



GRAND VALLEY METROPOLITAN COUNCIL

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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
SAND LAKE • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

AGENDA

GVMC BOARD MEETING

May 1, 2014

8:30 a.m.

**Kent County Commission Chambers
300 Monroe
Grand Rapids, MI**

- 1) Approval of March Minutes – Attachment**
- 2) Public Comment**
- 3) Swearing In of New GVMC Representative Rob Beahan, Cascade Township**
- 4) Update on Street Summit**
- 5) West Michigan Strategic Alliance - Attachment**
- 6) Executive Committee Appointment**
- 7) At-Large Members**
- 8) Check Signing Policy - Attachment**
- 9) Ambulance Consortium - Attachment**
- 10) Adjourn**

GRAND VALLEY METRO COUNCIL

Board Meeting

March 6, 2014

8:30 a.m.

Kent County Commission Chambers
300 Monroe, Grand Rapids

MINUTES

1. Call to Order

The meeting was called to order at 8:30 a.m. by Al Vanderberg.

Members Present:

Alex Arends	Alpine Township
Rick Baker	At-Large Member
Tom Butcher	Grand Valley State University
Daryl Delabbio	Kent County
Mike DeVries	Grand Rapids Township
Brian Donovan	City of East Grand Rapids
Rebecca Fleury	Village of Middleville
Steve Grimm	Cannon Township
George Haga	Ada Township
Doyle Hayes	At-Large Member
George Heartwell	City of Grand Rapids
Carol Hennessey	Kent County
Denny Hoemke	Algoma Township
Jim Holtrop	Ottawa County
John Hoppough	City of Greenville
Mark Huizenga	City of Walker
Steve Kepley	City of Kentwood
Mark Lemoine	At-Large Member
Steve Maas	City of Grandville
Brenda McNabb-Stange	City of Hastings
Steven Patrick	City of Coopersville
Jay Spencer	Plainfield Township
Thad Taylor	City of Cedar Springs
Roger Towsley	Village of Sand Lake
Al Vanderberg	Ottawa County
Patrick Waterman	City of Hudsonville

Members Absent:

Jerry Alkema	Allendale Township
Rob Beahan	Cascade Township
Ken Bergwerff	Jamestown Township
Brent Boncher	Courtland Township
Jim Buck	Secretary
Dan Carlton	Georgetown Township
Jason Eppler	City of Ionia
Brian Harrison	Caledonia Township
Don Hilton, Sr.	Gaines Township
Mark Howe	City of Lowell
Elias Lumpkins, Jr.	City of Grand Rapids
Mick McGraw	At-large Member
Cy Moore	Treasurer
Megan Mullendore	City of Belding
Audrey Nevins-Weiss	Byron Township
Jack Poll	City of Wyoming
Milt Rohwer	City of Grand Rapids
Jim Saalfeld	Kent County
Michael Selden	City of Wayland
Toby VanEss	Tallmadge Township
Bill VerHulst	City of Wyoming
Michael Young	City of Rockford

Others Present:

Andy Johnston	Grand Rapids Area Chamber of Commerce
Chris Brown	Grand Valley Metro Council
Eric DeLong	City of Grand Rapids
Rich Houtteman	City of Kentwood
Abed Itani	Grand Valley Metro Council
Dharmesh Jain	Grand Valley Metro Council / REGIS
Dennis Kent	MDOT
Dal McBurrows	MDOT
Gayle McCrath	Grand Valley Metro Council
Wendy Ogilvie	Grand Valley Metro Council
Scott Smith	
Peter Varga	The Rapid
Doug Vredevelde	Vredevelde Haefner
John Weiss	Grand Valley Metro Council

2. Minutes

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

3. Public Comment

None

4. Resolution Encouraging the Legislature to Restore Local Government Revenue Losses and Fix our Roads

John Weiss explained the Resolution, first passed by the City of Grandville, urges legislators to restore local government revenue losses and fix roads.

