



**GRAND VALLEY METROPOLITAN COUNCIL**

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**AGENDA**

**GVMC BOARD MEETING**

**May 7, 2015**

**8:30 a.m.**

**Kent County Commission Chambers**

**300 Monroe, Grand Rapids, MI**

- 1) Approval of Minutes – Attached**
- 2) Public Comment**
- 3) Oath of Office**
  - **Nancy Clary, Algoma Township**
  - **Jim Holtvluwer, Ottawa County**
  - **Duane Weeks, Village of Middleville**
- 4) Long Range Transportation Plan – Attachment**
  - **Presentation**
  - **Public Comment**
- 5) Transportation Recertification – Rachael E. Tupica - FHWA**
- 6) Environmental Programs**
  - **Resolution of Support for Grand River Restoration Project - Attached**
  - **Approval of Agreement Between GVMC & Grand Rapids Whitewater - Attached**
- 7) Reorganization of REGIS – Attachment**
- 8) Adjourn**

# GRAND VALLEY METRO COUNCIL

## Board Meeting

March 5, 2015

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
Rob Beahan	Cascade Township
Ken Bergwerff	Jamestown Township
Brian Donovan	City of East Grand Rapids
Tom Butcher	Grand Valley State University
Mike DeVries	Grand Rapids Township
George Haga	Ada Township
Carol Hennessey	Kent County
Don Hilton, Sr.	Gaines Township
Denny Hoemke	Algoma Township
John Hoppough	City of Greenville
Mark Howe	City of Lowell
Mark Huizenga	City of Walker
Steve Kepley	City of Kentwood
Mark Lemoine	At-Large Member
Elias Lumpkins, Jr.	City of Grand Rapids
Matt McConnon	Courtland Township
Brenda McNabb-Stange	City of Hastings
Jack Poll	City of Wyoming
Thad Taylor	City of Cedar Springs
Jay Spencer	Plainfield Township
Al Vanderberg	Ottawa County
Bill VerHulst	City of Wyoming
Patrick Waterman	City of Hudsonville

**Members Absent:**

Jerry Alkema	Allendale Township
Rick Baker	At-Large
Jim Buck	Secretary
Dan Carlton	Georgetown Township
Daryl Delabbio	Kent County
Jason Eppler	City of Ionia
Rebecca Fleury	Village of Middleville
Steve Grimm	Cannon Township
Jerry Hale	Lowell Township
Brian Harrison	Caledonia Township
Doyle Hayes	At-Large Member
George Heartwell	City of Grand Rapids
Jim Holtrop	Ottawa County
Diane Jones	Kent County
Steve Maas	City of Grandville
Mick McGraw	At-large Member
Cy Moore	Treasurer
Megan Mullendore	City of Belding
Audrey Nevins-Weiss	Byron Township
Steven Patrick	City of Coopersville
Milt Rohwer	City of Grand Rapids
Michael Selden	City of Wayland
Roger Towsley	Village of Sand Lake
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	GVMC / REGIS
Gayle McCrath	Grand Valley Metro Council
Wendy Ogilvie	Grand Valley Metro Council
John Weiss	Grand Valley Metro Council

**2. Public Comment**

None

**3. Meeting Minutes**

**MOTION – To Approve the GVMC Board Meeting Minutes of February 2015. MOVE – Butcher. SUPPORT – Hoppough. MOTION CARRIED.**

**4. Annual Report**

John Weiss and the GVMC staff gave the FY 2013/14 Annual Report which included financial information and highlights on activities & events; Regional Prosperity Initiative; Transportation; Environmental Programs; REGIS; and the annual financial audit.

Peter Haefner of Vredeveld Haefner presented the financial statements and audit. It was a clean audit with no material findings. Staff was very cooperative and findings from previous years have been resolved. GVMC is in a very good place financially and organizationally.

**MOTION – To Accept the FY 2014/14 Financial Statements and Audit. MOVE – Butcher. SUPPORT – Hoppough. MOTION CARRIED.**

**5. Strategic Planning**

John Weiss discussed the financial planning which will be held on April 2, 2015 9:00 – Noon at the Byron Township Recreation Center. The event will be moderated by Lew Bender.

