Vic Krause Conference Room
Metro Health Hospital

MINUTES

1. Call to Order

The meeting was called to order at 10:30 a.m. by Al Vanderberg.

Members Present:

Alex Arends	Alpine Township
Rob Beahan	Cascade Township
Ken Bergwerff	Jamestown Township
Brent Boncher	Courtland Township
Jim Buck	Secretary
Tom Butcher	Grand Valley State University
Mike DeVries	Grand Rapids Township
Brian Donovan	City of East Grand Rapids
George Haga	Ada Township
Doyle Hayes	At-Large Member
Carol Hennessey	Kent County
Don Hilton, Sr.	Gaines Township
Denny Hoemke	Algoma Township
Jim Holtrop	Ottawa County
John Hoppough	City of Greenville
Steve Kepley	City of Kentwood
Mark Lemoine	At-Large Member
Steve Maas	City of Grandville
Brenda McNabb-Stange	City of Hastings
Audrey Nevins-Weiss	Byron Township
Milt Rohwer	City of Grand Rapids
Jay Spencer	Plainfield Township
Roger Towsley	Village of Sand Lake
Al Vanderberg	Ottawa County
Bill VerHulst	City of Wyoming
Patrick Waterman	City of Hudsonville

Members Absent:

Rick Baker	At-Large Member
Jerry Alkema	Allendale Township
Dan Carlton	Georgetown Township
Daryl Delabbio	Kent County
Jason Eppler	City of Ionia
Rebecca Fleury	Village of Middleville
Steve Grimm	Cannon Township
Brian Harrison	Caledonia Township
George Heartwell	City of Grand Rapids
Mark Howe	City of Lowell
Mark Huizenga	City of Walker
Elias Lumpkins, Jr.	City of Grand Rapids
Mick McGraw	At-large Member
Megan Mullendore	City of Belding
Cy Moore	Treasurer
Steven Patrick	City of Coopersville
Jack Poll	City of Wyoming
Jim Saalfeld	Kent County
Michael Selden	City of Wayland
Toby VanEss	Tallmadge Township
Michael Young	City of Rockford

Others Present:

Chris Brown	Grand Valley Metro Council
Abed Itani	Grand Valley Metro Council
Dharmesh Jain	Grand Valley Metro Council / REGIS
Gayle McCrath	Grand Valley Metro Council
Wendy Ogilvie	Grand Valley Metro Council
Peter Varga	The Rapid
Steve Warren	Kent County Road Commission
John Weiss	Grand Valley Metro Council

2. Minutes

MOTION: To Approve the Minutes of the December GVMC Board Meeting. MOVE - Holtrop. SUPPORT - Donovan. MOTION CARRIED.

3. Public Comment

None

4. Strategic Planning Session / Change of Date and Location of April Meeting

- a. The April Board Meeting will be held on the 24th at the Byron Township Community Center during which Lou Bender will facilitate strategic planning for GVMC.

5. PPT Update

- a. John Weiss reported many have been working on the PPT issue and new developments will be reported at the March 6 Board Meeting.

6. Community Conversation

- a. The Center for Michigan held a Community Conversation which included voting on priorities for the future direction of Michigan.

7. Adjournment – 11:45 a.m.