MOTION – To Approve the Resolution Encouraging the Legislature to Restore Local Government Revenue Losses and Fix our Roads. MOVE – Heartwell. SUPPORT – Donovan. MOTION CARRIED.

5. Executive Committee’s Annual Review of GVMC Executive Director

Al Vanderberg reported John Weiss’ evaluation was outstanding with a very high overall rating of approximately 4.7.

Brian Donovan stated the Executive Committee engaged in a good evaluation and discussion about GVMC and believe it is going in the right direction. The Metro Council is viewed as a leader again and is doing very good work.

6. Presentation of Annual Report and Acceptance of Audit

John Weiss and the GVMC staff presented the Annual Report highlighting achievements, statistics, finances, and various activities.

Doug Vredevelde of Vredevelde Haefner reported on the audit. The Audit was given a clean report with no material deficiencies. Weaknesses stated in the past have been resolved.

Both the GVMC Audit/Financials and the Annual Report are available on the web for review.

MOTION – To Accept the GVMC 2013 Audit and Financials. MOVE – DeVries. SUPPPORT – Heartwell. MOTION CARRIED.

7. PPT Report

Rich Houtteman, Steve Smith, Eric DeLong and Andy Johnston reported on the PPT issue.

The revenue stabilization package includes 100% reimbursement for lost revenue from reforming the personal property tax. The package of bills SB821-SB830 brings support from both the local communities and business community.

Business, local government, police and fire organizations all enthusiastically support the legislation.

- For business the result will be:
 - For most, at least an 80% tax reduction.
 - A streamlined process for claiming exemptions.
 - Clarity regarding the applicability of the exemptions ensuring all who were intended to benefit can benefit.
 - 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 required with a local essential services assessment.
- For local governments benefits will be:
 - 100% replacement of lost revenues
 - 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.
 - The replacement revenues are as assured as they can be without a constitutional amendment.
 - Improved procedures for handling exemption claims and processing reimbursements.
 - The ballot proposal is more understandable and better expresses the legislative intent.
- No tax increase results
 - A portion of the use tax is simply being dedicated to reimbursement of local governments.
 - 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.

8. Preview of April 24th Board Meeting / Strategic Planning Session at Byron Township Community Center

Al Vanderberg reviewed the Strategic Planning meeting which will take place from 8:00 a.m. – noon on April 24 at the Byron Township Community Center. Lou Bender will facilitate and light breakfast will be provided.

**9. Adjournment – 9:55 a.m.
MOTION - To Adjourn – Patrick. SUPPORT – DeVries. MOTION CARRIED**



County of Ottawa
Administrator's Office

Alan G. Vanderberg
County Administrator

Keith A. Van Beek
Assistant County Administrator

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website: www.miottawa.org

DATE: April 25, 2014
TO: GVMC Board of Directors
FROM: Al Vanderberg *AGV*
SUBJECT: GVMC-WMSA Consolidation

As many of you know, I also serve as the Chair of the West Michigan Strategic Alliance (WMSA). I am the third person to serve in this role. Founding Chair Jim Brooks served as Chair for many years, followed by Steve Heacock who stepped down to run for Congress.

The West Michigan Strategic Alliance was launched in June 2000 by Jim Brooks and a diverse group of leaders from the private, public and non-profit sectors. The group engaged more than 250 volunteers to develop The Common Framework – West Michigan, a document that focused on cooperation and collaboration among businesses, institutions, and governmental units of the greater Grand Rapids, Muskegon, Holland area – or, as it became known, The West Michigan Metro-Triplex. The Common Framework represented two years of objective data gathering, analysis, and strategic planning across ten essential activities: Environment, Economy, Education & Research, Health & Human Services, Tourism, Arts & Culture, Land Use, Infrastructure, Transportation/Logistics, and Governance.

Some of the major WMSA accomplishments are listed below:

Talent 2025 - CEOs from the region's major companies are actively participating in the identification, evaluation, and advocacy for a truly integrated talent development system designed to make West Michigan a magnet for both talent and jobs. This was a direct outcome of the WIRED grant.