**6. Other**

**7. Adjournment – 10:00 a.m.**

**MOTION - To Adjourn – Hoemke. SUPPORT – Hoppough. MOTION CARRIED**

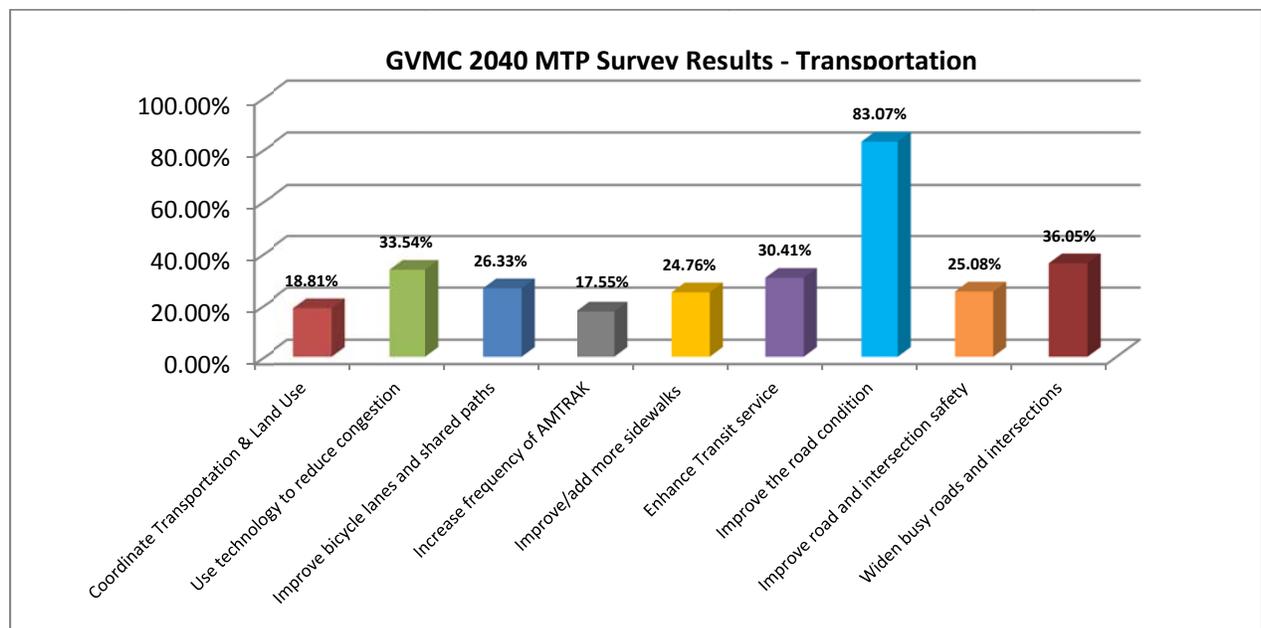
## GVMC 2040 Metropolitan Transportation Plan Executive Summary

The Grand Valley Metropolitan Council, as the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties, is responsible for the development of a multi-modal Long Range Metropolitan Transportation Plan (MTP). The purpose of the MTP is to ensure that transportation investments in our area enhance the movement of people and freight efficiently, effectively, and safely. Without an MTP federal transportation funding could not be allocated in the region. The MTP must be fiscally constrained, project specific, take into consideration public opinion, environmental justice, and meet established air quality standards when applicable. This MTP has a 25-year horizon, balancing transportation investments through the year 2040.

The vision for the 2040 MTP is to: “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.”

Goals and Objectives of the MTP address System Accessibility, Mobility, Inter-modalism and Efficiency, System Preservation, Safety, and Reliability, Land Use, Public Participation, Coordination and Fiscal Responsibility, Livability, and Sustainability, and Economic Development.

Early in the process GVMC conducted a survey of the general public to determine the perceptions of needs of the public in many areas of the transportation system. The results of this survey were accounted for in the deliberations of the various committees throughout the process. The survey asked respondents to identify their three things that would positively enhance transportation in the area. The results are not surprising. System condition was by far the largest need identified by the public, followed by widening busy roads and intersections and using technology to reduce traffic congestion. The graphic below shows the complete results.



