

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Wednesday, March 2, 2022
Rapid Central Station Conference Room
250 Grandville Ave SW, Grand Rapids, MI 49503**

Conners, Committee Chair, called the meeting to order at 8:45 a.m.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Kristin Bennett		City of Grand Rapids
Scott Conners (<i>Chair</i>)		City of Walker
Rick DeVries		City of Grand Rapids
Tim Haagsma		Gaines Charter Township
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County
		Grand Rapids Charter Township
Russ Henckel		City of Wyoming
Brian Hilbrands		Cascade Charter Township
Nicole Hofert		City of Wyoming
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT- Grand Region
		City of Lowell
Tyler Kent		MDOT
Jim Kirkwood		City of Kentwood
Doug LaFave		City of East Grand Rapids
Brett Laughlin		Ottawa County Road Commission
Jeff Oonk		City of Wyoming
Terry Schweitzer		City of Kentwood
Rick Sprague		Kent County
Charlie Sundblad		City of Grandville
Dan Strikwerda		City of Hudsonville
Luke Walters		MDOT
Steve Warren		Kent County Road Commission
Kevin Wisselink		ITP - The Rapid

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Mara Gericke	GVMC Staff
Laurel Joseph	GVMC Staff
George Yang	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
Shay Gallagher	Village of Sparta
Bill LaRose	City of Cedar Springs
Robert Miller	City of Hudsonville
Clint Nemeth	GFIAA

Liz Schelling
Jeff Thornton
Phil Vincent
Member Awaiting Appointment

ITP – The Rapid
Village of Caledonia
City of Rockford
Village of Sand Lake

II. APPROVAL OF MINUTES

Conners entertained a motion to approve the December 1, 2021, TPSG minutes.

MOTION by Harrall, SUPPORT by Laughlin, to approve the TPSG Subcommittee meeting minutes as presented. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comments.

IV. ADJUSTMENTS TO DRAFT PROGRAM OF PROJECTS FOR FY2023-2026 TIP

Joseph presented the updated revenue targets for FY2023-2026 based on the new Infrastructure Investment and Jobs Act (IIJA). STP-Urban funding was increased by approximately 7% each year, additional STP-Flex dollars are available to be used throughout the entire MPO, and NHPP funding was converted to STP-Flex to provide additional flexible funding for all roads in the MPO. A new program, Carbon Reduction, has been added through the IIJA. However, CMAQ funding has been lowered to maintain previous year level funding for non-attainment areas. This reduction is approximately 25% of the 2020 funding and this will remain at this level from 2023 through 2026. However, most CMAQ eligible projects are also eligible for the new Carbon Reduction funding. In addition, TAP funding was doubled and is available to be programmed.

Bennett inquired about the prioritization process of the Carbon Reduction funding and whether or not it will be the same as CMAQ project prioritization. Joseph stated that the funding source will need to be added to the policies and practices document if the funding is to remain in the future.

2023

STP-Urban

Joseph stated that if projects were maxed out to the federal share percentage of 81.85%, approximately \$366,000 of STP-Urban would remain to be programmed. With that, a project from the current illustrative list could be moved up to the project list, with action being taken this month, or something from the new illustrative list could be added to the new TIP to be adopted in May. Discussion ensued about how to allocate this funding.

Henckel proposed that Wyoming’s currently programmed Gezon Parkway / 54th Street resurfacing project receive additional STP-Urban funding. Their Thoroughfare

Plan recommends adding a new through/right turn lane at eastbound Clyde Park Ave to improve the capacity of the intersection. This will add \$800,000 to the cost of the project.

Harrall stated that the Kent County Road Commission is requesting funding for a project that was previously not funded during TIP development. They would like to combine STP-Urban and STP-Flex money and add that to one of two candidate resurfacing projects - 4 Mile: Alpine and West River or West River: Lamoreaux and Pine Island Drive. Both are in the illustrative project list for \$900,000. It was also suggested that Wyoming could use the 2024 STP-Flex funding for advance construct.

Rick Devries proposed additional funding for the City of Grand Rapids Robinson Rd project. Most of the project is reconstruction. The participating cost is \$1.4 million and non-participating is \$500,000.

A discussion ensued about how to fund the proposed projects. After the discussion the group recommended adding the \$366,551 in STP-Urban funding to Wyoming's Gezon Parkway project and \$290,425 in STP-Flex-TMA to Grand Rapids' Robinson Rd Project. KCRC would defer their request to a future year. They also recommended maxing out the federal share on the other currently programmed STP-Urban projects.

CMAQ

Joseph reported that while CMAQ funding was lowered, it was more than made up for in Carbon Reduction Program (CRP) funding. Joseph suggested adding Carbon Reduction funding to projects that lost CMAQ funding. It was also requested that the Turner Avenue project be switched from CMAQ to Carbon Reduction funding.

Bennett stated that the Turner project scope and budget will be expanded. The project is still in the design phase with no final cost estimate as of now. It is estimated at an additional \$500,000 total for the project, including design, which can not be funded by CMAQ.

Haagsma requested funding for the 2023 84th and Kalamazoo roundabout safety project. At present, it is a \$1.2 million project with \$600,000 currently available.

Wisselink stated that The Rapid is not requesting additional funding for 2023.

It was recommended by the subcommittee that unprogrammed CRP funding be split between the two proposed projects.

TAP

Joseph stated that TAP funding consists of anticipated carryover from 2022 plus 2023 funding, which amounts to \$1,427,121. Joseph noted that there may not be enough time to add a 2023 project unless it is ready and that TAP funding comes at a 70/30 split.

A discussion ensued and it was decided that a decision on TAP funding allocation will be postponed until the nonmotorized committee can meet.

MOTION by Laughlin, SUPPORT by DeVries to approve the FY2023 Adjustments as discussed to the Draft Program of Projects. MOTION CARRIED UNANIMOUSLY.

2024

Joseph stated that the STP-Flex-Kent Co. funding can be absorbed into the Walker project and the additional STP-Rural can be absorbed into the currently programmed KCRC Project. All EDC projects for FY2023 and FY2024 have been maxed out at 80/20 but the funding can be carried over. It is recommended that this funding be rolled over to a future year.

STP-Urban

Joseph stated there is \$724,000 available in STP-Urban funding.

STP-Flex

Harrall suggested the West River Drive project be funded with FY2024 (\$366,000) and FY2025 (\$373,000) STP-Flex TMA dollars with AC in 2025.

CMAQ

Joseph stated that there is \$558,000 in Carbon Reduction funding to be programmed. Connors suggested that it be used on the roundabout on Center Drive and Weatherford. This will help redistribute the traffic for safety reasons.

Discussion ensued, and a subcommittee decision about the recommendation for this funding was deferred to a future meeting.

MOTION by Warren, SUPPORT by Schwitzer to allocate the FY2024 and 2025 STP-Flex funds to the West River Drive project. MOTION CARRIED UNANIMOUSLY.

MOTION by Laughlin, SUPPORT by DeVries to allocate the FY2024 STP-Urban funding to existing projects. MOTION CARRIED UNANIMOUSLY.

V. OTHER BUSINESS

APPROVED

APPROVED
ITEM II: ATTACHMENT A

VI. ADJOURNMENT

Conners, Committee Chair, adjourned the March 2, 2022, TPSG Subcommittee meeting at 9:37 am.