Governor Snyder's Regional Initiative - The delivery of State services in a strategic alignment with the MEDC Regional Economic Development regions is a direct outcome of WMSA region thinking and investigation into improved performance.

Hello West Michigan's Internship Program - WMSA was directly responsible for developing a strategy to create thousands of new internship based the Regional Indicator sighting the need to increase our region's talent by increase the number of person of 25 - 34 years of age with BA degrees or higher.

WorkKeys - This standard for fully validating an employee's capabilities is a national best practice that WMSA launched with funding from WIRED. It has since been adopted as the State of Michigan's standard to ensure the availability of qualified employees.

Regional Indicators - Established regional performance indicators for economic, environmental and social justice. The data has been used help prioritize regional initiatives, such as the internship program.

Green Infrastructure - This was WMSA's initial project that informed decisions about our critical natural resources, such dunes, farmland, trailways and greenway and watersheds. For example, we now are top region for miles of trail ways nationally.

WMSA also developed a thought process, or collaboration model, which I have attached to this memo.

WMSA worked with different community leaders and organizations to determine the best future for the group and ended this work without conclusion. It was suggested that consolidating WMSA with the GVMC might be a win-win for both organizations for the following reasons:

- WMSA is in need of an organization to further their mission and to house its known and valuable intellectual resources that were developed over 12 years.
- GVMC has been charged with leading the Governor's Regions of Prosperity Initiative which could benefit from both the greater regional size and potential private-public funding partnerships of WMSA.
- WMSA has a great deal of data and information collected from past regional planning and consensus building work that would be of value to the Regions of Prosperity Initiative.
- WMSA resources can be useful in support of the GMVC Mission as we work to reinforce our core competencies.

The results of the GMVC Strategic Planning process will help determine how best to use WMSA assets within GVMC.

The recurring cost of this decision is the cost of filing the annual 1099 non-profit documents and annual State of Michigan non-profit required documentation. WMSA has an accounting firm who currently performs this service for less than \$1,000 per year. WMSA has a \$5,500 balance in its checkbook which would be transferred to GVMC and could be used to pay for this annual recurring cost.

WMSA also has an outstanding letter of credit balance of \$43,029 which includes an outstanding debt of \$10,000 to the Grand Rapids Chamber of Commerce. Jim Brooks and Huntington Bank have agreed to pay the \$43,029 of indebtedness so that GVMC will not assume any responsibility for WMSA debt.

Thank you for considering this. I believe this provides a significant advantage for GVMC at very little cost or risk and will help as we build GVMC's reputation as the premier collaborative body of the region.

The Executive Committee considered this action at their April 17 meeting and voted to recommend approval to the full Board of Directors.

Identify the need

Scan for existing efforts

Recruit partners

Develop action concept

Secure funding

Establish project structure

Define partner obligations

Implement

Evaluate

John Irwin
President – West Michigan Region
Huntington National Bank



April 24, 2014

Alan G. Vanderberg
Ottawa County Administrator
12220 Fillmore
West Olive, MI 49460

Dear Al,

This letter is directed to you as Chair of the Grand Valley Metro Council (GVMC). It is my understanding that Jim Brooks will donate \$25,000 to GVMC on the understanding that the funds be used to partially pay off the indebtedness of the West Michigan Strategic Alliance to Huntington Bank, as well as other considerations.

Upon receipt of a \$25,000 pay down of the approximate \$43,029 of indebtedness WMSA has with Huntington, we will then exchange the remaining balance as our contribution to the GVMC. We will discuss whether you would like our recognition done in a single year or over several years. We will release all liens and rights of WMSA at that time.

Sincerely,

A handwritten signature in blue ink that reads "John W. Irwin".

