

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
COMBINED TECHNICAL AND POLICY COMMITTEE MEETING
Wednesday, January 24, 2024
Rapid Central Station Conference Room
250 Cesar E. Chavez Ave SW, Grand Rapids, MI 49503**

LaFave, Vice Chair of the Policy Committee, called the January 24, 2024, meeting to order at 9:30 a.m. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**

Sue Becker		Alpine Township
Kristin Bennett		City of Grand Rapids
Jerry Byrne		Kent County Road Commission
Rick DeVries		City of Grand Rapids
Zachary Fields		Allendale Charter Township
Francisco Garcia		Ottawa County Road Commission
Lisa Golder		City of Kentwood
Tim Haagsma		Gaines Charter Township
Wayne Harrall		Grand Rapids Charter Township
Brian Hilbrands		GRFIA
Ariana Jeske		City of Grand Rapids
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
		City of Lowell
Jim Kirkwood		City of Kentwood
Doug LaFave		City of East Grand Rapids
Brett Laughlin		Ottawa County Road Commission
Travis Mabry	<i>Proxy for Scott Conners</i>	City of Walker
		City of Walker
Greg Madura		Alpine Township
Terry Schweitzer		City of Kentwood
Rick Solle	<i>Proxy for Cameron VanWyngarden</i>	Plainfield Charter Township
		Plainfield Charter Township
Rick Sprague		Kent County Road Commission
Julius Suchy		Ada Township
Charles Sundblad		City of Grandville
Steve Waalkes	<i>Proxy for Mike DeVries</i>	Grand Rapids Charter Township
		Grand Rapids Charter Township
Luke Walters	<i>Proxy for Heather Bowden</i>	MDOT
		MDOT
Rod Weersing	<i>Proxy for Justin Stadt</i>	Gaines Charter Township
		Georgetown Charter Township
Kevin Wisselink		The Rapid
Staff and Non-Voting Guests Present		
Scott Alsgaard		Hope Network
Andrea Faber		GVMC
Mara Gericke		GVMC

APPROVED

APPROVED
ITEM II: ATTACHMENT A

Art Green
Laurel Joseph
Peter Kimball
George Yang

MDOT
GVMC
GVMC
GVMC

Voting Members Not Present

Robert Arnoys
Thad Beard
Mark Bennett
Heather Bowden
Tim Bradshaw
Terry Brod
Mike Burns
Scott Conners
Mike DeVries
Karyn Ferrick
Shay Gallagher
Kevin Green
Jerry Hale
Bryan Harrison
Russ Henckel
Nicole Hofert
Ken Krombeen
Bill LaRose
Matt McConnon
Robert Miller
Tom Noreen
Kris Pachla
Rob Postema
Casey Ries
John Said
Darrel Schmalzel
Dean Smith
Jade Smith
Justin Stadt
Dan Strikwerda
Jeff Thornton
Don Tillema
Cameron Van Wyngarden, *Chair*
Phil Vincent
Blaine Wing
Member Awaiting Appointment
Member Awaiting Appointment
Member Awaiting Appointment

City of Wyoming
City of Rockford
Tallmadge Charter Township
MDOT
Caledonia Charter Township
Cannon Township
City of Lowell
City of Walker
Grand Rapids Charter Township
City of Grand Rapids
City of Kentwood
Algoma Township
Lowell Charter Township
Caledonia Charter Township
City of Wyoming
City of Wyoming
City of Grandville
City of Cedar Springs
Courtland Township
City of Hudsonville
Nelson Township
Kent County
City of Wyoming
GRFIA
Ada Township
City of Walker
Jamestown Charter Township
Cascade Charter Township
Georgetown Charter Township
City of Hudsonville
Village of Caledonia
Byron Township
Plainfield Charter Township
City of Rockford
Village of Sparta
City of Cedar Springs
Ottawa County
Village of Sand Lake

II. APPROVAL OF MINUTES

Action will be deferred until the Technical and Policy Committees meet individually.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comment.