GVMC maintains several subcommittees to continually address various transportation elements. Road Conditions, Non-Motorized, Safety, Passenger Rail, Freight, Transit, and Congestion are all areas that are actively discussed continually by transportation professionals and decision makers throughout the MTP four year cycle. This allows for a comprehensive viewpoint of the needs of the system as a whole.

### Determination of Highest Priority

System needs are determined using various approaches during the MTP development. Taking into account all of the data that is available and public perception of need, the various committees develop a list of needs for the transportation system as a whole. When all of the needs have been identified, the GVMC Technical and Policy Committees, with input from the MTP Steering Team, formed to guide the development of the MTP, develop a list of identified transportation investment priorities. Transportation investment priorities identify areas where future available transportation funds should be allocated. This allocation of funds determines future specific priorities that are included within the MTP Project List. After a thorough review of all available funding, it was determined that approximately \$505 million is available over the life of this MTP for discretionary projects. In other words the MPO may use these funds for projects deemed to be of the highest priority for the region as a whole. GVMC has determined that the highest priority for all available flexible funding is for projects that contribute to the improvement of the regions' system pavement condition. Data in recent years has shown that pavement conditions in the region are falling and as time passes without funding to address these deficiencies, the system will only continue to deteriorate and the solutions will become increasingly more costly.

The MTP Project List was developed to address the deficiencies identified in the plan and reflect this priority but is limited by estimated future available revenues. The first four years (2014–2017) of the MTP Project List are equivalent to the Transportation Improvement Program (TIP) project list and demonstrate the short-term transportation projects identified for funding in this region. Other individual projects listed in the MTP Project list reflect projected transportation capacity deficiencies with preferred alternatives identified.

### Identified Need and Illustrative Vision

Throughout the development of this MTP efforts were made to establish a basic vision of what we collectively would like our transportation system to be in the year 2040. Issues related to the condition of the pavement, to the reliability of travel times, to the convenience of the local transit system, to the availability of alternate means of transportation, and the efficiency of moving freight throughout the system were all analyzed. The results of this analysis concluded that in order to greatly improve pavement condition from 64% good/fair up to 80% an additional \$665 million in dedicated funding would be necessary through the year 2040. To reduce the percent of congested non-trunkline roadways by 80% an additional \$30 million would be needed. To realize a completed non-motorized network, an additional \$25 million would be required. To fully implement the ITP Master Plan an additional \$206 million would be needed. To fully implement the needs identified in the GVMC Safety Plan an additional \$37 million is necessary. All tolled the illustrative list for local federal aid in the region totals \$963 million over and above the needs listed for area trunklines. GVMC and its member communities are dedicated to focusing future planning efforts in an effort to develop a strong vision of the future conditions of the transportation system in the region. The chart below depicts these needs.

Element	Identified Need	Dedicated Funding	Illustrative Balance
Congestion Mitigation	\$70,805,000.00	\$40,460,000.00	-\$30,345,000.00
Non-Motorized	\$56,704,125.00	\$31,532,500.00	-\$25,171,625.00
Pavement Condition	\$1,170,000,000.00	\$505,000,000.00	-\$665,000,000.00
Safety	\$54,840,000.00	\$18,075,000.00	-\$36,765,000.00
Transit	\$1,114,000,000.00	\$908,000,000.00	-\$206,000,000.00
<b>TOTAL</b>	<b>\$2,466,349,125.00</b>	<b>\$1,503,067,500.00</b>	<b>-\$963,281,625.00</b>

In May 2015, voters will be asked to approve a proposed constitutional amendment that will raise the state's 6 percent sales tax to 7 percent. If approved the measure would raise the 6 percent state sales and use taxes to 7 percent, and drop the sales tax on fuel. Transportation funding would rise by \$1.3 billion a year, giving a boost to the \$2 billion now collected through fuel taxes and license plate fees. At this time there is no way of knowing whether this measure will be a success. GVMC will revisit this funding issue when the results and impact are fully known.



