



GRAND VALLEY METROPOLITAN COUNCIL

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TECHNICAL COMMITTEE MEETING

Wednesday, March 2, 2022

9:30 AM

The Rapid Central Station Conference Room
250 Grandville Ave SW
Grand Rapids, MI 49504

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Tech Committee minutes dated November 3, 2021 and combined Tech/Policy Committee minutes dated January 19, 2022.
Please refer to Item II: Attachments A and B**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: On behalf of MDOT and Grand Rapids amendments/modifications to the FY2020-2023 TIP are being requested.
Please refer to Item IV: Attachment A**
- V. ADJUSTMENTS TO DRAFT PROGRAM OF PROJECTS FOR FY2023-2026 TIP DISCUSSION/ACTION: The Committee will be asked to review and take action on TPSG recommendations for an updated draft program of projects for the FY2023-2026 TIP that aligns with updated revenue targets.
Please refer to Item V: Attachment A**
- VI. OTHER BUSINESS**
 - Airport Access Study update
Please refer to Item VI: Attachment A
 - TDM Plan Update
- VII. ADJOURNMENT**



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TECHNICAL COMMITTEE MEETING

Wednesday, November 3, 2021

9:30 AM

The Rapid Central Station Conference Room

250 Grandville Ave SW

Grand Rapids, MI 49504

AGENDA

Laughlin, Chair of the Technical Committee, called the November 3, 2021 meeting to order at 9:31 am.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Kristin Bennett		City of Grand Rapids
Mark Bennett		Tallmadge Twp.
Tim Bradshaw (<i>Vice Chair</i>)		Caledonia Twp.
Terry Brod		Cannon Twp.
Rick Devries		City of Grand Rapids
Art Green		MDOT-GRTSC
Tim Haagsma		Gaines Twp.
Wayne Harrall	<i>Proxy for Grand Rapids Twp.</i>	Kent County
Russ Henckel		City of Wyoming
Fred Keena		Ottawa County Road Commission
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
Tyler Kent		City of Lowell
Jim Kirkwood		MDOT
Doug LaFave		City of Kentwood
Brett Laughlin (<i>Chair</i>)		City of East Grand Rapids
Travis Mabry	<i>Proxy for Scott Conners</i>	Ottawa County Road Commission
Terry Martin		City of Walker
Rick Sprague	<i>Proxy for Steve Warren</i>	Carrier & Gable
Charlie Sundblad		Kent County Road Commission
Luke Walters		
Rod Weersing		City of Grandville
Kevin Wisselink		MDOT
		Georgetown Twp.
		The Rapid



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Staff and Non-Voting Guests Present

Brad Doane	GVMC Staff
Andrea Faber	GVMC Staff
Laurel Joseph	GVMC Staff
Aman Pannu	GVMC Staff
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Adam Elenbaas	Allendale Township
Bill LaRose	City of Cedar Springs
Brian Hilbrands	Cascade Charter Township
Clint Nemeth	Gerald R. Ford Intl. Airport
Don Tillema	Byron Township
James Kilborn	Ottawa County
Jeff Thornton	Village of Caledonia
Jeff Oonk	City of Wyoming
Jerry Hale	Lowell Township
Jim Holtvluwer	Ottawa County
John Said	Ada Township
Kevin Green	Algoma Township
Laurie Van Haitsma	Jamestown Township
Liz Schelling	ITP - The Rapid (alternate)
Matt McConnon	Courtland Township
Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Charter Township
Nicole Hofert	City of Wyoming
Phil Vincent	City of Rockford
Rick Solle	Plainfield Charter Township
Robert Miller	City of Hudsonville
Scott Conners	City of Walker
Shay Gallgher	Village of Sparta
Steve Warren	Kent County Road Commission
Sue Becker	Alpine Township
Terry Schweitzer	City of Kentwood (alternate)
Tom Noreen	Nelson Township

II. APPROVAL OF MINUTES

Laughlin entertained the following motion:

MOTION by Haagsma, SUPPORT by Harrall to approve the September 1, 2021, Technical Committee minutes. MOTION CARRIED UNANIMOUSLY.



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III. PUBLIC COMMENT

No public comments.

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the amendments to the FY2020-23 TIP that were described in the agenda package. They are as follows:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects and GPAs summary. Two of these changes have triggered a GPA threshold increase for the FY2022 Trunkline Traffic Operations and Safety GPA. MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to only show the projects that have undergone changes since the last Committee meeting. D Kent added that two of the projects that had a price increase are related to the traffic operations center that is now operating 24/7. The ITS maintenance and operations cost price went up as well since there are more devices on the road that have cost associated with maintaining and operating these devices. Another freeway project, Safety Service Patrol funded by FY 2022, will be operational in FY 2023. A presentation about this project will be shown to the committee as the project goes into the implementation phase. It is a service that will patrol the freeway and look for minor breakdowns and help with addressing incidents and incident clearing.
- KCRC is requesting several changes to the FY2022 TIP, including adding a bridge project, moving a project to FY2022 from FY2023, moving an illustrative project into FY2022, removing a project from FY2022, and replacing it with a project from the illustrative list (please see attachment).
- The City of Grand Rapids has received funding for a FY2023 safety project and is requesting approval to add it to the TIP (please see attachment).

MOTION by K Bennett, SUPPORT by Haagsma to recommend approval of the TIP amendments requested by MDOT, Kent County Road Commission, and the City of Grand Rapids. MOTION CARRIED UNANIMOUSLY.

V. 2022 SAFETY TARGETS

Referring to Item V: Attachment A GVMC staff presented the state’s safety targets for 2022 and provided GVMC data for comparison and discussion.



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- Yang explained that the state safety targets for the federal performance measures are based on five-year rolling averages. MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). For both models, the economic factors such as the GDP, median annual income, the unemployment rate among 16–24-year-olds, and alcohol consumption had the greatest impact at approximately 85 percent. The MPO is required to establish safety targets either by supporting the MDOT safety targets or establish our own traffic safety targets by February 27, 2022. Yang added that the five-year moving average for the number of fatalities and the fatality rate has been decreasing but the number of serious injuries has been increasing since the last few years. However, the average for nonmotorized serious injuries and fatalities have remained stable over the last few years.
- Joseph added that in addition to the performance-based measures compared to the state, staff looked at the safety funding that we received compared to our share of fatalities and injuries in the state. We received about 9% of the local safety funding and MDOT spent about 11.5% of the funding in the GVMC region. Both of these shares are higher than the number of serious injuries and fatalities that occur in this region of the state. Joseph explained that the majority of our funds were spent on signal modernization upgrade projects, and the safety funds that the state is spending in our region were more diversified in terms of project types. Our recommendation as staff would be that we continue to support the state targets as an MPO but also that we establish regional goals of reducing serious injuries and fatalities in our region, as a parallel effort. Staff will continue to look at data and report back to the committee on the safety data for our region.
- Laughlin made the committee aware that this item will be broken down into two different motions. Firstly, a motion to support the statewide safety targets and secondly to establish a quantifiable target for the performance measures for the MPO area. K Bennett asked if there is a timeline for setting regional targets and if the targets are going to be set quarterly/annually? Joseph answered that it depends on staff capacity, but the programming decision will happen at the committee level. Joseph added staff will be doing more monitoring and reporting out so that we can make decisions in a more educated way. However, the targets can be expected to be set at least annually.

MOTION by LaFave, SUPPORT by Haagsma to support MDOT statewide safety targets. MOTION CARRIED UNANIMOUSLY.



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MOTION by K Bennett, SUPPORT by Harrall to establish regional goals for safety for the MPO. MOTION CARRIED UNANIMOUSLY.

VI. THE RAPID SAFETY PLAN AND TARGETS

Referring to Item VI: Attachment A:

- Joseph explained that as part of federal performance-based planning requirements, The Rapid was required to develop and submit a Public Transportation Agency Safety Plan (PTASP) by the end of July 2021 and provide it also to the MPO for their acknowledgement. As part of this acknowledgement the MPO should express its support for the transit agency safety targets that are included in this PTASP.

MOTION by Haagsma, SUPPORT by Bradshaw to acknowledge receipt and recommend support of The Rapid Transit Safety Targets.

VII. ELECTION OF OFFICERS

The two-terms for the Committee’s chair and vice chair will expire at the end of the year, so the Committee will need to elect a new chair and vice chair. The committee selects Tim Bradshaw for Chair and Scott Conners for Vice Chair.

MOTION by Harrall, SUPPORT by Wisselink to recommend Tim Bradshaw for the Technical Committee chair and Scott Conners for the Technical Committee vice chair. MOTION CARRIED UNANIMOUSLY.

VIII. OTHER BUSINESS

- Traffic Counts Discussion: Doane explained that the success of the transportation model being properly calibrated relies heavily on our traffic count program. Directional volumes captured using two-tube L6 format are used to determine trip allocation in the model. Doane notified the committee that the counts program has fallen off a bit. He added that in past years, GVMC has reimbursed 500 counts that we had the budget for, but in the past two years, we reimbursed only 220 counts each year. Doane requested the road agencies to discuss any hardships or modifications that might be needed to move forward with the counts program.
Keena added that at the Ottawa County Road Commission, they faced some staffing issues, but they are looking to resolve this issue internally.



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K Bennett added that staffing along with Covid-19 was also an issue for the City of Grand Rapids.

Haagsma responded that they have had better success with the Houston Radar Armadillo Tracker. It allows them to take counts in winter because, unlike the tubes, they do not go on the road and there is no worry about the tube elasticity.

Bradshaw asked if there is a federal requirement to collect counts using this equipment or can digital data from google or other private sector resources be used as a reliable source. Joseph replied that it is unsure whether the data collection method is federally required to be collected through counters. Joseph added that the private sector data is usually very expensive to acquire. Discussion ensued.

- Special Studies Update: Joseph gave an update that we are very close on developing a contract for the Airport Access Study. The draft contract will be directed to the board soon. The RFP is also out for the Transportation Demand Management Study and is available on the GVMC website, American Planning Association, Planetizen and Michigan Association Planning website as well.
- Discussion about MI Senate Bills 465 and 466: Joseph summarized the senate bill and how it would allow MDOT to buy federal aid from locals at 93 cents on the dollar and give locals the Michigan Transportation Funds (MTF). The funds will still be used for those specific projects and will have to follow the MPO process. Joseph added that there are some questions from MPOs at the statewide level about what happens related to overages, when bids go under, or when there is exchange of projects, whether those projects will have to come back through the MPO process.
Discussion ensued.
Joseph reminded the committee that the TPSG meeting will occur next Wednesday, and the Nonmotorized committee meeting will occur next week Monday.

IX. ADJOURNMENT

Laughlin adjourned the November 3, 2021, Technical Committee meeting at 10:25 am.

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
JOINT TECHNICAL/POLICY COMMITTEE MEETING
Wednesday, January 19, 2022
The Rapid Central Station Conference Room
250 Grandville Ave SW
Grand Rapids, MI 49504**

Naramore, Policy Committee chair, called the meeting to order at 9:32 am.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Josh Naramore (<i>Chair</i>)		City of Grand Rapids
Sue Becker		Alpine Township
Kristin Bennett		City of Grand Rapids
Tim Bradshaw		Caledonia Twp.
Scott Connors		City of Walker
Rick DeVries		City of Grand Rapids
Karyn Ferrick		City of Grand Rapids
Jeff Franklin		MDOT
Tim Haagsma		Gaines Township
Wayne Harrall	<i>Proxy for Mike Devries</i>	Kent County
		Grand Rapids Township
Brian Hilbrands		Cascade Charter Township
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
		City of Lowell
Jim Kirkwood		City of Kentwood
Melissa LaGrand		Kent County
Doug LaFave		City of East Grand Rapids
Brett Laughlin	<i>Proxy for Rod Weersing</i>	Ottawa County Road Commission
		Georgetown Township
Greg Madura		Alpine Township
Robert Miller		City of Hudsonville
Jeff Oonk	<i>Proxy for Russ Henckel</i>	City of Wyoming
		City of Wyoming
Casey Ries		GFIAA
Terry Schweitzer		City of Kentwood
Rick Sprague	<i>Proxy for Steve Warren</i>	KCRC
		KCRC
Charles Sundblad		City of Grandville
Kevin Wisselink		ITP-The Rapid

Staff and Non-Voting Guests Present

Andrea Faber GVMC Staff

Art Green
Laurel Joseph
Tyler Kent
Terry Martin
Mike Porcaro
George Yang

MDOT-GRTSC
GVMC Staff
MDOT
Carrier & Gable
MDOT
GVMC Staff

Voting Members Not Present

Mark Bennett
Terry Brod
Mike Burns
Dan Burrill
Jamie Davies
Mike DeVries
Robert DeWard
Adam Elenbaas
Shay Gallagher
Kevin Green
Laurie Van Haitsma
Jerry Hale
Bryan Harrison
Russ Henckel
Nicole Hofert
Jim Holtvluwer
Ken Krombeen
Bill LaRose
Matt McConnon
Jim Miedema
Clint Nemeth
Tom Noreen
Rob Postema
John Said
Darrel Schmalzel
Rick Solle
Dan Strikwerda
Julius Suchy
Ben Swayze
Jeff Thornton
Don Tillema
Philip Vincent
Steve Warren
Luke Walters
Mike Womack
Rod Weersing
Cameron Van Wyngarden

Tallmadge Township
Cannon Township
City of Lowell
City of Wyoming
City of Rockford
Grand Rapids Township
Gaines Charter Township
Allendale Township
Village of Sparta
Algoma Township
Jamestown Township
Lowell Township
Caledonia Charter Township
City of Wyoming
City of Wyoming
Ottawa County
City of Grandville
Cedar Springs
Courtland Township
Ottawa County Road Commission
GFIAA
Nelson Township
City of Wyoming
Ada Township
City of Walker
Plainfield Township
City of Hudsonville
Village of Sparta
Cascade Charter Township
Village of Caledonia
Byron Township
City of Rockford
Kent County Road Commission
MDOT
City of Cedar Springs
Georgetown Township
Plainfield Township

II. APPROVAL OF MINUTES

Defer action until Committees meet separately

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. TIP AMENDMENTS/MODIFICATIONS

