

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Monday, August 14th, 2023
GVMC Offices
678 Front Ave NW, Grand Rapids, MI 49504**

I. ROLL CALL AND INTRODUCTIONS

Conners, Chair of the Subcommittee, called the August 14th, 2023, Transportation Programming Study Group meeting to order at 2:30 pm. Those present introduced themselves to the Subcommittee.

Voting Members Present

Kristin Bennett		City of Grand Rapids
Scott Conners (<i>Chair</i>)		City of Walker
Rick DeVries		City of Grand Rapids
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County
		Grand Rapids Charter Township
Russ Henckel		City of Wyoming
Jim Kirkwood		City of Kentwood
Doug LaFave		City of East Grand Rapids
Jeff Oonk	<i>Proxy for Nicole Hofert</i>	City of Wyoming
		City of Wyoming
Terry Schweitzer		City of Kentwood
Charlie Sundblad		City of Grandville
Luke Walters		MDOT
Kevin Wisselink		ITP - The Rapid

Staff and Non-Voting Guests Present

Clover Brown	GVMC Staff
Laurel Joseph	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Charter Township
Adam Elenbaas	Allendale Township
Tim Haagsma	Gaines Charter Township
Nicole Hofert	City of Wyoming
Bill LaRose	City of Cedar Springs
Brett Laughlin	OCRC
Robert Miller	City of Hudsonville
Clint Nemeth	GFIAA
Liz Schelling	ITP – The Rapid
Dan Strikwerda	City of Hudsonville
Jeff Thornton	Village of Caledonia
Phil Vincent	City of Rockford
Steve Warren	Kent County Road Commission
Blaine Wing	Village of Sparta

APPROVED

Member Awaiting Appointment

APPROVED
ITEM II: ATTACHMENT A
Village of Sand Lake

II. APPROVAL OF MINUTES

Referring to Item II: Attachment A, Connors entertained a motion to approve the November 21st, 2022, TPSG Subcommittee meeting minutes.

MOTION by Harrall, SUPPORT by Sundblad, to approve the November 21st, 2022, TPSG Subcommittee meeting minutes as presented. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comment.

IV. FY2023 FUNDING— Referring to Item IV: Attachment A, Joseph presented the discussion on the FY2023 funding.

GVMC recently received updated revenue targets for FY2024. At this meeting, Staff is requesting TPSG review and action to recommend changes to the FY2024 TIP list to align with these new targets and remain fiscally constrained as federally required. TPSG programming recommendations will be presented to the Technical and Policy Committees at their September meetings.

Joseph introduced discussion on the Transit Master Plan (TMP) funding. She noted that in 2021, TPSG, Technical, and Policy Committees recommended allocating \$285,000 in HIP-COVID Relief funding to The Rapid's Transit Master Plan project. Because of the timing of the project and FTA's grant award timeline and process, the project was programmed in this fiscal year (FY2023).

When the word came down that unobligated COVID Relief funding was going to be rescinded as part of Congress' debt ceiling deal this summer, it was indicated that the applicable funds that had been allocated to transit projects would not be clawed back. However, that turned out to not be the case and now The Rapid's project is \$285,000 short in funding while the planning process has already begun. Joseph stated that GVMC staff is working with The Rapid and MDOT to try to find the least disruptive solution to allow this important regional project to move forward and will provide an update on progress. The one option that MDOT has provided so far was that they would try to apply for August redistribution in FY2024, but the Transit Master Plan project needs funding now.

Wisselink added that The Rapid has contacted the Director of Passenger Transportation at MDOT, but they have not heard back yet. He added that the issue that they face is that they have a \$600,000 Transit Master Plan, with \$315,000 of that from The Rapid's 5307 funding and the UPWP program. They are well into the TMP and need this funding to complete the second half of the project. Wisselink stated that The Rapid is hopeful that MDOT will respond with a solution. They have a few months of funding left before they must make serious decisions regarding the future of the TMP.

Joseph added that the timelines seem to be different between FHWA and FTA. MDOT Office of Passenger Transportation does not obligate the flex funds until the last moment in the fiscal year. Discussion ensued.

Harrall added that Kent County also lost \$400,000 that was going to be allocated toward M-37 intersections. Harrall asked if it was possible to receive August FY2023 redistribution. Joseph stated that she did not think so.

Joseph proposed a possible solution that had been discussed internally at GVMC. Staff could potentially hold off on supplementing safety action plan work until FY2025, after the regional safety action plan is done and allocate some of that \$150,000 to the TMP as a contribution.