IV. TIP AMENDMENTS

Referring to Item IV, Attachment A, Joseph introduced the amendments to the FY2023-2026 TIP that were described in the agenda package. They are as follows:

MDOT

D. Kent presented the following amendments:

- A new ROW phase was added to the Fruit Ridge over I-96 project for a total cost of \$60,000. Additionally, \$600,000 was added to the PE phase of this project.
- There was an obligation year change and funding increase on the on I-196 over Chicago Drive project in Grandville.
- A PE phase was added to the Leonard Street project and it was moved to FY2026.
- MDOT has begun looking at a potential roundabout on M-57 at Northland Drive. An EPE phase was added causing the need for a GPA amendment.
- PE and ROW phases were added with some updated costs, triggering a GPA amendment for FY26 Trunkline Traffic Operations and Safety on the M-37 from M-11 to Lake Eastbrook project.
- 50 feet were added to the Cascade to East Beltline resurfacing program.
- The program manager was updated on the M-37 and Peach Ridge project.
- There were modifications to the M-11 at Leonard and US-131 SB at Post project.

The Rapid

The Rapid is requesting to adjust budgets and add projects to the TIP from 5307, 5337, 5339, and CMAQ funds received for FY2024 and FY2025. The FY2025 amendments are triggering the need for a GPA threshold change for Transit Capital. Wisselink noted that this was a result of a capital planning process. FY2024 numbers are what were submitted with funds to be received in September 2024.

Georgetown Seniors

Georgetown Seniors is making the request to add state and federal funds as a new project to the TIP for operational and bus costs in FY2025, triggering a TIP amendment for the Transit Capital and Operating GPA's.

Michivan

GVMC has received pass through funds for the FY2025 Michivan service program and it needs to be added to the TIP. This is the state-run vanpooling program.

Kent County

Kent County is requesting updates to their Patterson Avenue project creating a GPA trigger for FY2025 Local Roads. KCRC is also requesting to add the Crahen Valley Trail which is a trail project that's gone through the MDOT Grant System (MGS) and needs to be added to the TIP. Additionally, CON phases were added for two safety projects on Pine Island Drive and Meyers Lake Avenue, which have triggered amendments.

City of Grand Rapids

The City has been awarded HSIP funds for roadway crossing and pedestrian signal improvements for FY25 at various locations throughout the city. As such, CON phases have been added for those projects.

Additionally, a memo was provided to the Committees regarding another amendment that was requested after meeting materials were sent out. The Leonard Street: Powers Avenue to Alpine Avenue project will be changing from resurfacing to reconstruction. This notice was posted on the GVMC website on Friday, January 19th, and based on the policies it will remain posted until Friday, January 26th, at which point the amendment will be submitted by staff.

CSX Transportation

CSX is requesting to add railroad crossing funds for their Wingeier Avenue project in Bowne Township, which has caused a GPA amendment for FY24 Local Traffic Operations and Safety.

MOTION by K. Bennett, SUPPORT by Haagsma, to approve the TIP amendments requested by MDOT, The Rapid, Georgetown Seniors, GVMC/Michivan, Kent County, Grand Rapids, and CSX Transportation.
MOTION CARRIED UNANIMOUSLY.

V. FY2024-2026 TIP PROGRAMMING

Referring to Item V: Attachment A, Joseph presented the TIP programming recommendations for FY2024-2026 as determined by the TPSG Subcommittee.

GVMC recently received updated revenue targets for FY2024 final allocations as well as updated estimates for FY2025 and FY2026. The TPSG Subcommittee met to review and recommend changes to the FY2023-2026 TIP list to align with these new targets to remain fiscally constrained as federally required.

At the TPSG meeting there was a request to identify potential projects for the Category C funding, a state funding source. The agenda packet included links to the MDOT Category C webpage and to the criteria that must be met. Staff is happy to investigate potential projects or traffic counts for use of this funding. An allocation of this funding was not determined at the TPSG meeting.

FY2024STP-Flex-Kent County

The updated target impacts the City of Walker Kinney Ave reconstruction project. The federal amount for this funding source needs to be lowered by \$57,408 to align with the new target. Though this project has already been obligated, the federal amount was adjusted to allow the TIP to be fiscally constrained.

STP-Rural-Kent County

The updated target impacts the KCRC 100th Street reconstruction project. The federal amount for this funding has been increased to meet the new target. The \$34,000 in STU funding that was allocated to this project during the last round of programming was returned to the regional pot for reprogramming. TPSG affirmed recommendation of these changes.