Referring to Item IV: Attachment A, Joseph introduced the TIP amendments that were being requested, which are as follows:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects and GPAs summary. MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to only show the projects that have undergone changes since the last Committee meeting.
- KCRC is requesting to add a bridge project to the FY2022 TIP, which has triggered a GPA threshold increase to the FY2022 Local Bridge GPA
- The City of Grand Rapids is requesting to move their Burton Street safety project from FY2023 to FY2022, and also to add another Burton Street safety project that was recently awarded funds to FY2022, which has triggered a GPA threshold increase for the FY2022 Local Traffic Ops and Safety GPA. Grand Rapids is also requesting to add a repurposed earmark project to FY2022
- GVMC is requesting to increase the budget of the FY2023 Clean Air Action Program based on the TPSG Subcommittee's recommendation during programming meetings for the FY2023-2026 TIP
- On behalf of ITP The Rapid, GVMC staff is requesting approval of a budget increase to ITP's FY2022 bus replacement CMAQ project to utilize surplus CMAQ funds. At their meeting on Dec. 1, 2021, TPSG recommended allocating the surplus funds left when the Grand Rapids TOC was funded by the state set aside rather than GVMC's regional CMAQ allocation (\$520,661) to Kentwood for their turn lane project if the budget needed to increase and the remaining balance to The Rapid. After consulting with their engineer, Kentwood determined their current budget estimate was correct, thus leaving \$520,661 for The Rapid. This change has triggered a GPA threshold increase for the FY2022 Transit Capital GPA. To help balance this FY22 allocation, The Rapid is proposing to forego \$340,000 for bus replacement and \$100,000 for their vanpool program in FY2024
- On behalf of Kentwood, GVMC staff is requesting an increase in TAP funds for Kentwood's FY2022 Burton Street sidepath project. During their meeting to recommend a program of projects for regional TAP funds for the FY 2023-26 TIP, the Nonmotorized Committee recommended moving the KCRC/Ada/Kentwood Argo Ave sidewalk project from FY2022 to FY 2024. This left the \$125,790 available to be programmed in FY22. Because of the timing, being in FY22 already, it was recommended that the funding was allocated to the existing Kentwood Burton St sidepath project. If approved, the updated funding would be 65% Federal and 35%

Local, totaling \$302,100 which would adhere to match requirements. TPSG recommended approval of this change at their Dec.1, 2021 meeting.

- GVMC on behalf of the City of Lowell is requesting approval of the budget and construction length changes to their River Valley Trail Connection Project funded with Statewide TAP funds. Staff is also requesting approval of the suspension of Lowell's South Monroe Street Small Urban project as it is no longer needed

Kent highlighted one project in the TIP, which is adding a PE phase for the bridge at M-37/M-44(East Beltline) over I-96, and one project on the STIP exempt list, which is the replacement of streetlights at US-131 between Wealthy St and Pearl St. Additional information was provided in the agenda packet.

Naramore entertained a motion to approve the TIP amendments, as requested.

MOTION by Harrall, SUPPORT by DeVries, to approve the TIP amendments requested by MDOT, KCRC, the City of Grand Rapids, GVMC, ITP, Kentwood and the City of Lowell. MOTION CARRIED UNANIMOUSLY.

Referring to Item IV: Attachment B, Joseph stated that the FY2022 funding allocations have been updated based on the new federal infrastructure bill. Additional information about the funding changes and some proposed strategies for this funding was provided in the agenda packet. A list of FY2022 projects that are not yet obligated was provided for discussion about the funding changes.

Discussion ensued. The Committees recommended using surplus funding to increase the federal portion of existing projects where possible and to set up another TPSG meeting to determine how to utilize any additional funding.

MOTION by Laughlin, SUPPORT by Bennett, to increase federal funding on existing projects where possible and set up a TPSG meeting for the utilization of the additional funding. MOTION CARRIED UNANIMOUSLY.

V. **TIP 2023-2026 DRAFT PROJECT LIST**

Referring to Item V: Attachment A, Joseph thanked the members for their hard work and cooperation to put together a solid draft TIP list. Joseph asked the Committees to approve the preliminary draft 2023-2026 TIP project list so it can move forward with consultation, environmental justice, air quality, and public involvement.

Harrall asked if there will be discussion of additional FY 2023-2026 funding from the new federal infrastructure bill, while discussing FY 2022 projects at the proposed TPSG meeting. Joseph mentioned that GVMC does not have specific dollar amount, but the intent was to use any additional funding in FY 2023-2026 to maximize federal share in the proposed projects. It was decided that more discussions will be needed when budget amounts are provided.

Bennett asked if the funding amount for each fiscal year will be provided. Joseph stated that once we know the funding amount from the new federal infrastructure bill, we should know the annual allocation amounts for each year.

Dennis Kent presented the map of MDOT TIP projects and explained some of the projects on the draft TIP list. He explained that MDOT focuses its effort on the preservation of roadway system as opposed to adding lanes and expanding capacity, and other non-preservation projects. Kent also discussed the TAMP tiers that are used by MDOT to prioritize preservation and funding.

Some committee members asked questions about MDOT's proposed projects. Discussion ensued.

MOTION by Madura, SUPPORT by LaGrand, to approve the preliminary draft 2023-2026 TIP project list. MOTION CARRIED UNANIMOUSLY.

VI. OTHER BUSINESS

Dennis Kent updated the committee members with information about the construction meeting in February, and MDOT staff will provide a survey for the US-131 PEL study in February.

Joseph provided updates on the airport access study and TDM study.

VII. ADJOURNMENT

Naramore entertained a motion to adjourn the January 19,2022 Joint Technical/Policy Committee meeting at 10:48 am.

MOTION by Conners, SUPPORT by LaGrand, to adjourn the joint Technical/Policy Committee meeting. MOTION CARRIED UNANIMOUSLY.



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MEMORANDUM

DATE: February 23, 2022

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2020-2023 Transportation Improvement Program**

On behalf of MDOT and Grand Rapids, the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary. MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to only show the projects that have undergone changes since the last Committee meeting. MDOT staff may highlight a few of note during the meeting (please see attachments).
- The City of Grand Rapids is requesting a budget change to a FY2022 project that will lower the local and total budgets, but will not impact federal funding. In between Committee meetings, the City also utilized the regional policy that allows Tech and Policy Chair/Vice Chair approval and a week of public review to complete an emergency amendment for a non-federal budget change for a project that was ready for obligation. Materials regarding this amendment are included for the Committee's information (please see attachments).

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

FY 2020-2023 Transportation Improvement Program

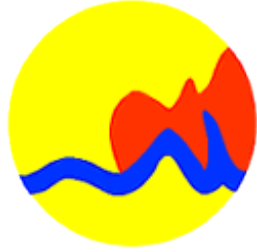
March 2022 Amendments/Modifications

Fiscal Year	Job Type	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Amount	State Amount	Local Amount	Total	Fund Source	Federal Amendment Type
2022	Local	212746	S/TIP Line items	Grand Rapids	Cesar E. Chavez Ave SW (Grandville Ave SW)	Martin Luther King Jr. St (formerly known as Franklin) to Beacon	0.265	Reconstruction	Reconstruct	CON	Programmed	\$484,290	\$0	\$2,070,123	\$2,554,413	HIPU	Phase Budget equal or over 24%
2022	Local	212746	S/TIP Line items	Grand Rapids	Cesar E. Chavez Ave SW (Grandville Ave SW)	Martin Luther King Jr. St (formerly known as Franklin) to Beacon	0.265	Reconstruction	Reconstruct	CON	Programmed	\$134,589	\$0	\$0	\$134,589	HICU	Phase Budget equal or over 24%
2022	Trunkline	212791	S/TIP Line items	MDOT	Regionwide	All trunkline routes in GVMC MPO	2.215	Traffic Safety	Durable pavement marking application on Grand Region trunklines	PE	Abandoned	\$1,103	\$123	\$0	\$1,225	HSIP	Phase Abandoned
2022	Trunkline	212791	S/TIP Line items	MDOT	Regionwide	All trunkline routes in GVMC MPO	2.215	Traffic Safety	Durable pavement marking application on Grand Region trunklines	CON	Abandoned	\$98,673	\$10,964	\$0	\$109,637	HSIP	Phase Abandoned
2022	Trunkline	214959	S/TIP Line items	MDOT	US-131	Franklin Street over US-131	0	Bridge Replacement	Partial Deck Replacement	PE	Programmed	\$204,625	\$45,375	\$0	\$250,000	BFP	Phase Added
2022	Trunkline	214959	S/TIP Line items	MDOT	US-131	Franklin Street over US-131	0	Bridge Replacement	Partial Deck Replacement	PES	Programmed	\$613,875	\$136,125	\$0	\$750,000	BFP	Phase Added
2022	Trunkline	215066	S/TIP Line items	MDOT	US-131 NB/I-96 WB	Two Structures along the US-131 NB Ramp to I-96 WB	0	Bridge Rehabilitation	Bridge Rehabilitation	PE	Programmed	\$243,000	\$27,000	\$0	\$270,000	BFPI	Phase Added
2022	Trunkline	215066	S/TIP Line items	MDOT	US-131 NB/I-96 WB	Two Structures along the US-131 NB Ramp to I-96 WB	0	Bridge Rehabilitation	Bridge Rehabilitation	PES	Programmed	\$450,000	\$50,000	\$0	\$500,000	BFPI	Phase Added
2023	Trunkline	215066	S/TIP Line items	MDOT	US-131 NB/I-96 WB	Two Structures along the US-131 NB Ramp to I-96 WB	0	Bridge Rehabilitation	Bridge Rehabilitation	CON	Programmed	\$4,950,000	\$550,001	\$0	\$5,500,000	BFPI	Phase Added

STIP Exempt
March 2022 (changes since last meeting)

Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	CR Approved
2022	Local	215554	Grand Rapids Eastern Railroad Co.	Segwun Ave SE	At Grand Rapids Eastern Railroad in Lowell Township, Kent County	0.000	Railroad	install new crossing surface	CON	Programmed	20-23	Approved	\$0	\$36,931	\$0	\$36,931	\$0	MRR	02/17/2022
2023	Trunkline	212533	MDOT	M-11	2 structures located on M-11 & I-96 EB	0.000	Bridge CPM	Scour Repair	CON	Programmed	20-23	Approved	\$0	\$355,355	\$0	\$355,355	\$0	M	02/02/2022
2022	Trunkline	204378	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay	PE	Active	20-23	Approved	\$0	\$65,971	\$0	\$65,971	\$0	M	02/01/2022
2022	Trunkline	204378	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay	PES	Active	20-23	Approved	\$0	\$463,006	\$0	\$463,006	\$0	M	02/01/2022
2023	Trunkline	208902	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement	PE	Programmed	20-23	Approved	\$0	\$240,850	\$0	\$240,850	\$0	M	02/01/2022
2023	Trunkline	208902	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement	PES	Programmed	20-23	Approved	\$0	\$508,370	\$0	\$508,370	\$0	M	02/01/2022
2022	Trunkline	210185	MDOT	M-6 and US-131	2 Locations on M-6 and US-131 in Kent County	0.000	Bridge CSM	Silane treatment of barrier and substructure.	CON	Abandoned	20-23	Approved	\$0	\$246,158	\$0	\$246,158	\$0	M	02/01/2022
2023	Trunkline	212524	MDOT	US-131 N	3 structures located along US-131	0.000	Bridge CPM	Pin and Hanger Replacement, Joint Replacement, Zone Painting, Spot Paint	CON	Programmed	20-23	Approved	\$0	\$1,448,375	\$0	\$1,448,375	\$0	M	02/01/2022
2022	Trunkline	212534	MDOT	I-196 E	44th Street over I-196, M-37 over Nash Creek	0.000	Bridge Rehabilitation	Bearing Realignment, Joint Replacement, Pavement Relief Joints	CON	Active	20-23	Approved	\$0	\$727,513	\$0	\$727,513	\$0	M	02/01/2022
2023	Trunkline	212929	MDOT	US-131 NB	US-131 NB over Grandville	0.000	Bridge CPM	Epoxy Overlay	PE	Programmed	20-23	Approved	\$0	\$53,607	\$0	\$53,607	\$0	M	02/01/2022
2023	Trunkline	212929	MDOT	US-131 NB	US-131 NB over Grandville	0.000	Bridge CPM	Epoxy Overlay	PES	Programmed	20-23	Approved	\$0	\$330,942	\$0	\$330,942	\$0	M	02/01/2022
2023	Trunkline	213068	MDOT	US-131 S	US-131 SB over Grandville	0.000	Bridge CPM	Epoxy Overlay	PES	Programmed	20-23	Approved	\$0	\$249,085	\$0	\$249,085	\$0	M	02/01/2022
2022	Trunkline	213268	MDOT	M-6 W	M-6 WB over Miller Drain	0.000	Bridge Rehabilitation	High Load Hit Repairs	CON	Active	20-23	Approved	\$0	\$817,363	\$0	\$817,363	\$0	MER	02/01/2022
2022	Trunkline	214294	MDOT	US-131 N	36th Street over US-131	0.000	Bridge Rehabilitation	MSE wall repair from high load hit	CON	Programmed	20-23	Approved	\$0	\$188,048	\$0	\$188,048	\$0	MER	02/01/2022
2022	Trunkline	214294	MDOT	US-131 N	36th Street over US-131	0.000	Bridge Rehabilitation	MSE wall repair from high load hit	PES	Active	20-23	Approved	\$0	\$19,600	\$0	\$19,600	\$4,325	MER	02/01/2022
2022	Trunkline	214302	MDOT	I-196 E	I-196 EB over 36th Street	0.000	Bridge Rehabilitation	Concrete beam repairs from high load hit	CON	Programmed	20-23	Approved	\$0	\$95,560	\$0	\$95,560	\$0	MER	02/01/2022
2022	Trunkline	214302	MDOT	I-196 E	I-196 EB over 36th Street	0.000	Bridge Rehabilitation	Concrete beam repairs from high load hit	PES	Active	20-23	Approved	\$0	\$8,300	\$0	\$8,300	\$3,549	MER	02/01/2022
2022	Trunkline	208525	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.343	Road Rehabilitation	Concrete Inlay	PE	Programmed	20-23	Approved	\$0	\$1,315,000	\$0	\$1,315,000	\$0	M	01/26/2022

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

January 22, 2022

Dear Mr. Zonyk,

The City of Grand Rapids is scheduled to receive Highway Infrastructure Program (HIP) funding in FY2022 for Cesar E. Chavez Avenue SW (Grandville Avenue SW) from Beacon Street to Martin Luther King Jr. Street (formerly known as Franklin Street).