Harrall asked what the excess funding is after the City of Walker is made whole with the Carbon Reduction funds. Joseph said it is still \$600,000, including the Category C funding, which is state funding that allows more flexibility. Discussion ensued.

STP-Flex-TMA and STP-TMA

Joseph noted that currently most of the STP projects were funded at 70/30, so if the STP-TMA money is distributed proportionally, everyone's projects can be added to. She stated that if the STP-Flex-TMA funds are used on the Transit Master Plan and the STP-TMA funds are used to proportionally increase funding for everyone's projects, then GVMC will supplement the rest to get to the \$285,000 with the STP funding programmed in the UPWP for FY2024.

Harrall asked if there are enough STP-Flex funds to do this. Joseph answered that there is \$250,000 in STP-Flex funds. Joseph noted that for the match, Covid Relief funding was 100% federal, and this would not be, so there would have to be a discussion about the match. Joseph suggested that if this is the recommendation from the Subcommittee, that GVMC not flex the funding, but work through a pass-through agreement to get the funds obligated as early in the fiscal year as possible. Wisselink noted that The Rapid would be required to do a 20% match, which hopefully MDOT would come up with.

Harrall requested that the \$34,000 in STP-Rural funding for the KCRC 100th Street project be restored with STP-TMA funding, and then bring everyone else up. Discussion ensued.

Wisselink noted that The Rapid needs \$285,000 total, so they would actually only need 80% of \$285,000 (\$228,000) in federal funding. Due to this, GVMC would not need to supplement the rest of the funding.

It was recommended that the STP-Flex-TMA funds be used on the Transit Master Plan, and then proportionally distribute the remainder. It was recommended that the STP-TMA funds be used to restore the lost \$34,000 in

funding for the 100th Street KCRC project and then proportionally distribute the remainder.

STP- Flex Kent Co.

Joseph noted that the federal amount for the STP-Flex Kent County funding source needs to be lowered by \$67,000 to align with the new target. This impacts one City of Walker project (Kinney Ave Reconstruction). The Kinney Ave reconstruction is the only project programmed with this money, so it was recommended that this project is lowered by \$67,000.

STP-Rural

Joseph noted that the federal amount for STP-Rural funding source needs to be lowered by \$34,000 to align with the new target. This impacts one KCRC project (100th Street Reconstruction). Harrall added that the KCRC rural 100th Street project is a borderline project so it could use STP-TMA funding. Additionally, the estimate for the project is higher than they anticipated. It was recommended that the 100th Street project funding is lowered by \$34,000.

EDC

Connors noted that the EDC funding can be pushed to next year without being lost. Harrall noted that the 60th Street (Eastern to Kalamazoo) KCRC project is the only EDC funded project and does not need additional funding. It was recommended that the EDC funding be pushed to a future year to be absorbed into a larger project.

Carbon Reduction

Joseph noted there is only one project programmed with the Carbon Reduction funding source that does not have the maximum federal share, which is the City of Walker's roundabout project at Center Drive NW. It was recommended to increase the federal amount by \$66,000 to align with the new target and to almost balance the amount lost on the City of Walker's Kinney Ave project.

In summary, the recommendations from the Subcommittee are as follows: the \$34,000 in STP-TMA funding will supplement the \$34,000 that KCRC lost in STP-Rural funding for the 100th Street project and the remaining will be proportionally distributed; the \$67,000 in STP-Flex Kent Co. funding will be subtracted from the City of Walker Kinney Ave. project; the \$34,000 of STP-Rural funding will be subtracted from KCRC 100th Street project; the \$228,000 of STP-Flex TMA funding will be allocated to The Rapid for the Transit Master Plan through GVMC and proportionally distribute the remaining; the EDC funding will be carried over to a future year; and the \$66,000 in CDP funding will be added to the City of Walker's Center Drive roundabout project.

Connors entertained a motion to allocate the FY2024 funding.

APPROVED

APPROVED
ITEM II: ATTACHMENT A

MOTION by R DeVries, SUPPORT by Schweitzer, to recommend to the Technical Committee to approve the FY2024 STP, EDC, and CRP funding allocations as discussed. MOTION CARRIED UNANIMOUSLY.

Wisselink thanked the Subcommittee for their flexibility with allocating the funding for The Rapid's Transit Master Plan.

Conners noted that the City of Walker will be bringing almost all their projects in for TIP amendments due to the 20% inflation per year. Joseph encouraged the Subcommittee members to submit any new project estimates to GVMC as soon as possible.

V. OTHER BUSINESS

No other business.

VI. ADJOURNMENT

Conners adjourned the August 14th, 2023, Transportation Programming Study Group meeting at 3:03 pm.