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**MEMORANDUM**

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**DATE:** April 22, 2015  
**TO:** GVMC Board  
**FROM:** Jim Snell, Senior Transportation Planner  
**RE:** **Metropolitan Transportation Plan Review and Approval**

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The final GVMC Metropolitan Transportation Plan (MTP) document has been developed and is ready for approval by the full GVMC Board at its meeting on May 7th. As the long range transportation plan for the region, the 2040 MTP establishes a vision of how the future multimodal transportation system will serve the people and businesses of Kent and eastern Ottawa counties. The vision statement, adopted by the GVMC Policy Committee in February 2014, is as follows:

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.

To supplement this vision a comprehensive set of Goals and Objectives was developed to help guide the formation of the MTP. These goals and objectives are generally very useful in the planning process as they provide the necessary direction and basic framework upon which future decisions can be made. The goals and objectives of the Metropolitan Transportation Plan (MTP) contribute strongly to the selection and evaluation of alternatives in the transportation system as they embody a desired state of affairs to be realized through future effort.

Using the defined set of goals and objectives, the 2040 MTP works to achieve the vision by outlining a strategy that, given projected financial assets, will provide resources in areas of identified need to maintain and improve the transportation system for all users in the future. After this MTP is approved, the region’s agencies and jurisdictions will work cooperatively to develop implementation strategies through the short range Transportation Improvement Program (TIP) to effectively distribute transportation funding that best address the overall vision.

In 2012 when MAP-21, the current federal transportation legislation, was passed it included requirements to include performance management into the transportation planning process. MAP-21 transformed federally funded highway programs and provided a means for more efficient investment of federal transportation funds by focusing on national transportation goals, increasing

the accountability and transparency of the Federal highway programs, and improving transportation investment decision making through performance-based planning and programming.

The approval of this MTP is by no means the end of the work that needs to be done for the MTP to conform to all of the federal requirements. In the coming months GVMC staff will be working with MDOT and local MPO members to set performance goals for this MTP. The performance goals will address many elements within the MTP. Congestion, Safety and Condition are areas of concentration for the performance based objectives within MAP-21 requirements. Once adopted by the MPO, these requirements or performance measures will become part of the planning process. Similar to our project selection process for attaining and monitoring air quality standards, projects selected for inclusion in the TIP will need to conform within our plan to attain the MAP-21 performance goals we set for ourselves through this process.

Upon approval of the MTP by the GVMC Board, the MTP will be considered final. At this moment there is no requirement for a formal air quality conformity determination analysis by the FHWA. The approved MTP document will still be forwarded to the Michigan Department of Transportation (MDOT) for review and concurrence, and then it will be forwarded to the Federal Highway Administration (FHWA).

The full MTP document can be found on our website at [gvmc.org](http://gvmc.org).

I've condensed the plan quite a bit to simplify it and make it a more manageable size without sacrificing important content. I think there is a little something for everyone in this plan. I would also strongly encourage everyone to review the public comment section starting on page 172. I have listed all of the comments received from through our public outreach efforts verbatim. Following the public comments is a section that reveals the results of our public opinion survey.

I appreciate all of the hard work and extra efforts put forth by all of those who have graciously given their time and stayed involved throughout the development of the MTP. This document is reflective of those efforts and will set the stage for future transportation efforts in the future.

A copy of the Executive Summary is attached for review. The GVMC Technical and Policy Committees have approved the MTP and are recommending adoption by the GVMC Board.

If you have any questions or comments regarding the MTP, please feel free to contact me at (616)-776-7610 or send me an email at [snellj@gvmc.org](mailto:snellj@gvmc.org).

# RESOLUTION

## Resolution in Support of the Grand River Restoration Project

April 29, 2015

**WHEREAS**, the Department of Environmental Programs of the Grand Valley Metropolitan Council (GVMC) plays a pivotal role in ensuring that the region's communities understand their role in protecting our natural resources; and

**WHEREAS**, GVMC has determined that the region's natural resources, including rivers, lakes, streams, forests, open spaces, and prime farmland, directly contribute to the economic health and vitality of the West Michigan region; and

**WHEREAS**, GVMC has further determined that public and private investment in restoring and preserving the natural resources yields lasting ecological, economic, recreational, and community benefits for the people of West Michigan; and

**WHEREAS**, the expected benefits of the proposed Grand River restoration project include expanded recreational use with estimates of net new economic impact of \$15.9 million to \$19.1 million per year to the region; and

**WHEREAS**, as a result of the proposed Grand River restoration project it is estimated that taxable values of riverfront properties in the immediate area could increase by \$117.7 million and the project could generate new development investment of \$285 million and 1,520 related jobs;

**THEREFORE BE IT RESOLVED**, that the Grand Valley Metropolitan Council does hereby support the Grand River Restoration Project.