The estimated costs of the project have been found to be lower than the amount in JobNet. We ask that the following changes be made to the project information in the Transportation Improvement Program:

FY2022 HIP

CURRENTLY PROGRAMMED

	<u>Project Description</u>	<u>Length</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>	
Cesar E. Chavez Avenue SW	Beacon Street to Martin Luther King Jr. Street (formerly known as Franklin Street)	Reconstruction 0.265	\$484,290 \$134,589	\$3,731,121 \$ 0	\$4,215,411 \$ 134,589	HIP-TMA HIP-TMA

FY2022 HIP

REQUESTED PROGRAM CHANGE

	<u>Project Description</u>	<u>Length</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>	
Cesar E. Chavez Avenue SW	Beacon Street to Martin Luther King Jr. Street (formerly known as Franklin Street)	Reconstruction 0.265	\$484,290 \$134,589	\$2,070,123 \$ 0	\$2,554,413 \$ 134,589	HIP-TMA HIP-TMA

Participating	\$ 1,838,903
Local Participating	\$ 1,220,024
Non-Participating	\$ 850,099

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,


Rick DeVries, P.E.
Assistant City Engineer

cc: Laurel Joseph Eric DeLong Karyn Ferrick Josh Naramore
 Kristin Bennett Tim Burkman Breese Stam

From: [Laurel Joseph](#)
To: bradshawt@progressiveae.com; [Scott Conners \(sconners@walker.city\)](mailto:sconners@walker.city); [Josh Naramore](#); [Cameron VanWynngarden](#)
Cc: [Rick DeVries \(rdevries@grcity.us\)](mailto:Rick_DeVries_(rdevries@grcity.us)); [Michael Zonyk](#)
Subject: Time Sensitive TIP Amendment
Date: Friday, February 4, 2022 3:04:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
Importance: High

All,

As you know we have a regional policy that allows for Committee chairpersons/vice-chairpersons to approve amendments to projects that do not impact funding of other projects. Below is the most recent engineer's estimate for The City of Grand Rapids' FY2022 College Ave reconstruction project. This budget is significantly higher than what was programmed in the TIP, but the requested change would not impact the federal grant level (or any other project) – just local funding. Other than this budget issue, the project is ready for obligation.

Project:	Reconstruction of College Avenue		
Project No.:	200228.01 - (JN205518)		
Date:	11/8/2021		
Participating Items		\$2,044,189.86	\$725,926.00 \$1,318,263.86
Subtotal Participating Items		\$2,045,439.86	\$725,926.00 \$1,319,513.86
Non Participating Items			
Subtotal Non Participating Items		\$1,389,869.40	\$1,389,869.40
		\$1,391,069.40	\$1,391,069.40
Total Construction Cost		\$3,435,309.26	\$725,926.00 \$2,709,383.26
		\$3,435,259.26	\$725,926.00 \$2,709,333.26

We've entered the change into JobNet and it has triggered an amendment. See screen shots below for additional information.

The screenshot displays the JobNet interface for project 200228.01. The top section shows project metadata: Year 2022, Project No. 205518, Mile 8, Start Date 01/27/2022, Status CON, Location Kent, Project Name Grand Rapids College Ave NE, Consultant Leonard to Sweet, and Project Type Reconstruction. Below this, the 'MPO Approvals' section is active, showing 'Phase (CON) Adjustment/Admin Modification Approvals'. Underneath, 'Adjustments/Administrative Modifications' are listed, including a CR 8 Amendment(s) with an MDOT Review Date of 01/27/2022. A summary row shows an 'Estimated Local Amount' of \$1,992,824.00 and a revised value of \$2,709,333.00. The bottom section shows 'Federal Amendment Approvals' for 'Phase (CON) Federal Approval Details', listing a CR 8 Amendment(s) with an MDOT Review Date of 01/27/2022 and a 'Phase Budget equal or over 24%' with a programmed value of \$968,750.00 and a revised value of \$2,044,190.00.

Please respond to this email with your vote. If you approve this amendment, we will post it on our website for a week and get email concurrence regarding its exempt status for air quality from the interagency work group prior to submitting it for federal approval. We will then make sure to notify the full Committees of the situation in March.

Please let me know if you have any questions or concerns.

Laurel Joseph, AICP
Director of Transportation Planning
Grand Valley Metro Council
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
616.776.7610
laurel.joseph@gvmc.org

From: Naramore, Josh <jnaramore@grand-rapids.mi.us>
Sent: Friday, February 4, 2022 3:11 PM
To: Laurel Joseph <laurel.joseph@gvmc.org>; Timothy Bradshaw <bradshawt@progressiveae.com>; Scott Conners <sconners@walker.city>; Cameron VanWyngarden <vanwyngardenc@plainfieldmi.org>
Cc: DeVries, Rick <rdevries@grand-rapids.mi.us>; Michael Zonyk <zonykm@gvmc.org>
Subject: RE: Time Sensitive TIP Amendment

Laurel,

Thanks for the message. I approve of this amendment and support the staff recommendation. Thanks.

Josh

Josh Naramore, Director
He/Him/His
Mobile GR 616-456-3079 | jnaramore@grcity.us | www.grandrapidsmi.gov/mobilegr



From: [Cameron Van Wyngarden](mailto:Cameron.Van.Wyngarden)
To: [Laurel Joseph](mailto:Laurel.Joseph); bradshawt@progressiveae.com; [Scott Conners \(sconners@walker.city\)](mailto:Scott.Conners); [Josh Naramore](mailto:Josh.Naramore)
Cc: [Rick DeVries \(rdevries@grcity.us\)](mailto:Rick.DeVries); [Michael Zonyk](mailto:Michael.Zonyk)
Subject: RE: Time Sensitive TIP Amendment
Date: Friday, February 4, 2022 3:12:13 PM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

I have no problem with Grand Rapids spending more of their own money on their own project. Actually, I find it odd that we would even need to formally approve that since the overage is covered by their own local funding unless I'm missing something here.

Yes vote from me.

Cameron Van Wyngarden
Superintendent
Plainfield Charter Township

6161 Belmont Avenue NE
Belmont, MI 49306-9609
Office: (616) 726-8888
vanwyngardenc@plainfieldmi.org



From: Scott Conners <sconners@walker.city>

Sent: Friday, February 4, 2022 3:16 PM

To: Naramore, Josh <jnaramore@grand-rapids.mi.us>; Laurel Joseph <laurel.joseph@gvmc.org>; Timothy Bradshaw <bradshawt@progressiveae.com>; Cameron VanWyngarden <vanwyngardenc@plainfieldmi.org>

Cc: DeVries, Rick <rdevries@grand-rapids.mi.us>; Michael Zonyk <zonym@gvmc.org>

Subject: RE: [External] Time Sensitive TIP Amendment

As Vice Chair of Tech, I'm good with this adjustment.

I suspect we will see a lot of this coming up. Lots of project costs are going to increase in overall cost. I actually just talked to a contractor in the Milwaukee area and he said they don't have enough work to keep everyone in their region busy. We really need to set up a sister city status with them and share contractors.

Scott Conners, P.E.
City Engineer
City of Walker
4243 Remembrance Road NW
Walker, MI 49534
616-791-6792

Please notice that my email has changed to sconners@walker.city

The Engineering Department is staffed from 7-3:30, Monday through Friday.



From: Timothy Bradshaw <bradshawt@progressiveae.com>

Sent: Friday, February 4, 2022 3:36 PM

To: Scott Conners <sconners@walker.city>; Naramore, Josh <jnaramore@grand-rapids.mi.us>; Laurel Joseph <laurel.joseph@gvmc.org>; Cameron VanWyngarden <vanwyngardenc@plainfieldmi.org>

Cc: DeVries, Rick <rdevries@grand-rapids.mi.us>; Michael Zonyk <zonym@gvmc.org>

Subject: Time Sensitive TIP Amendment

I also approve of this amendment.

Scott – I like your idea of stealing Milwaukee work force. Not like we don't have a nice boat to bring people back and forth!

<https://www.lake-express.com/>

TIP Amendment to City of Grand Rapids College Avenue Project

February 7, 2022

The City of Grand Rapids has requested to increase the local share of funding on their FY2022 College Avenue reconstruction project from Leonard to Sweet, which will increase its total budget by more than 25% of the original federally approved budget. **The federal funding will not change, and no other projects in the Transportation Improvement Program will be impacted.** See below for details.

Original Budget

- Federal Funding - \$725,926
- Local Participating Funding - \$242,824
- Total Participating Budget - \$968,750
- Non-participating Budget - \$1,750,000

Final Budget

- Federal Funding - \$725,926
- Local Participating Funding - \$1,318,264
- Total Participating Budget - \$2,044,190
- Non-participating Budget - \$1,391,069

If you have any questions or comments, please email Laurel Joseph at laureljoseph@gvmc.org



ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • CEDAR SPRINGS
 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 • LOWELL TOWNSHIP • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD
 SAND LAKE • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: February 23, 2022

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2023-26 Updated Funding Targets and Adjustments to Draft TIP**

This month, GVMC received updated revenue targets for FY2023-2026 based on the new Infrastructure Investment and Jobs Act (IIJA) signed into law in November 2021. Staff has requested TPSG review and recommendations for changes to the draft FY2023-2026 TIP list aligning with these new targets. TPSG will work on this at their next meeting, immediately preceding the Technical Committee meeting on March 2, 2022. Results from that meeting will then be presented to the Technical Committee for review and action. Technical Committee recommendations will be documented and presented fully to the Policy Committee later this month.

Below are summary tables and programming notes/staff recommendations and questions for each year. This is the same information included in the TPSG meeting agenda packet. Also attached for reference are the updated revenue tables received from MDOT and information regarding the new Carbon Reduction Program. TPSG will be working with the draft TIP lists located on the GVMC website (www.gvmc.org/tip), including illustrative lists for both FY20-23 and FY23-26.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

Funding Source	Old FY23	New FY23	% Change	\$ Change
STP-TMA	\$ 9,377,000	\$ 10,078,000	6.96%	\$ 701,000
STP-Flex Kent	\$ 1,235,000	\$ 1,327,000	6.93%	\$ 92,000
STP Rural	\$ 922,000	\$ 991,000	6.96%	\$ 69,000
NH (now STP-Flex TMA)	\$ 711,000	\$ 698,000	-1.86%	\$ (13,000)
Other STP-Flex TMA	\$ -	\$ 370,000	100.00%	\$ 370,000
EDC	\$ 785,000	\$ 921,000	14.77%	\$ 136,000
CMAQ	\$ 1,458,661	\$ 878,102	-66.12%	\$ (580,559)
Carbon Reduction	\$ -	\$ 1,246,000	100.00%	\$ 1,246,000
TAP	\$ 624,243	\$ 1,446,064	56.83%	\$ 821,821
Total	\$ 15,112,904	\$ 17,955,166	15.83%	\$ 2,842,262

FY2023

- STP-Urban
 - Max out participating existing STP-Urban federal share
 - Leaves \$366,551 unprogrammed
 - If we want to amend now we can move up a project that was already on the FY2020-2023 TIP illustrative list. If we want to move a project from the current draft illustrative list, that amendment can happen after we ask for Board approval of the new TIP at their June meeting.
- STP Flex-Kent Co.
 - \$92,000 cannot be fully absorbed into Wyoming Gezon Parkway project without a change in the estimate (\$17,400 left)
- STP-Flex-TMA (includes former NHPP funding)
 - Max out Wyoming formerly NHPP project
 - Leaves \$290,425 unprogrammed
 - If we want to amend now we can move up a project that was already on the FY2020-2023 TIP illustrative list. If we want to move a project from the current draft illustrative list, that amendment can happen after we ask for Board approval of the new TIP at their June meeting.
- STP Rural
 - Can be absorbed into KCRC 100th St Project without maxing out federal portion
- EDC
 - Roll over to future year? (current FY2023 projects at 20% local already)
- CMAQ and new Carbon Reduction Program (CRP)
 - Lower CMAQ funding by \$580,559
 - Supplement with CRP
 - Leaves \$665,441 in CRP unprogrammed
 - If we want to amend now we can move up a project that was already on the FY2020-2023 TIP illustrative list. If we want to move a project from the current draft illustrative list, that amendment can happen after we ask for Board approval of the new TIP at their June meeting.
- TAP

- Anticipated carryover from new FY22 allocation is \$605,300
- Currently \$821,821 unprogrammed in FY2023
- \$1,427,121 in combined FY22 and FY23 funds
- All current FY2023 proposed projects are funded at 70/30 split
- Having beginning conversations about the TAP process at a statewide level, but likely still tied to the current process for a while, which impacts timing for potential new projects
- Is there enough time to add to FY2023?
- Would need input from the Nonmotorized Committee on programming recommendations

Funding Source	Old FY24	New FY24	%Change	\$ Change
STP-TMA	\$ 9,555,000	\$ 10,279,000	7.04%	\$ 724,000
STP-Flex Kent	\$ 1,258,000	\$ 1,353,000	7.02%	\$ 95,000
STP Rural	\$ 940,000	\$ 1,011,000	7.02%	\$ 71,000
NH (now STP-Flex TMA)	\$ 724,000	\$ 712,000	-1.69%	\$ (12,000)
Other STP-Flex TMA	\$ -	\$ 378,000	100.00%	\$ 378,000
EDC	\$ 799,000	\$ 936,000	14.64%	\$ 137,000
CMAQ	\$ 1,610,386	\$ 895,665	-79.80%	\$ (714,721)
Carbon Reduction	\$ -	\$ 1,271,000	100.00%	\$ 1,271,000
TAP	\$ 624,243	\$ 1,474,985	57.68%	\$ 850,742
Total	\$ 15,510,629	\$ 18,310,650	15.29%	\$ 2,800,021