John W. Irwin
President - West Michigan Region
Huntington National Bank

From: Greg Northrup [mailto:northrupg@gmail.com]
Sent: Thursday, April 24, 2014 2:11 PM
To: 'AVanderberg@miottawa.org'
Cc: Mr. John Irwin (john.irwin@huntington.com); 'Sherri.Wabeke@huntington.com'
Subject: FW: WMSA Debt

Hello Al: I believe John's letter addresses the resolution of the WMSA obligation to Huntington Bank as we have discussed and should satisfy the GVMC Board. [Thanks to Huntington for the great support and resolution of this issue.](#)

To confirm to both of you as I have acknowledged before WMSA has an obligation the GRCC noted in the attachments. We would pay this obligation from the proceeds of JW Brooks' contribution with balance payable to Huntington Bank. Assuming you this works for both you I don't see a need to modify John's letter as I think provides for issue.

WMSA has approximately \$5,000 in its checking account from \$5500 contribution recently deposited paid by the Herman Miller Clock Foundation. This will be used to pay ongoing administrative expenses over the next 12-24 months.

If you either of you have a question let me know.

Best regards

Greg

616 204 0155

EMS PARTNERSHIP of KENT COUNTY
SPECIALTY SERVICES CONTRACT
MARCH 31, 2014 (DRAFT)

SPECIALTY SERVICES AGREEMENT

This specialty services agreement shall describe services provided to the EMS PARTNERSHIP OF KENT COUNTY (CUSTOMER) and the GRAND VALLEY METRO COUNCIL (PROVIDER). Both the CUSTOMER and PROVIDER may be jointly referred to as PARTIES within this agreement.

SCOPE OF WORK

Pursuant to the terms of tis Specialty Services Contract, the PROVIDER and CUSTOMER agree to the following Scope of Work:

I. Statement of Purpose

The purpose of the Scope of Work is the implementation of services to be received by the CUSTOMER.

II. Deliverables for this Agreement

PROVIDER will furnish the below services to the CUSTOMER. The services provided will include:

1) FIDUCIARY SERVICES

- Hosting a platform for housing CUSTOMER funds.
- Receive payments and pay bills with CUSTOMER approval.
- Provide financial statements on a MONTHLY/QUARTERLY basis as determined by the CUSTOMER in writing.
- Issuance of invoices to parties as directed by CUSTOMER.

2) ADMINISTRATIVE SERVICES

- PROVIDER shall take minutes at CUSTOMER meetings.
- PROVIDER shall maintain and accommodate CUSTOMER files.
- PROVIDER shall assist in the posting of CUSTOMER meetings as required by the Open Meetings Act.
- PROVIDER shall make suitable space available for CUSTOMER meetings.
- PROVIDER shall assist CUSTOMER with reasonable information dissemination `

III. Use of EMS Partnership of Kent County Funds

PROVIDER shall only expend CUSTOMER funds as directed by the CUSTOMER and/or the Customer's designated agent.

IV. Payment

PROVIDER shall charge CUSTOMER twelve thousand dollars per year to compensate PROVIDER for the services that are provided. **(NOTE: Payment is proposed by GVMC whom will outline its proposal for payment justification).**

PROVIDER shall invoice CUSTOMER on a quarterly basis, beginning July 1st, 2014.

V. Duration of Contract

This contract shall begin July 1st, 2014 and shall automatically renew July 1st of each year unless one of the parties notifies the other at least ninety (90) days prior.

VI. Termination of Agreement

Either party may terminate the terms of this contract with sixty (60) days written notification. Services by the PROVIDER along with corresponding payment from the CUSTOMER to the PROVIDER shall continue through the notification period.

Written notification shall be submitted to the below addresses:

PROVIDER

Grand Valley Metro Council
678 Front Avenue NW
Grand Rapids, MI 49504

CUSTOMER

Attn: Chairperson
EMS Partnership of Kent County
c/o Grand Valley Metro Council
Grand Rapids, MI 49504

VI. Signatories

The signers below attest that their actions have been duly authorized by the signers' respective Boards via attached supporting action.