This Resolution declared adopted by the Grand Valley Metropolitan Council May 7, 2015.

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John W. Weiss  
Executive Director  
Grand Valley Metropolitan Council

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Al Vanderberg  
Chairperson  
Grand Valley Metropolitan Council

# Letter of Agreement

*Between*

GRAND RAPIDS WHITEWATER

*and*

GRAND VALLEY METRO COUNCIL

The purpose of this Agreement is to define the terms and conditions for services that will be provided by the Grand Valley Metro Council (GVMC) to support the efforts of the Grand Rapids Whitewater (GRWW) in advancing the Grand River Improvement project to create your vision of a restored, healthy, and diverse river habitat.

1. GVMC will complete the following tasks as outlined in the attached proposal dated March 2, 2015:
  - a. **Regional Collaboration:** GVMC will reach out to upstream and downstream municipalities to ensure that they are aware of and have the opportunity to participate in public meetings and information sessions. This includes personalized communications and presentations to various municipal leaders and employees to explain the positive impacts that the project might have on their community and how they can leverage the momentum to improve their community. GVMC will work with Truscott Rossman to prepare materials targeted to specific audiences to maintain a consistent message and to include all users of the river.
  - b. **Agency Coordination:** GVMC will assist with coordinating meetings and sharing information with the numerous federal, state, and local agencies involved in the project to ensure that the project is transparent and consistent in the delivery of new data and analyses.
  - c. **Permit Application:** GVMC will be the local point of contact for coordinating City staff and other agencies in collecting information and reviewing data, as needed, to fulfill the permit application.
  - d. **Grants and Funding:** GVMC will coordinate regular meetings with the grants team and maintain a current list of available funding options for the team to consider. GVMC will assist the City, and other potential grantees, in determining the feasibility of certain grant opportunities and developing proposals for those deemed appropriate for submittal. With grants that are awarded, GVMC will provide assistance in the administration, reporting, and other activities as required.
    - a. **Meetings:** GVMC will assist as needed in preparing for meetings, distributing minutes, and other office duties. GVMC will coordinate the OOTS meetings and others regularly scheduled meetings as they are needed, such as for the Urban Water Federal Partnership, Aquatic Habitat Team, and River Restoration Steering Committee.
2. GVMC will undertake these described tasks for a term beginning April 6, 2015, and ending December 31, 2015, for a total sum of \$42,000. The source of GRWW's funding will be identified and acknowledged in any announcements of this agreement.

3. GRWW may, in writing, request changes in the scope of this Agreement in the services or work to be performed. If such changes cause an increase or decrease in GVMC's cost or time required to perform any services under this Agreement, an equitable adjustment shall be made and this Agreement shall be modified in writing by both parties.
4. Either party may suspend or terminate any part or all of the remaining services in this Agreement at any time by providing the other party with 15 days prior written notice. Upon receipt of such notice, GVMC will promptly discontinue services except as specified in the notice. GRWW shall pay and reimburse GVMC for services performed prior to the date of termination upon receipt by GRWW of a written summary of services performed to date.

The foregoing sets forth the terms and conditions of the Agreement between GRWW and GVMC. The individuals signing below certify by their signatures that they are authorized to sign this Agreement on behalf of their organizations and that the parties will fulfill the terms of this Agreement. This Agreement will be in effect immediately upon signing by both parties.

**GRAND VALLEY METRO COUNCIL**

By: \_\_\_\_\_ DATE \_\_\_\_\_  
*John Weiss, Executive Director, Grand Valley Metro Council*

\_\_\_\_\_  
Print Name

**GRAND RAPIDS WHITEWATER**

By: \_\_\_\_\_ DATE \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name

# REGIS Organization Structure