FY2024

- STP-Urban
 - \$724,000 can be absorbed into currently programmed projects and still not max out federal
- STP-Flex Kent Co.
 - \$95,000 can be absorbed into currently programmed Walker project
- STP-Flex-TMA
 - Includes former NHPP funding
 - \$366,000 unprogrammed
 - Could be used to help federal/local ratio for STP-Urban projects or could move a project in from the illustrative list
- STP-Rural
 - \$71,000 can be absorbed into the currently programmed KCRC project without maxing out federal
- EDC
 - \$137,000 unprogrammed
 - Currently programmed project maxed out for state funds
 - Roll to future year?
- CMAQ and CRP
 - Lower CMAQ funding by \$712,721
 - Supplement with CRP funds
 - Leaves \$558,279 in CRP unprogrammed

- TAP
 - \$850,742 unprogrammed (plus any from previous years that will roll over)
 - Argo may have to move to FY2025 to align with SRTS process
 - Opportunity to fund more of Crahen Valley Part Trail and/or move in projects from the illustrative list.
 - Need input from the Nonmotorized Committee on programming recommendations

Funding Source	Old FY25	New FY25	% Change	\$ Change
STP-TMA	\$ 9,737,000	\$ 10,485,000	7.13%	\$ 748,000
STP-Flex Kent	\$ 1,282,000	\$ 1,381,000	7.17%	\$ 99,000
STP Rural	\$ 957,000	\$ 1,031,000	7.18%	\$ 74,000
NH (now STP-Flex TMA)	\$ 738,000	\$ 726,000	-1.65%	\$ (12,000)
Other STP-Flex TMA	\$ -	\$ 385,000	100.00%	\$ 385,000
EDC	\$ 812,000	\$ 952,000	14.71%	\$ 140,000
CMAQ	\$ 1,610,386	\$ 913,578	-76.27%	\$ (696,808)
Carbon Reduction	\$ -	\$ 1,297,000	100.00%	\$ 1,297,000
TAP	\$ 624,243	\$ 1,504,485	58.51%	\$ 880,242
Total	\$ 15,760,629	\$ 18,675,063	15.61%	\$ 2,914,434

FY2025

- STP-Urban
 - \$748,000 can be absorbed into currently programmed projects and still not max out federal
- STP-Flex Kent Co.
 - \$99,000 unprogrammed
 - City of GR Ann Street project currently funded at 80/20 split
 - Could be used to help federal/local ratio for STP-Urban projects
- STP-Flex-TMA
 - Includes former NHPP funding
 - \$373,000 unprogrammed
 - Could be used to help federal/local ratio for STP-Urban projects or could move a project from the illustrative list
- STP-Rural
 - \$74,000 unprogrammed
 - Part (\$25,200) can be absorbed into currently programmed rural project
 - Any chance the estimate needs to increase?
- EDC
 - \$140,000 unprogrammed
 - Currently programmed project maxed out for state funds
 - Roll or add project?
- CMAQ and CRP
 - Lower CMAQ funding by \$696,808
 - Supplement with CRP funds
 - Leaves \$600,192 in CRP unprogrammed

- TAP
 - \$880,242 unprogrammed (plus any carryover from previous years)
 - Move Argo Ave to FY2025? (\$125,790 in federal)
 - Opportunity to move projects from the illustrative list
 - Need input from the Nonmotorized Committee on programming recommendations

Funding Source	Old FY26	New FY26	% Change	\$ Change
STP-TMA	\$ 9,922,000	\$ 10,695,000	7.23%	\$ 773,000
STP-Flex Kent	\$ 1,306,000	\$ 1,408,000	7.24%	\$ 102,000
STP Rural	\$ 976,000	\$ 1,052,000	7.22%	\$ 76,000
NH (now STP-Flex TMA)	\$ 752,000	\$ 741,000	-1.48%	\$ (11,000)
Other STP-Flex TMA	\$ -	\$ 393,000	100.00%	\$ 393,000
EDC	\$ 826,000	\$ 968,000	14.67%	\$ 142,000
CMAQ	\$ 1,610,386	\$ 931,667	-72.85%	\$ (678,719)
Carbon Reduction	\$ -	\$ 1,323,000	100.00%	\$ 1,323,000
TAP	\$ 624,243	\$ 1,534,575	59.32%	\$ 910,332
Total	\$ 16,016,629	\$ 19,046,242	15.91%	\$ 3,029,613

FY2026

- STP-Urban
 - \$773,000 can be absorbed into currently programmed projects and get most to 20% local.
 - As noted during TPSG, restored City of Walker Alpine (3 Mile to Hillside) to \$1,000,000 total budget.
- STP-Flex Kent Co.
 - \$102,000 unprogrammed
 - Both halves of KCRC Myers Lake Ave project currently funded at 80/20 split
 - Could be used to help federal/local ratio for STP-Urban projects or an alternative solution
- STP-Flex-TMA
 - Includes former NHPP funding
 - \$382,000 unprogrammed
 - KCRC Division Ave project funded at 80/20 split
 - Could be used to help federal/local ratio for STP-Urban projects or could move a project from the illustrative list
- STP-Rural
 - \$76,000 can be absorbed into currently programmed KCRC Rural project
- EDC
 - \$142,000 in FY26 funding unprogrammed
 - An additional \$413,000 in carryover if nothing changes in FY23-25
 - Total of \$555,000 potentially to be programmed
 - Could use \$49,285 to get KCRC 10 Mile Rd project to 80/20 (would leave up to \$505,715 to be programmed)

- Opportunity to add a project?
- CMAQ and CRP
 - Lower CMAQ funding by \$678,719
 - Supplement with CRP funds
 - Leaves \$644,281 CRP unprogrammed
- TAP
 - \$910,332 unprogrammed (plus any carryover from previous years)
 - Need input from the Nonmotorized Committee on programming recommendations

Grand Valley Metro Council (GVMC)

FY 2023 - 2026 Transportation Improvement Program (TIP)

Revenue Estimates for TIP Development

Updated 2-3-2022

STBG Urban Program Area	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Grand Rapids	TMA	\$ 10,078,000	\$ 10,279,000	\$ 10,485,000	\$ 10,695,000

STBG Flex Program Area	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Grand Rapids	TMA	\$ 370,000	\$ 378,000	\$ 385,000	\$ 393,000

STBG Rural Program Area	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Kent	Urban Counties	\$ 991,000	\$ 1,011,000	\$ 1,031,000	\$ 1,052,000

STBG Flex Program Area	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Kent	Urban Counties	\$ 1,327,000	\$ 1,353,000	\$ 1,381,000	\$ 1,408,000

STBG Flex (Former NH)	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Grand Rapids	TMA	\$ 698,000	\$ 712,000	\$ 726,000	\$ 741,000

Carbon Reduction Program	Type	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Grand Rapids	TMA	\$ 1,246,000	\$ 1,271,000	\$ 1,297,000	\$ 1,323,000

TEDF Category C Urban Counties	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate
Kent	\$ 921,000	\$ 936,000	\$ 952,000	\$ 968,000

Subject to change.

Assuming 2% annual growth of federal funds and 1.7% annual growth of state funds

Based on FY 2022 IJA Revenues with growth rates above, rounded to the nearest \$1,000.

IJA Adjustments for CMAQ (2/3/22)

COUNTY	Current Allocation	Annual Reduction Keeping Non-Attainment Counties Whole	Percent of Total Allocation Reduction	Remaining Annual Allocation
Genesee	\$849,128	\$386,120	45%	\$463,008
Huron	\$64,825	\$29,478	45%	\$35,347
Lapeer	\$183,310	\$83,356	45%	\$99,954
St. Clair	\$834,321			\$834,321
Allegan	\$619,108			\$619,108
Kent	\$1,374,621	\$625,075	45%	\$749,546
Muskegon	\$910,021			\$910,021
Ottawa	\$610,629	\$277,668	45%	\$332,960
Macomb	\$4,582,306			\$4,582,306
Oakland	\$6,593,615			\$6,593,615
Wayne	\$9,171,948			\$9,171,948
Benzie	\$37,174	\$16,904	45%	\$20,270
Mason	\$60,981	\$27,730	45%	\$33,252
Berrien	\$804,294			\$804,294
Calhoun	\$280,716	\$127,649	45%	\$153,067
Cass	\$108,360	\$49,274	45%	\$59,086
Kalamazoo	\$554,627	\$252,203	45%	\$302,424
Van Buren	\$158,347	\$72,005	45%	\$86,343
Clinton	\$166,546	\$75,732	45%	\$90,813
Eaton	\$230,726	\$104,917	45%	\$125,809
Ingham	\$611,834	\$278,216	45%	\$333,618
Lenawee	\$206,000	\$93,673	45%	\$112,327
Livingston	\$1,006,645			\$1,006,645
Monroe	\$789,084			\$789,084
Washtenaw	\$1,927,362			\$1,927,362

- Numbers above are for FY2023
- Assume 2% growth for FY2024-2026
- GVMC portion of Ottawa County's funding for FY2023 is \$128,556

Carbon Reduction Program Details

H.R. 3684 p 127 Sec 11403

<https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf>

Eligible activities:

- A. establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- B. public transportation
- C. construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- D. advanced transportation and congestion management technologies
- E. infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology
- F. replace street lighting and traffic control devices with energy-efficient alternatives
- G. development of a carbon reduction strategy
- H. a project or strategy that is designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- I. efforts to reduce the environmental and community impacts of freight movement
- J. a project to support deployment of alternative fuel vehicles, including— “(i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and “(ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- K. diesel engine retrofit
- L. a project described in section 149(b)(5) that does not result in the construction of new capacity
- M. transportation emissions at port facilities, including through the advancement of port electrification.

Other requirements, 2-years after the enacting of IIJA, MDOT will be required to create a carbon reduction strategy, in cooperation with MPOs that:

- A. support efforts to reduce transportation emissions
- B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes

- iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches; (C) support the reduction of transportation emissions of the State; (D) at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and (E) be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- C. support the reduction of transportation emissions of the State
- D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State
- E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.

Must be updated every 4-years and submitted to FHWA for approval.

Funding available:

Michigan will receive (*estimates*)

FY	Carbon Reduction	Flex Any Area (35%)	Sub-allocated by Area (65%)	TMAs	Small MPO	Small Urban	Rural
2022	\$ 32,395,504	\$ 11,338,426	\$ 21,057,078	\$ 11,909,379	\$ 2,156,855	\$ 1,439,384	\$ 5,551,460
2023	\$ 33,043,414	\$ 11,565,195	\$ 21,478,219	\$ 12,147,566	\$ 2,199,992	\$ 1,468,172	\$ 5,662,489
2024	\$ 33,704,282	\$ 11,796,499	\$ 21,907,784	\$ 12,390,518	\$ 2,243,992	\$ 1,497,535	\$ 5,775,739
2025	\$ 34,378,368	\$ 12,032,429	\$ 22,345,939	\$ 12,638,328	\$ 2,288,872	\$ 1,527,486	\$ 5,891,253
2026	\$ 35,065,935	\$ 12,273,077	\$ 22,792,858	\$ 12,891,095	\$ 2,334,650	\$ 1,558,036	\$ 6,009,078

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Airport Access Study

Technical Advisory Committee Meeting #1

Friday, February 18, 2022

Agenda

- 1 Introductions
- 2 Study Overview
- 3 Key Existing Conditions Findings
- 4 Purpose and Need (draft)
- 5 Conceptual Alternatives
- 6 Public Engagement Plan

1

Introductions

Technical Advisory Committee (TAC)

Organization / Agency	Name(s)
MDOT Grand Region	Dennis Kent Tyler Kent Art Green
GRR	Casey Ries Clint Nemeth
Kent County Road Commission	Steve Warren Wayne Harrall
Cascade Township	Brian Hillbrands
Kentwood	Terry Schweitzer Jim Kirkwood

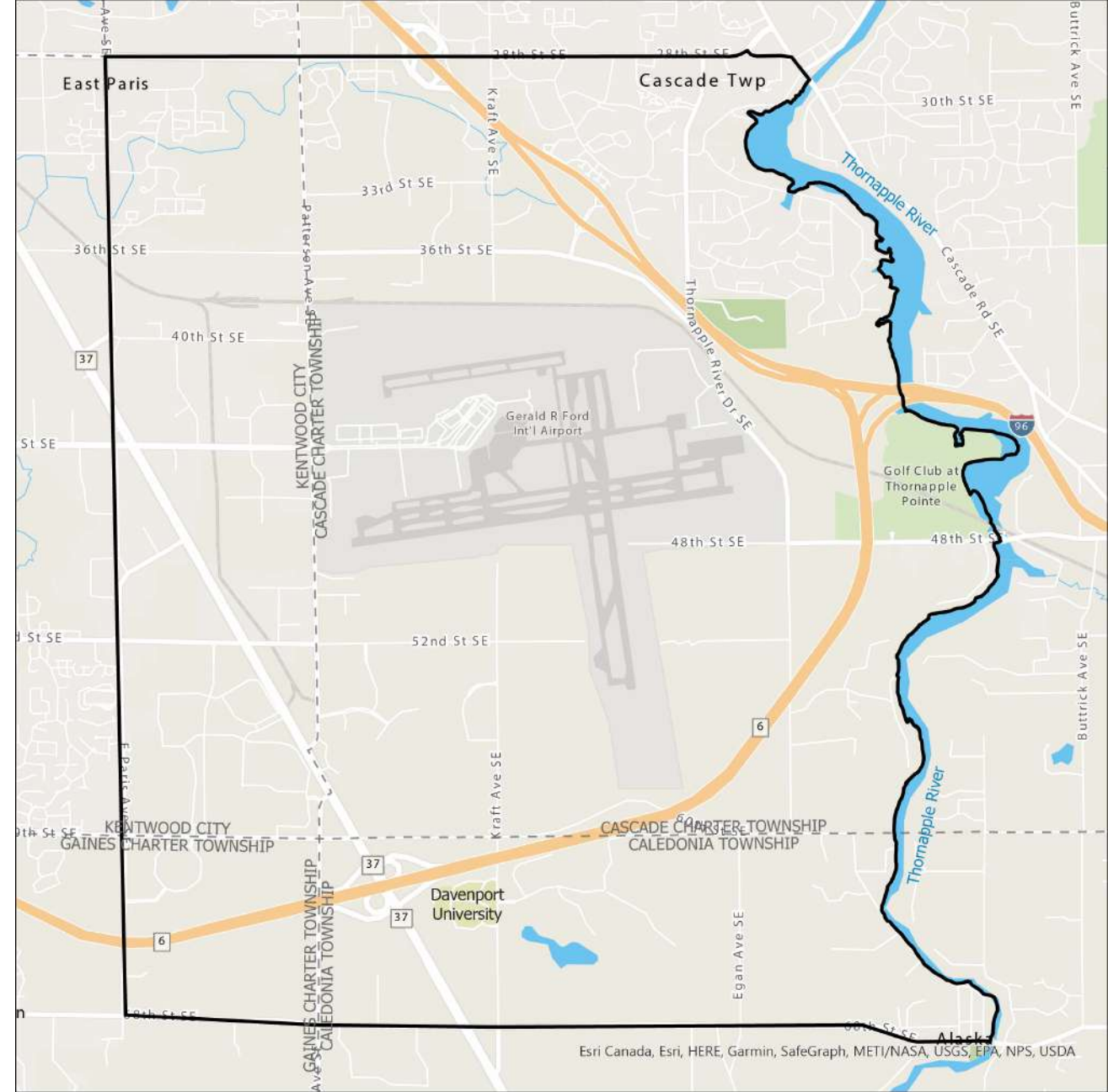
Organization / Agency	Name(s)
The Rapid	Nick Monoyios
Kent County	Al Vanderberg
The Right Place	Tim Mroz
GR Chamber	Josh Lunger
Experience GR	Doug Small