Ken Krombeen (CUSTOMER)
EMS PARTNERSHIP of KENT COUNTY

John Weiss (PROVIDER)
GRAND VALLEY METRO COUNCIL

Its _____

Its _____

Date: _____

Date: _____

GVMC
Check signing policy

Amendment to By laws, 9.2 Depository

CURRENT

The Council shall designate a depository which shall be a federally or state regulated bank or savings institution and shall establish accounts for deposit of the revenues of the Council. All disbursements exceeding One Thousand Dollars (\$1,000) from the accounts held by the depository shall be authorized in writing by at least two persons as directed by the Council. The Council may invest its funds as permitted by state law.

SUGGESTED:

The Council shall designate a depository which shall be a federally or state regulated bank or savings institution and shall establish accounts for deposit of the revenues of the Council. All disbursements exceeding *Three* Thousand Dollars (*\$3,000*) from the accounts held by the depository shall be *considered authorized and approved by dual signatures on the disbursement checks subject to the guidelines of the Check Signing Policy as approved by the Executive Committee*. The Council may invest its funds as permitted by state law.

CHECK SIGNING POLICY to approve by the Board.

The following people shall be authorized to sign checks:

- Executive Director
- Board Chair
- Treasurer
- Any Executive Committee member, approved by the Committee, who is in close proximity to GVMC, to provide a second signature as necessary.

Any signer may sign checks up to \$3,000. Any check over \$3,000 will require two signatures unless that check is a payment for a standard, recurring, monthly cost.

DATA from checks written:

From 01/01/2012 - 12/31/2013 there were:

- 197 checks over \$3,000
- 107 of them were for employee benefits and taxes--ICMA, Health, state unemployment (85); rent (22) --checks we will pay regardless due to employee handbook and also lease agreement.
- 91 were ones for variety of vendors we would get 2nd signatures.

So, over this time frame, would be 54% less checks to get double signatures.

Pavement of partisanship: The politics of road budget allocation

By [Chris Gautz](#) CRAIN's Detroit Business



NATHAN SKID/CRAIN'S DETROIT BUSINESS

There may not be "Republican roads or Democrat roads," as lawmakers so often like to say, but when Republicans carved out a piece of the road budget for special allocation last year, a whole lot more roads in Republican districts benefited.

And that, say House of Representatives leadership, wasn't an accident.

A project list from the **Michigan Department of Transportation** shows that of 108 projects approved by Gov. Rick Snyder and the Republican leaders of the House and Senate, 87 were requested by Republican legislators and only two by Democrats.

Democrats fared better with the governor: Twelve of the 19 projects he designated were in Democratic districts, including \$4 million for Belle Isle improvements. (*[See story.](#)*)

Democratic districts benefited from road projects in six additional projects, but only because the request came from a Republican whose district overlapped. The overall amount involved is small — \$115 million, compared to MDOT's \$1.28 billion roads budget — but legislative Democrats are worried the process is about to be repeated.

In the coming weeks, Republican leaders in the House and Senate, along with Snyder, will begin combing through another long list of priority road and bridge repair projects and decide which ones will receive funding this summer from another \$115 million special allocation.

"I have warned Democratic members, 'Don't go getting ready for some ribbon-cutting ceremony,' " said Rep. Andrew Kandrevas, D-Southgate, and minority vice chairman of the transportation appropriations subcommittee. "I have no promises on how any of this is going to shake out."

The governor's office did not respond to requests for comment by *Crain's* print deadline, but late Friday said, "The state makes priorities for state road projects by focusing on need and volume, and by working with our partners in the Legislature. Decisions about state projects are made largely through a five-year plan and a schedule for capital preventive maintenance. We know there are considerable needs at the local level, and the legislative partners receive input about priorities from the leaders in their districts."

Out of the process

The carve-out from the MDOT budget is new and started last year. A decade ago, some additional road funding became available during one budget cycle, and lawmakers were able to direct that money to specific projects. But traditionally, MDOT and local units of government receive funding from the state and decide on their own which roads to fix.