Carbon Reduction Program

City of Walker's roundabout project at Center Drive NW is the only project programmed with this funding source and is not currently programmed with maximum federal participation. One potential recommendation was to increase the federal amount by \$20,098 to align with the new target and help balance the amount lost on their Kinney Ave project. The City of Walker project was obligated, so TPSG recommended flexing this funding to The Rapid.

STP-Flex-TMA

The Grand Rapids Division Ave N reconstruction is currently funded with this funding source. The federal amount for this funding source needs to be lowered by \$60,525 to meet the new target. TPSG recommended the funding be lowered for the Division Ave project to meet the new target.

STP-TMA

Many of the projects funded with this source are still not at maximum federal participation. It was recommended that the projects not obligated be proportionally lifted to as close to 80/20 as possible, except for the Ottawa County Road Commission projects that are not eligible due to their participation in the buyout program.

FY2025STP-Flex-Kent County

The City of Grand Rapids Ann St reconstruction project is funded with this source. The federal amount of flex funds needs to decrease by \$128,000. It was recommended that the City of Grand Rapids Ann St project STP-Flex funding decrease by \$128,000 but be supplemented with other funding. Staff recommends using some of the surplus STP-Flex TMA funds for this purpose.

STP-Rural-Kent County

The KCRC Lincoln Lake Ave reconstruction project is funded with this source

and could absorb the \$38,000 based on the current federal participation level, which was the recommendation.

Carbon Reduction Program

The City of Wyoming project Grace Christian Plaster Creek Trail project is currently not funded at the maximum federal participation level and has room to absorb the surplus \$146,400.

STP-Flex-TMA

The KCRC Patterson Ave project is currently programmed with this funding source. At the TPSG meeting, staff had originally thought it had room to absorb \$16,790 based on its current budget, which is what was recommended by TPSG. However, it had room to absorb \$17,066. With the updated budget presented with the January TIP amendments, it has room to absorb the remaining surplus not allocated to the City of Grand Rapids' Ann Street project of an additional \$138,000.

STP-TMA

Most projects with this funding source were originally programmed with less than the maximum federal participation and could absorb surplus funding. It was recommended that the projects be proportionally lifted to as close to 80/20 as possible.

FY2026

STP-Flex-Kent County

The KCRC Myers Lake Ave reconstruction project is funded with this source. The federal flex funds need to decrease by \$130,000 to meet the new target. It was recommended that this loss of Flex funding be supplemented with STP-TMA funds.

STP-Rural-Kent County

The KCRC Lincoln Lake Ave reconstruction project is funded with this source and has room to absorb the \$38,000 surplus, which was the recommendation.

Carbon Reduction Program

Two projects are currently funded with this source. The City of Wyoming's Jenkins Ave shared use path project could absorb \$29,000 in federal funding based on current budget, and the City of Kentwood's 36th St roundabout project is currently maxed out on federal participation. The City of Kentwood indicated that their estimate for the 36th project may need to increase, but they did not have an updated estimate yet. Therefore, it was recommended that \$29,000 of this funding be absorbed by the City of Wyoming's Jenkins Ave shared use path project and wait on programming the remaining.

STP-Flex-TMA

Based on current budgets only the KCRC S Division Ave resurfacing project currently funded with this source could absorb any of the \$66,500 in surplus funding. The 12th Ave and 18th Ave OCRC projects funded with this source are

currently funded with maximum federal participation based on their programmed budgets. KCRC and OCRC both indicated that the budgets need to be increased for all three of these projects to \$1.1 Million for Division, \$300,000 for 12th Ave and \$250,000 for 18th Ave. It was recommended that the surplus funding be split between KCRC and OCRC evenly.

STP-TMA

Most projects currently funded with this source have 80% federal participation. To increase funding for projects currently at 80% federal to reach maximum as well as raise those with less federal participation by the same proportion (1.85%) would utilize about \$290,325. It was recommended that other than the \$130,000 that is recommended to supplement the loss of STP-Flex funding in the KCRC project, programming recommendations for this funding source be deferred until closer to the development of the next TIP when there are updated revenue estimates.