2

Study Overview

Grand Rapids Airport Access Study

- **What:** Investigation of potential future ways to improve airport access
- **Where:** E Paris Avenue to the river, 28th Street to 68th Street
- **Why:** Growth, limited access routes, lack of direct expressway access



Study Area Boundaries

Jurisdictions

0 0.25 0.5 1 1.5 2 Miles

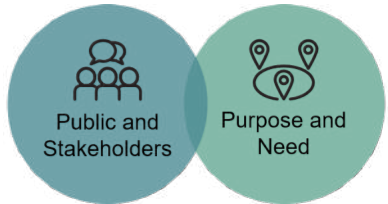
Scope of Work



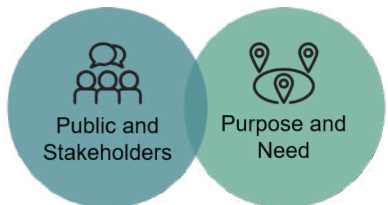
Task 4 ▼ *Identification*



Task 5 ▼ *Evaluation*



Task 6 ▼ *Detailed Review*



Recommended Alternative(s)





3

Key Existing Conditions Findings

Existing Conditions Overview

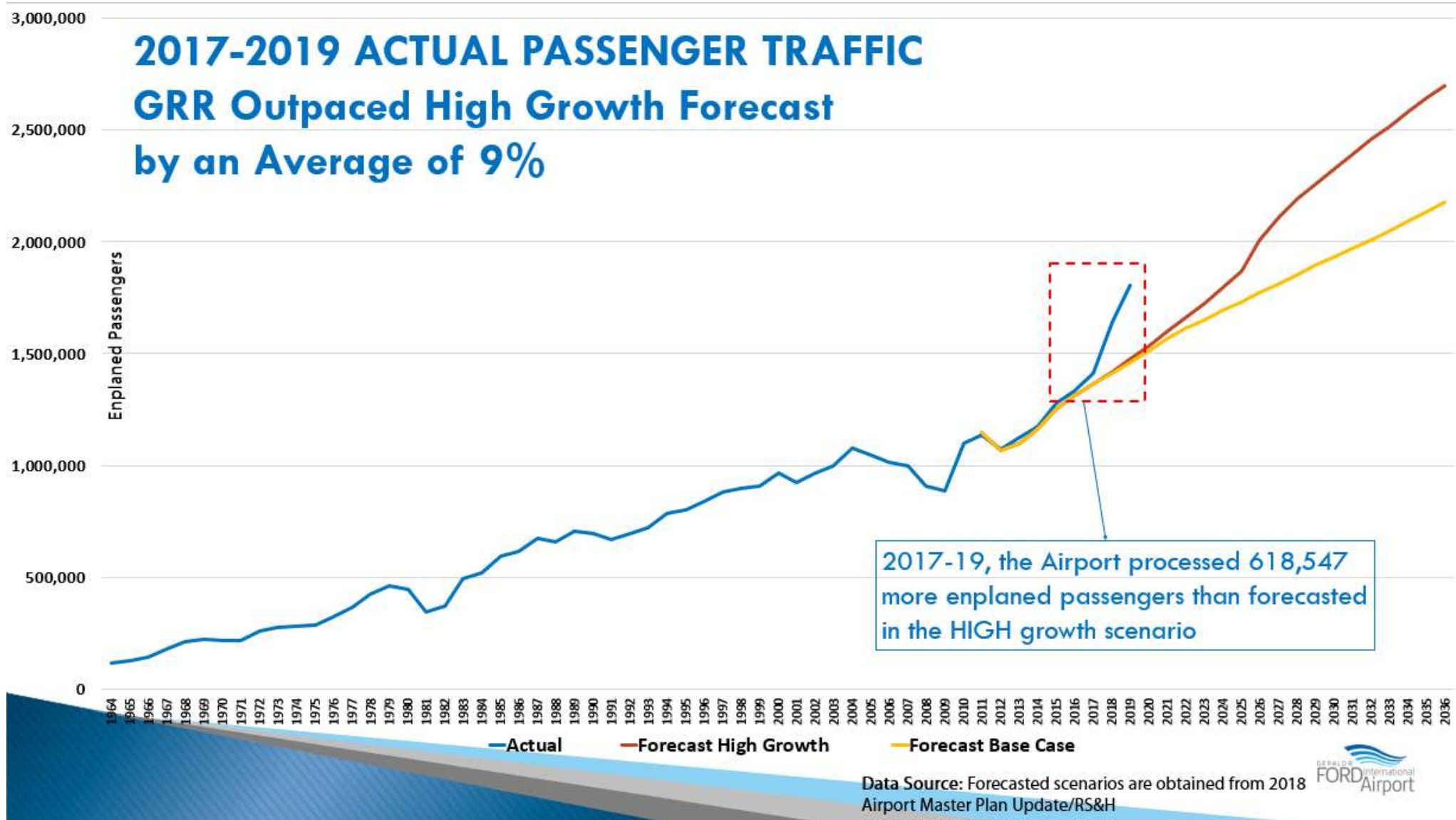
Purpose:

- Understand options available for getting to/from the airport today
- Identify where people are coming from and how they're traveling

Methodology:

- Reviewed previous plans and studies
- Analyzed data from GVMC and GRR
- Utilized mobile device-based data (Replica)

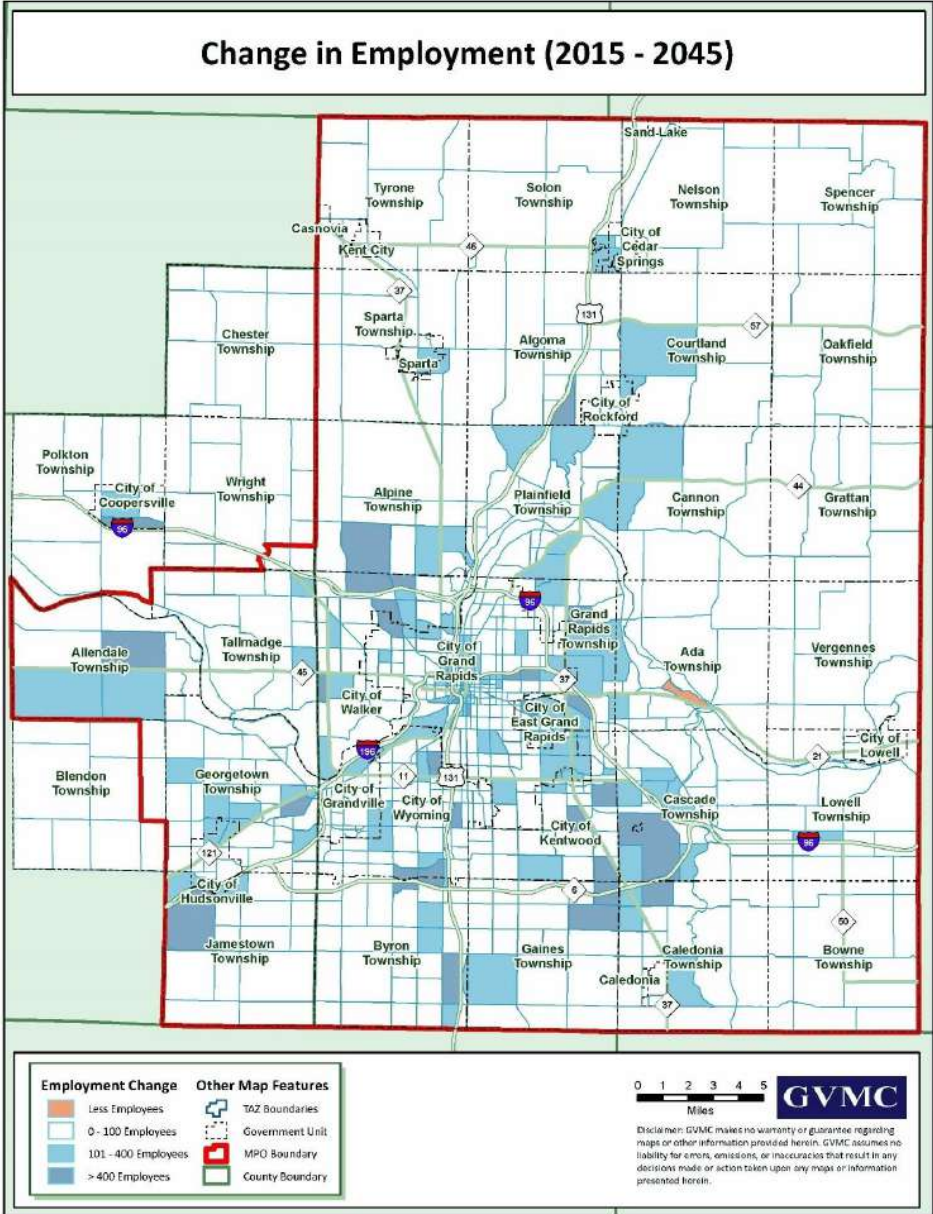
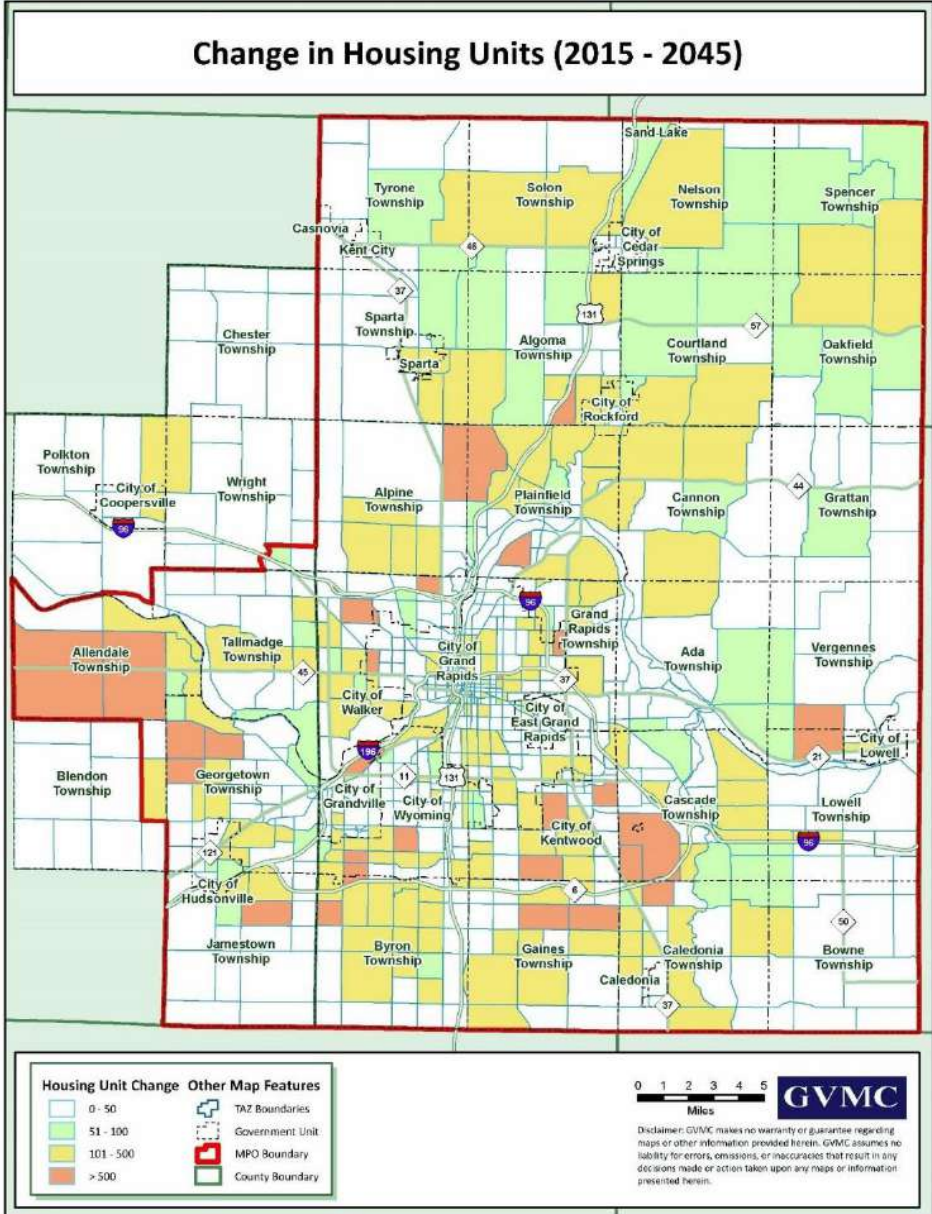
Recent and Projected Airport Passenger Growth