However, twice in the past year, GOP lawmakers have allocated special funding for road projects that they control.

The first time, Senate members in both parties were notified about the opportunity to request projects, while House Democrats were not allowed to participate.

Anna Heaton, deputy press secretary for House Speaker Jase Bolger, R-Marshall, said the reason they weren't allowed was simple.

"They weren't welcomed into the discussion because they didn't vote for the funding," she said.

The \$115 million special allocation last year was included in the overall state budget bill, which Democrats voted against. But the vote in opposition to the state budget was for a variety of reasons for different members, including a lack of funding for Medicaid expansion and a cut to revenue sharing, not because it included additional road funding, said Katie Carey, press secretary for the House Democratic Caucus.

The result was that not a single House Democrat had a road project approved last year, while 45 of the 59 House Republicans had at least one approved.

In the Senate, 15 of the 26 Republican senators had a project request approved, compared to two Democrats.

The Democrats did vote for the supplemental spending bill that included the latest \$115 million allocation, and Heaton said because of that, they are being included in the discussion.

Carey said House Democrats have submitted about 100 road projects for consideration.

Balancing priorities



NATHAN SKID/CRAIN'S DETROIT BUSINESS

Rep. Rob VerHeulen, R-Walker, chairman of the House Appropriations Transportation subcommittee, said the goal is picking projects that will have the most impact, while balancing the cost, the traffic on a road or bridge, and how in need of repair it is.

The special allocation also is an opportunity to direct money to specific local projects because the MDOT budget is limited to state roads. About half of the \$115 million was used for local projects.

"By doing it this way, you have a balance of county projects (and) city projects," he said.

While lawmakers are the ones submitting the requests, VerHeulen said he has encouraged members to work with local road commissions and city, township and village officials in their districts. He said the list he submitted from his district came from the **Kent County Road Commission**.

"I look to the experts," he said. "They have more expertise than I do."

MDOT keeps a running five-year list of projects around the state that have been vetted and are ready for repairs once they receive funding. When lawmakers announced last year they would be picking projects, MDOT asked them to pick projects from the plan.

In a dozen cases, that is what happened, but 30 other projects Republicans requested that received funding were not part of the five-year plan. The rest of the projects were for local roads or bridges not under MDOT's purview.

Jeff Cranson, director of communications for MDOT, said the five-year list is not set in stone, and projects move on and off as some roads worsen. He said the projects approved that were not on the list had been identified by MDOT as needing preventive maintenance.

With the second pot of \$115 million, MDOT again is requesting the projects come from its five-year plan.

Senate Majority Leader Randy Richardville, R-Monroe, said he is not sure of the timeline to select the new round of projects, but he expects discussions will take place in the coming weeks. The House and Senate have almost the entire month of April off, and Richardville said there will be time to make those road funding decisions during the break.

Senate Minority Leader Gretchen Whitmer, D-East Lansing, said she met with Snyder on Wednesday to make clear she thinks lawmakers should be listening to experts, and have MDOT make the road funding decisions.

She said the list Senate Democrats submitted last year will be used again, and while she hopes the process will be fairer, she said the larger point is that MDOT should be the ones doing this work, not lawmakers.

Former Republican House Speaker Rick Johnson, who also has chaired the House Transportation Committee, said he didn't allow special road project funding in his budgets.

Johnson, who served as speaker from 2001-04, said he didn't believe in handing out road projects for particular districts in a political fashion.

"I was always of the belief that you have engineers and people at MDOT that are looking at the roads and bridges all the time," Johnson said. "If you have a five-year plan, you ought to stick to it."

Johnson said it is possible road projects given to certain lawmakers could be used as a way to gain support for other legislation or to help them in their next election.

But Johnson said that isn't likely to work.

"If a legislator needs a road project to get elected, they need to get their ass out there and work," he said. "One project is not going to get someone elected."

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