Walters thanked the committees for their patience as they waited for the final allocation numbers to be released.

Harrall asked about CMAQ funding that was allocated to KCRC for the M-37 and Cherry Valley & 84th street intersection project for FY2024. There was discussion at the TPSG meeting regarding switching that funding with The Rapid's FY2025 funding so it could be allocated to M-37. Harrall clarified that FY2024 CMAQ funds were allocated to the M-37 project but were earmarked for KCRC intersection projects. The intent was to have that obligated with the M-37 project now that it will be delayed to FY2025 obligation. So the funds are not lost, it is requested that one intersection remain a FY2024 project and the other become a FY2025 project, utilizing CMAQ funds that are currently allocated to The Rapid. The Rapid, in exchange, would receive an equal amount of FY2024 CMAQ funds that are currently allocated to KCRC. Joseph noted that she would follow up with both agencies to finalize the swap, and if the change triggers an amendment, it will be posted on GVMC's website for a week for public review prior to submitting to MDOT and the feds.

MOTION by Madura, SUPPORT by Harrall, to approve the updated and recommended FY2024-2026 TIP funding allocations, including the additional change noted by Harrall. MOTION CARRIED UNANIMOUSLY.

VI. OTHER BUSINESS

CPRG Planning Grant and Idea Request Form

Joseph noted that the GVMC environmental department is leading the effort on the EPA Climate Pollution Reduction Grant that was received. GVMC received a 1-million-dollar grant for climate action planning for Kent, Ottawa, Montcalm, and Ionia Counties. The Priority Climate Action Plan is due to EPA on March 1st. Only projects within the plan can apply for implementation funding. Based on the initial emissions analysis, it is indicated that transportation has the potential for large emissions reductions. Some transportation projects have been submitted thus far, and it is

likely GVMC will apply for an implementation grant on behalf of the region. The comprehensive plan will be due in March of 2025, with additional opportunity to submit projects.

Transportation Infrastructure Resiliency Study

Kimball noted that an email was sent out to the Committees the previous week that included a project scope, climate change projections and potential impacts summary report, and a social media package regarding a flood location mapping tool. GVMC staff will be conducting meetings with MPO member staff to gather additional information regarding flood locations to incorporate into the study.

Safety Action Plan Update

Joseph noted that this project kicked off in December. Three meetings were held, one with the Safety Committee and two more where all Committee members and partners were invited to attend. There was great turnout and feedback. The consultant team is working on existing conditions and development of the high injury network. The next Safety Committee meeting will take place at the end of February and will begin the conversation about goal setting for eliminating / reducing fatalities and serious injuries on our roadways. This goal will need to be approved by the Technical and Policy Committees in May with board approval in June.

Complete Streets Update

Kimball reminded the group about the GVMC complete streets working group that is being formed. The group's first meeting will likely take place in February. Committee members were invited to join the working group if interested.

MDOT Updates

D. Kent provided the following updates:

M-37 (Caledonia Trail Modification)

D. Kent noted that there have been delays in letting and obligation out to FY2025 largely due to real estate issues which must be completed before obligation. Caledonia Township is adding a trail segment to the project which may require additional environmental assessment.

I-96/Fruit Ridge (Budget Estimates)

This project is the subject of a \$25-million-dollar grant. MDOT is nearing the end of a bridge study to determine which type of bridge to build. The cost estimate is over the grant amount. They are currently looking at a RAISE grant to help cover that increase.

131 Study (General Updates)

The PEL is coming to a close and shifting to focus more closely on the Wealthy St and US-131 interchange portion of the project. The City of Grand Rapids has a state grant for this as well. The project will go through more public involvement and utility work. Partners are looking for an agreed upon alternative and afterwards will begin design and funding.

Construction Coordination Meeting

MDOT is aiming for a February 21st meeting ahead of construction season. If not February, the meeting will be held in April. Joseph noted that the meeting invitation will be forwarded to the Committees. There will be both in person and virtual options.

LaFave echoed the sentiments of the Committee regarding the passing of Steve Warren. He will be greatly missed.

VII. ADJOURNMENT

LaFave adjourned the January 24, 2024, combined Technical and Policy Committee meeting at 10:09 a.m.