Source: GRR

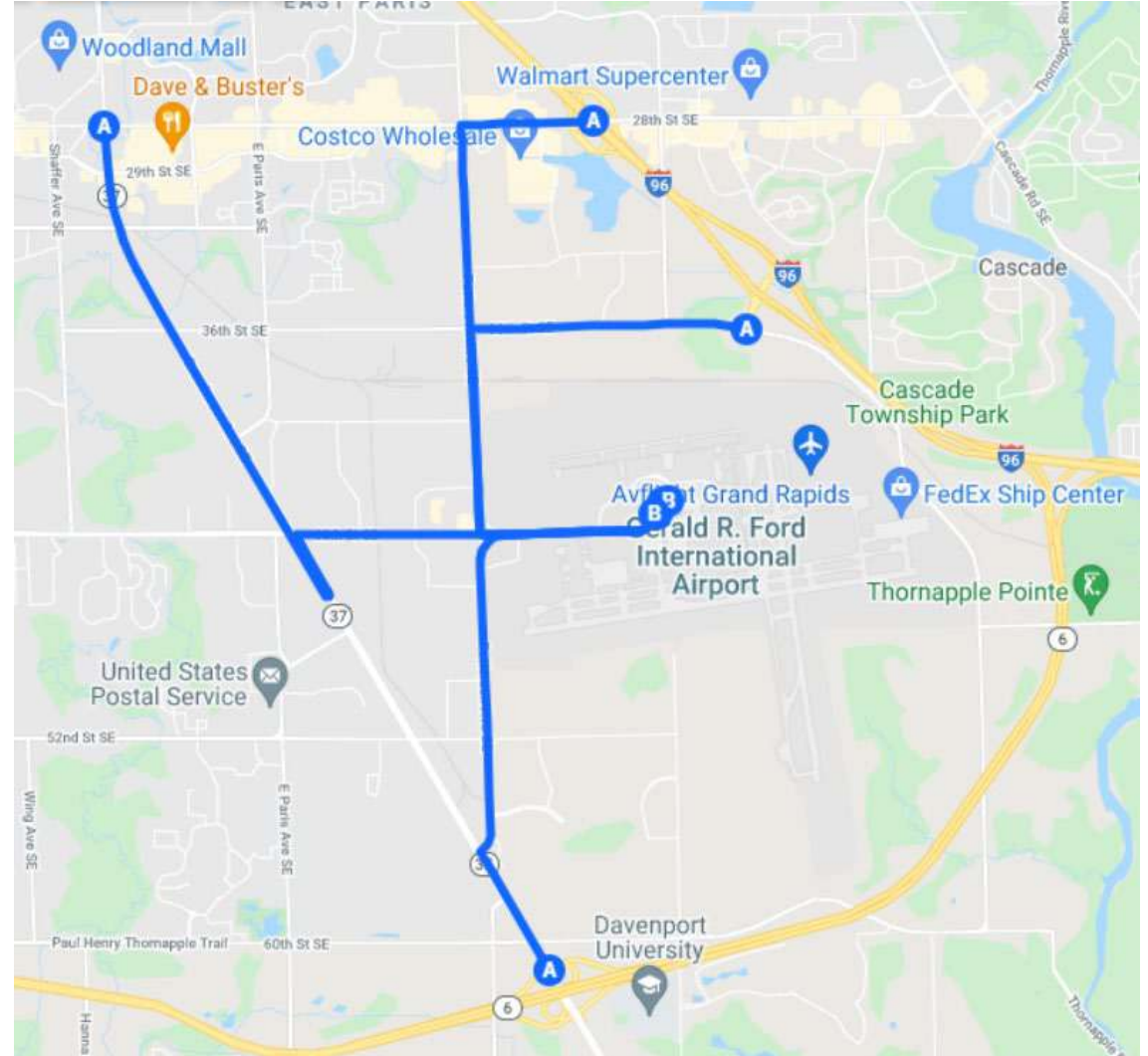


Recent and Projected Household and Employment Growth



Current Access Routes

To GRR From:	Peak Travel Time (Arrive by 9am)	Off-Peak Travel Time (Arrive by 9pm)
M-6 & M-37 (Broadmoor Avenue)		
Via Patterson Avenue	4-7 minutes	4-6 minutes
I-96 & M-11 (28th Street)		
Via Patterson Avenue	5-10 minutes	5-8 minutes
Via 36 th Street	6-10 minutes	6-9 minutes
Via Hotel Avenue and Patterson Avenue	6-12 minutes	7-10 minutes
I-96 & 36th Street		
Via 36 th Street and Patterson Avenue	4-8 minutes	4-6 minutes
Via 33 rd Street and Patterson Avenue	6-10 minutes	6-9 minutes
M-37 (Broadmoor Avenue) & M-11 (28th Street)		
Via Broadmoor Avenue	6-12 minutes	6-10 minutes
Via 28 th Street and Patterson Avenue	6-12 minutes	6-12 minutes
Via Patterson Avenue	7-12 minutes	7-12 minutes

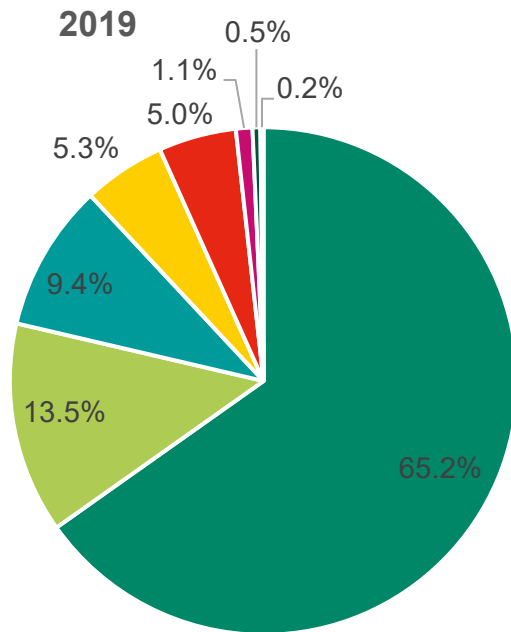


Source: Google Maps

Current Access Modes

Study Area

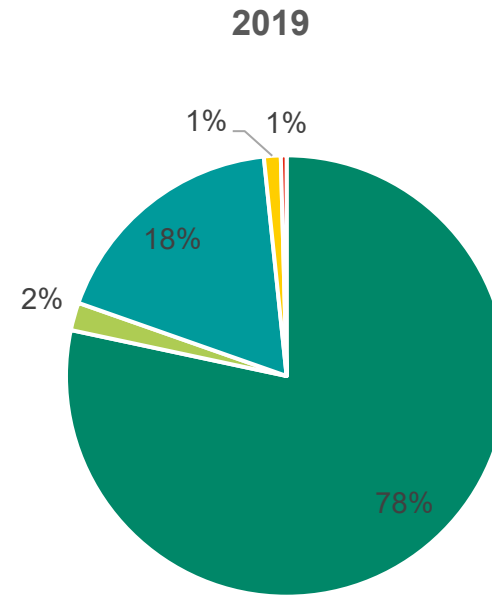
- Private auto
- Walking
- Commercial vehicle (freight)
- Unknown
- Auto passenger
- Taxi/TNC
- Public transit
- Biking



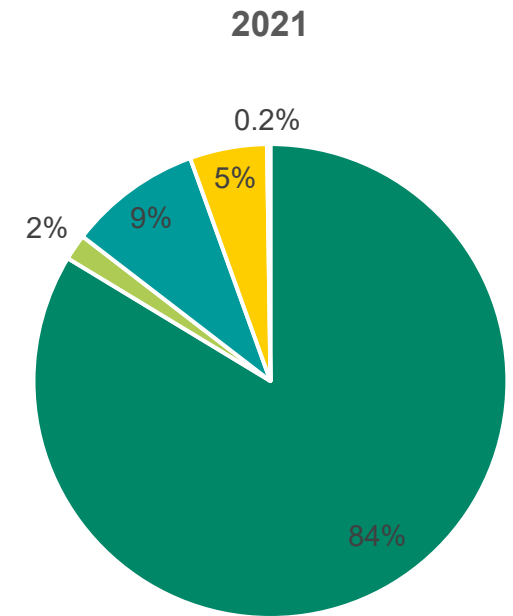
Source: September-November 2019 Replica Places data

Airport

- Parking Tickets Issued
- Metro Cab Pick-Up/Drop-Offs
- Uber Pick-Up/Drop-Offs
- Lyft Pick-Up/Drop-Offs
- The Rapid Ridership



Source: GRR



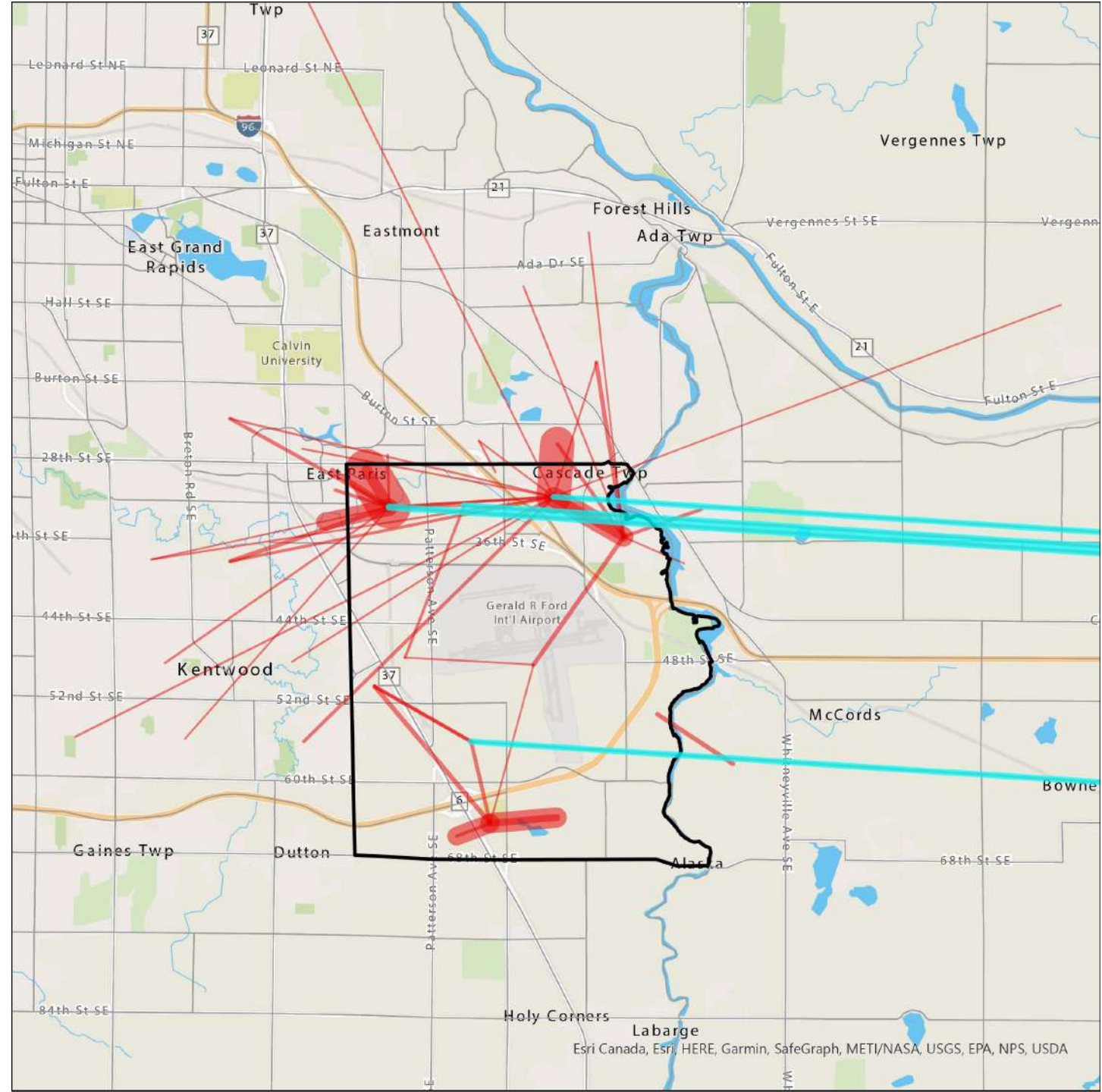
Travel Flows

Study Area TAZ Travel Flows

Percent of Total Trips

- 1%
- 5%
- 10%
- Out-of-Region Trips
- Traffic Analysis Zones (TAZs)
- ▭ Study Area Boundaries

Source: September-November 2019 Replica Places data



Driving

Crashes 2016-2020

Worst Injury in Crash

- ▲ Fatal injury (K)
- ▲ Suspected Serious Injury (A)

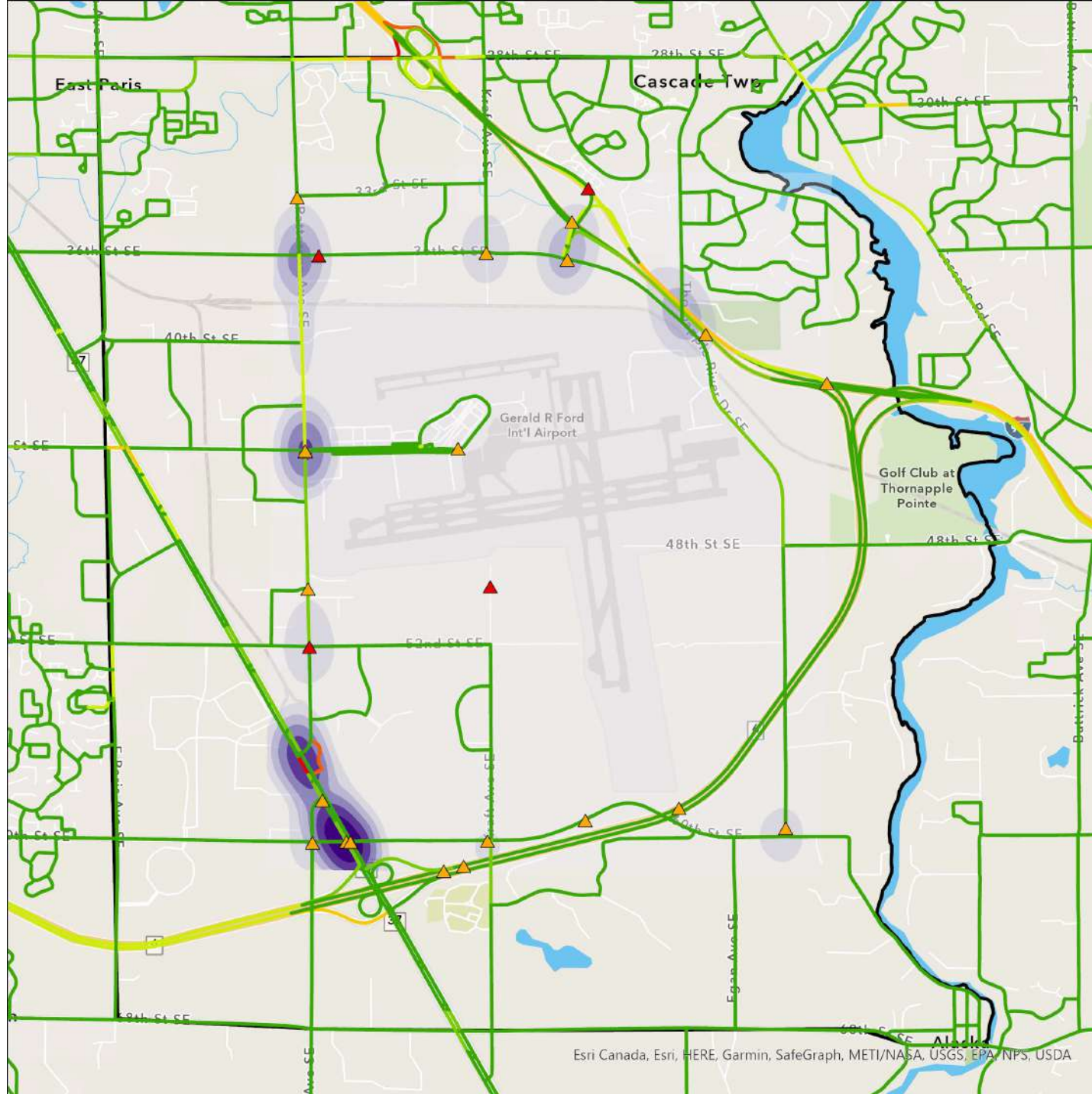
Level of Service

- A (<0.60 V/C)
- B (0.60-0.10 V/C)
- C (0.70-0.80 V/C)
- D (0.80-0.90 V/C)
- E (0.90-1.00 V/C)
- F (>1.00 V/C)

Crash Density 2016-2020

- Low
- High

Source: GVMC



Walking and Biking

Existing Nonmotorized Facilities

- Crosswalk
- Shared Use Path
- Sidepath
- Sidewalk

Proposed Nonmotorized Facilities

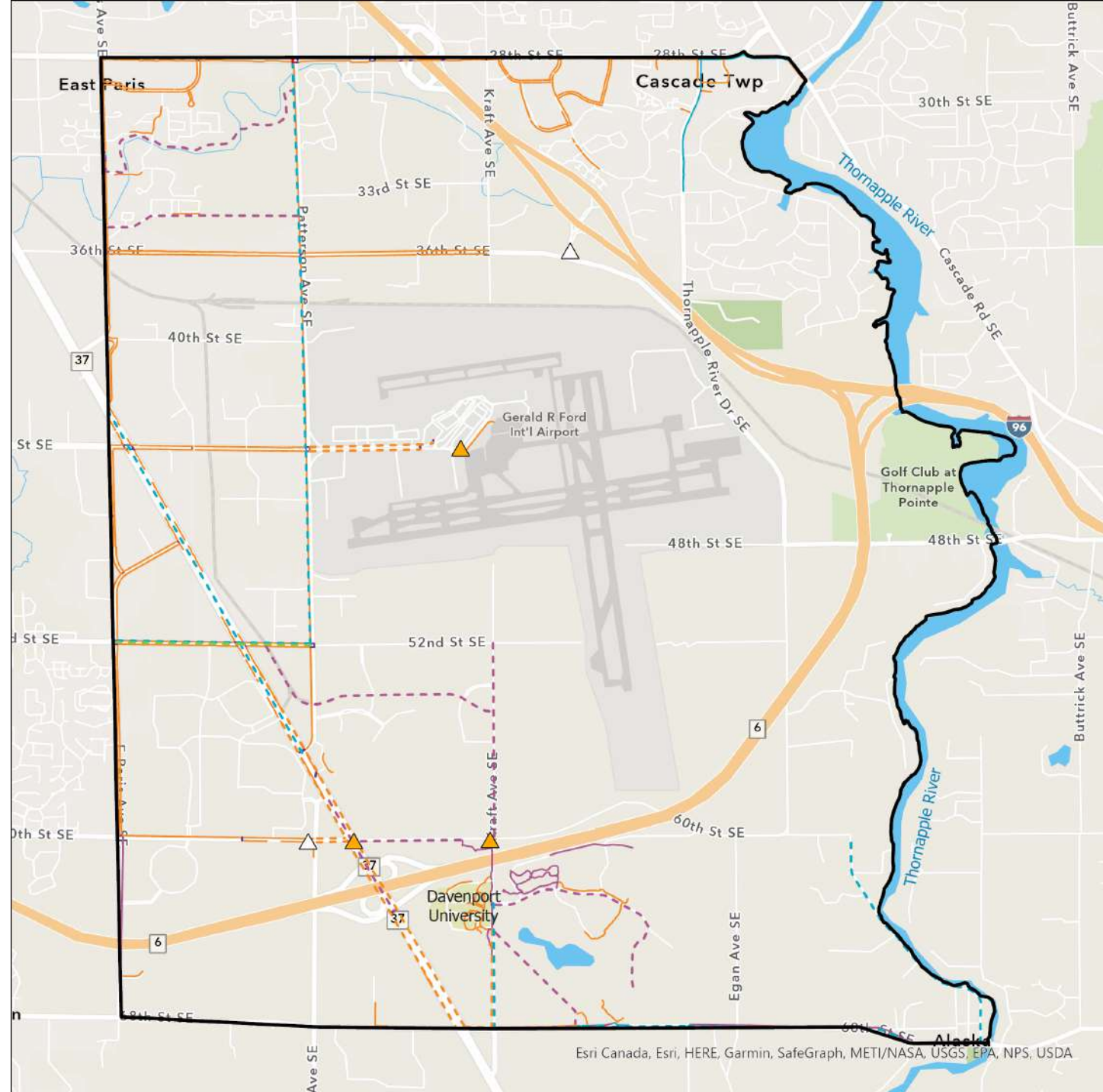
- - - Crosswalk
- - - Shared Use Path
- - - Sidepath
- - - Sidewalk
- - - Bicycle Lane
- - - Pedestrian Bridge

Nonmotorized Crashes 2016-2020

Worst Injury in Crash

- ▲ Fatal injury (K)
- ▲ Suspected Serious Injury (A)
- ▲ Suspected Minor Injury (B)
- △ Possible Injury (C)

Source: GVMC



Transit

 The Rapid Bus Stops

The Rapid Bus Routes

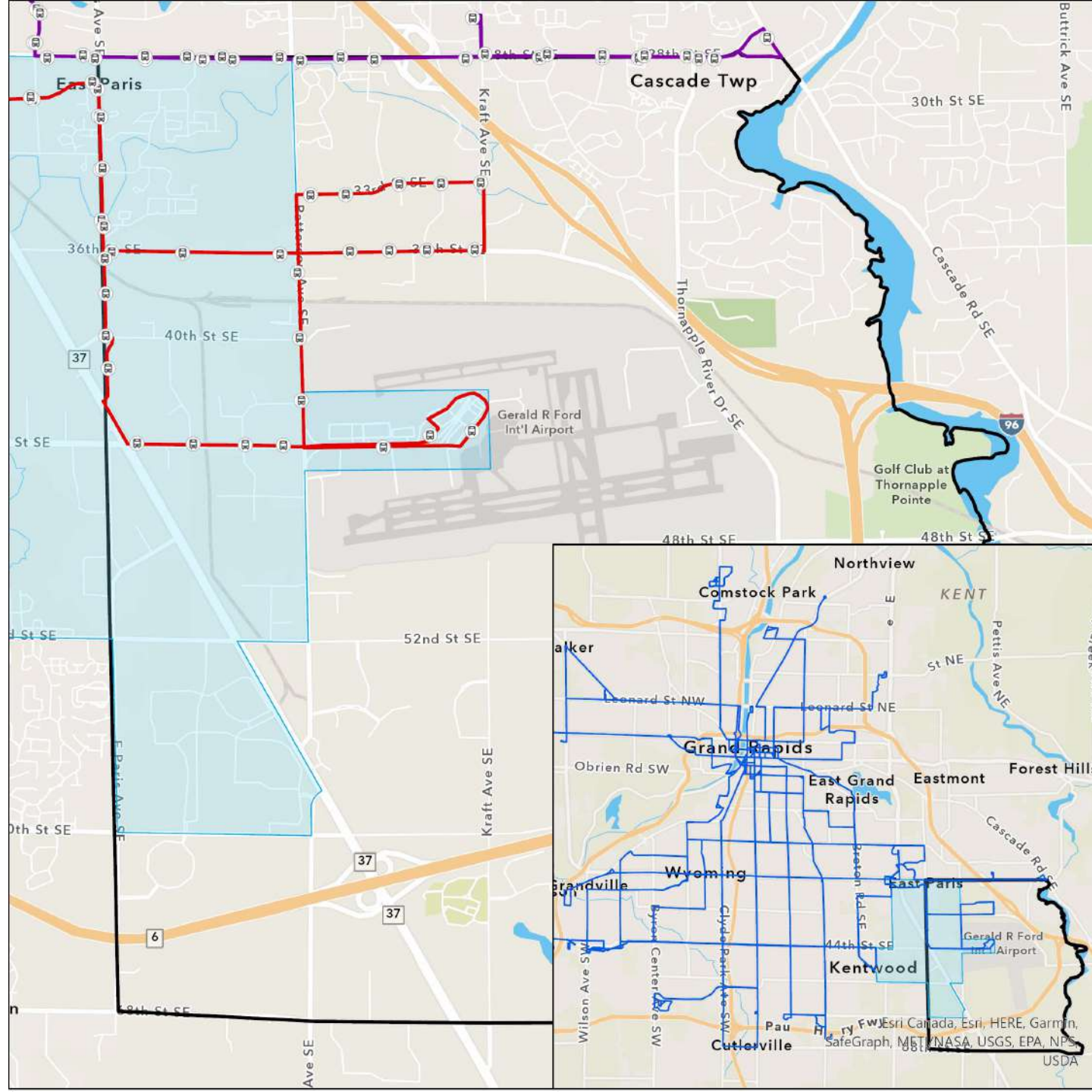
 Airport Industrial

 East 28th

 All Other Routes

 Kentwood On-Demand Zone

Source: The Rapid



Items for Further Investigation

- **GVMC Travel Demand Model:**

- 2015-2045 household and employment growth statistics
- Change in trips to the airport over time
- 2045 projected traffic volumes / LOS for roadways within the study area

- **MDOT:**

- Plans for additional lane on I-96
- Reconfiguration plans for the I-96/28th St and M-6/Broadmoor Ave interchanges

- **Gaines Township:**

- Description of planned land use and development (more up-to-date than Master Plan)

4

Purpose and Need

Improved airport access is needed due to:

Unreliable traffic conditions



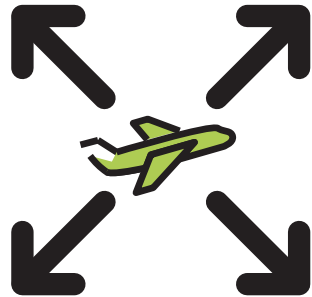
Indirect circulation from major expressways



Safety and security



Airport expansion plans



Changing access patterns



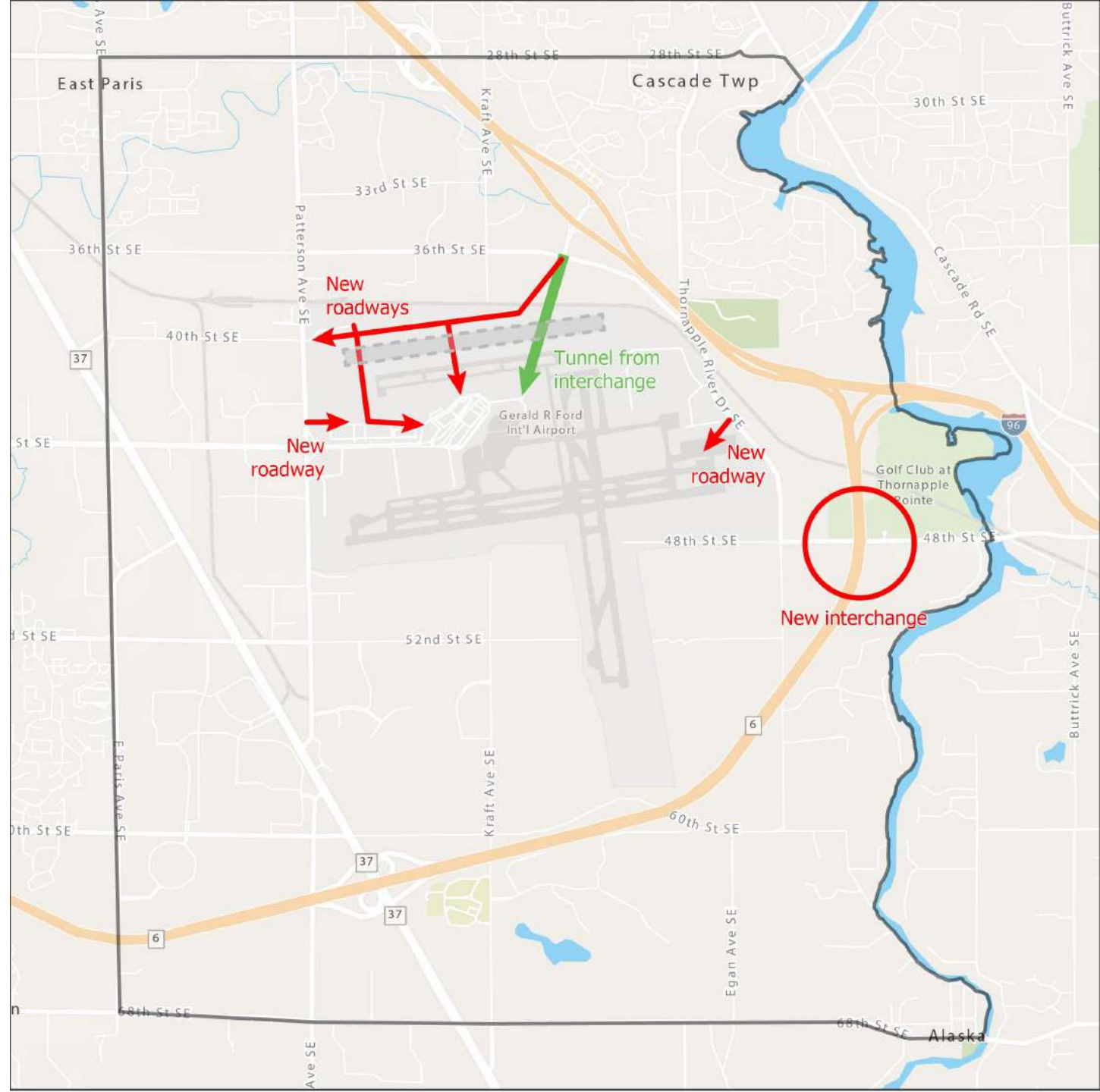
How to measure
SUCCESS in terms
of improving
airport access?

5

Conceptual Alternatives

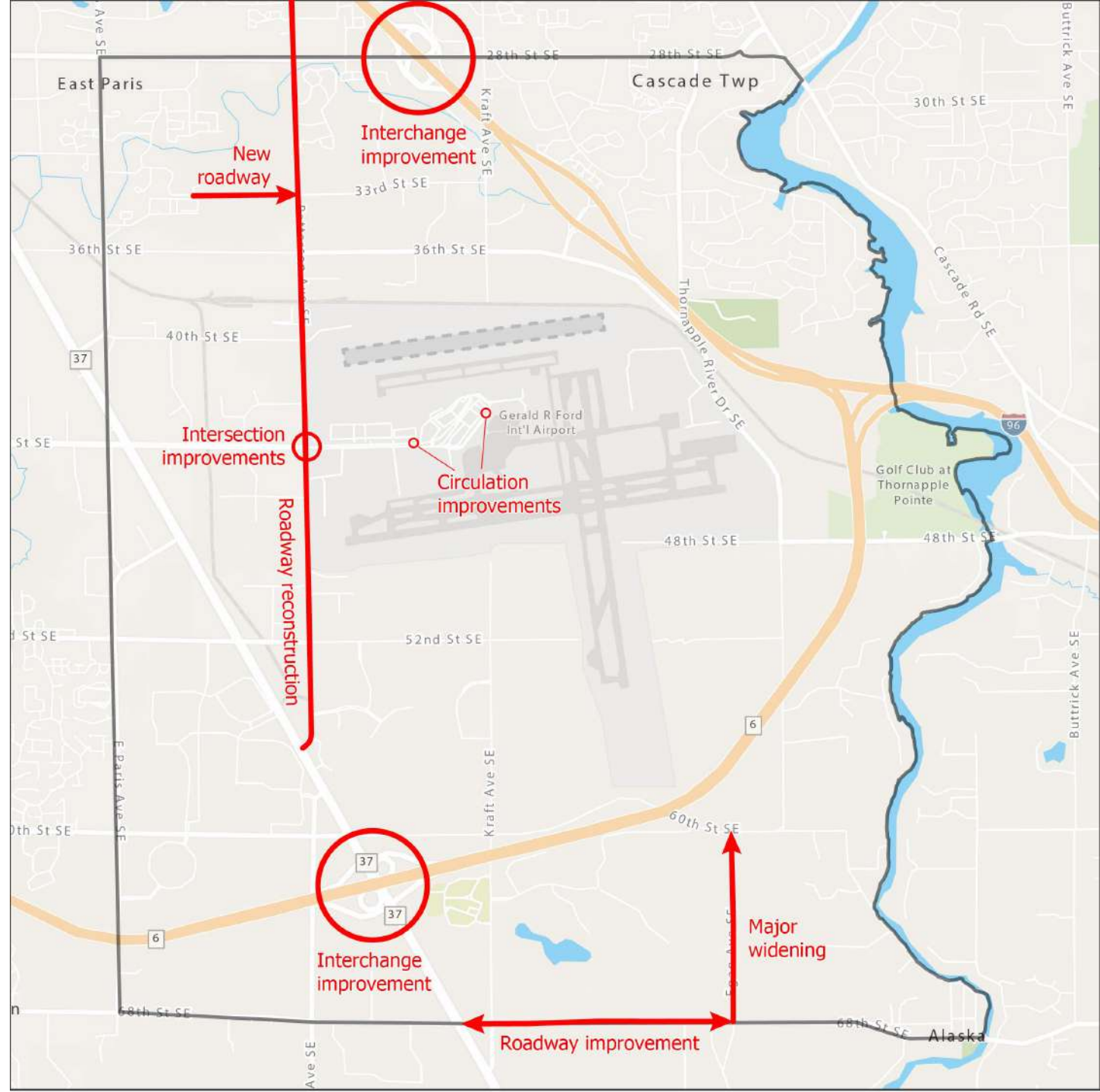
Conceptual Alternatives

What other ideas should we consider for improving access to, and circulation around, the airport?



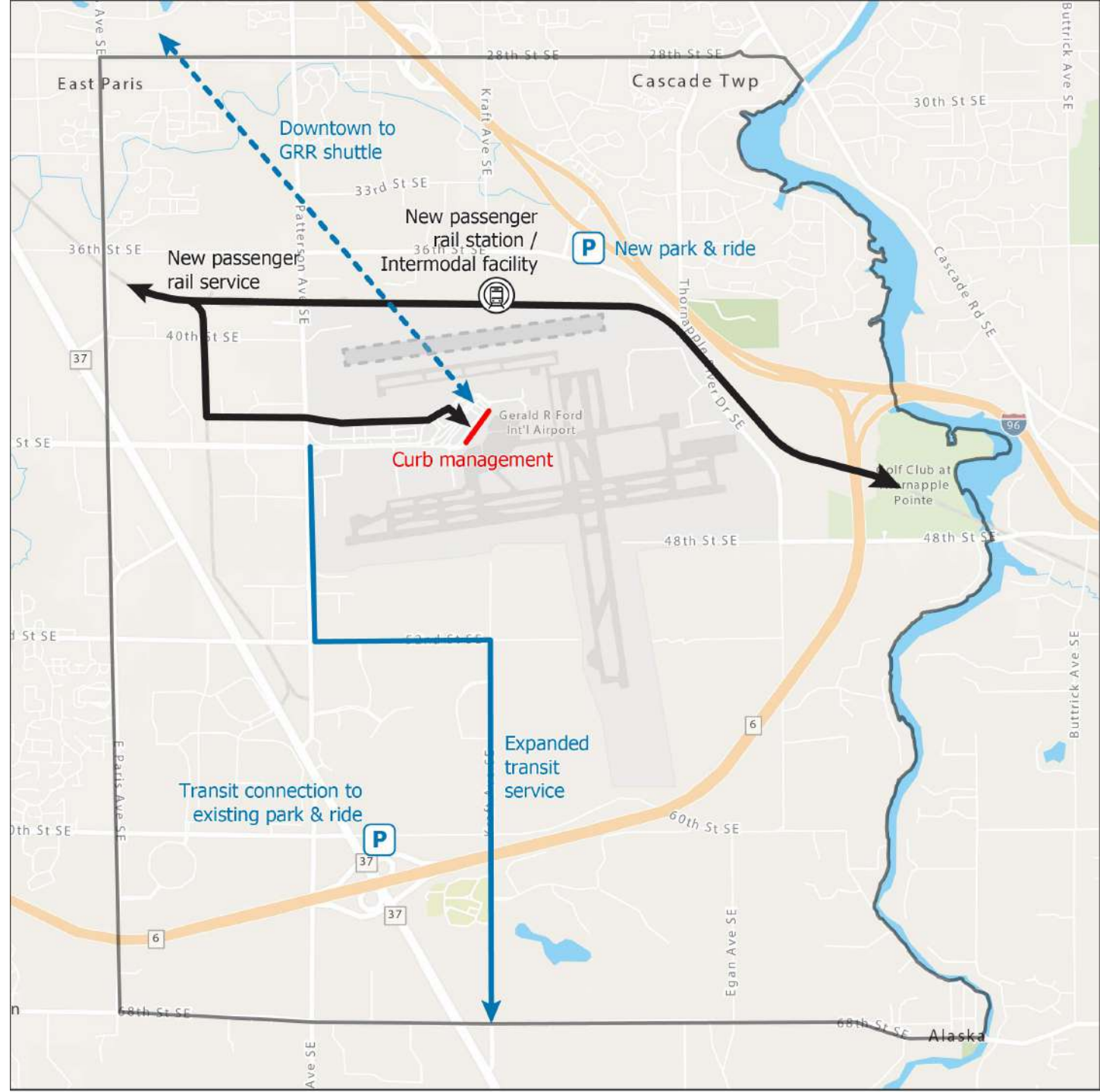
Complementary Transportation Projects

What other ideas should we consider for improving access to, and circulation around, the airport?



Options for Alternative Transportation

What other ideas should we consider for improving access to, and circulation around, the airport?



6

Public Engagement Plan

Schedule

Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov

Meeting Schedule
and Topics

1  Public
TAC

2  Public
TAC

3  Public
TAC

**WE
ARE
HERE**

1

Identify



Key findings from existing conditions, draft Purpose and Need, conceptual alternatives



Ranking and rating of needs, location-based issues identification, feedback on conceptual alternatives

2

Examine

Practical alternatives and their pros/cons

Voting/budgeting and comments on practical alternatives

3

Advise

Recommended alternative(s), next steps toward project implementation

Comments on recommended alternative(s) and buy-in



For each phase: TAC meeting, public meeting, and online survey

Public Engagement Methods

Story Map with Built-In Survey

When: March-April

Where: GVMC website



1. What's being studied and where?

The Grand Rapids Airport Access Study is investigating potential ways to improve airport access and circulation within the broader study area in the future by considering:

- Previous plans and studies
- Airport passengers, freight and cargo, security, and planned development
- Household and employment growth over time
- Land use and development plans
- Current and planned access routes and travel conditions for all modes of transportation

2. Why study airport access now?

3. What are the findings so far?



1. What's being studied and where?

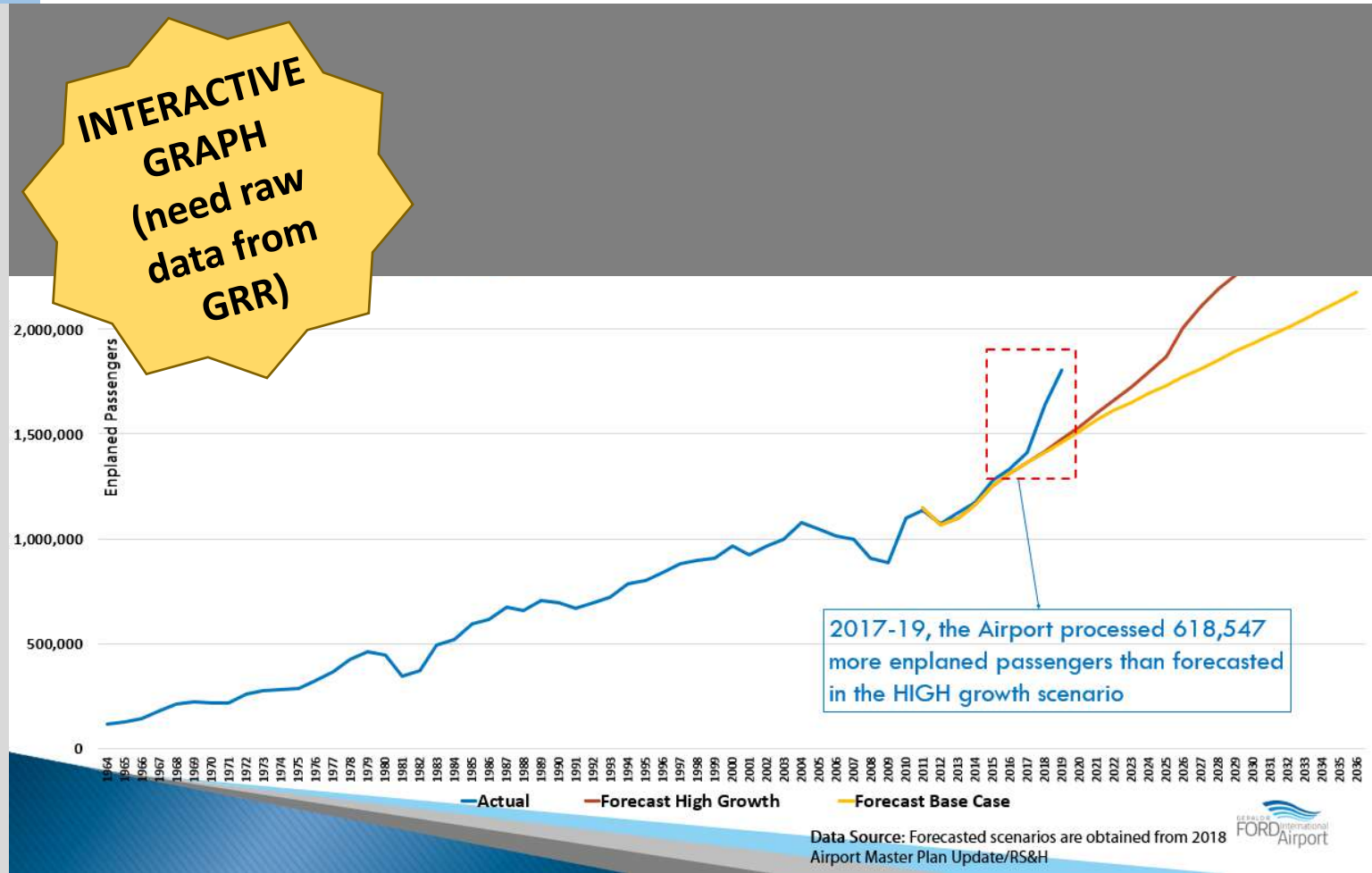
2. Why study airport access now?

Rapid growth and development is occurring at the airport and in the surrounding region.

Current access to the airport is limited to Oostema Blvd / 44th St and lacks direct highway access.

As greater demands are placed on the airport area into the future, ensuring adequate airport access is important to plan for today.

3. What are the findings so far?



1. What's being studied and where?

2. Why study airport access now?

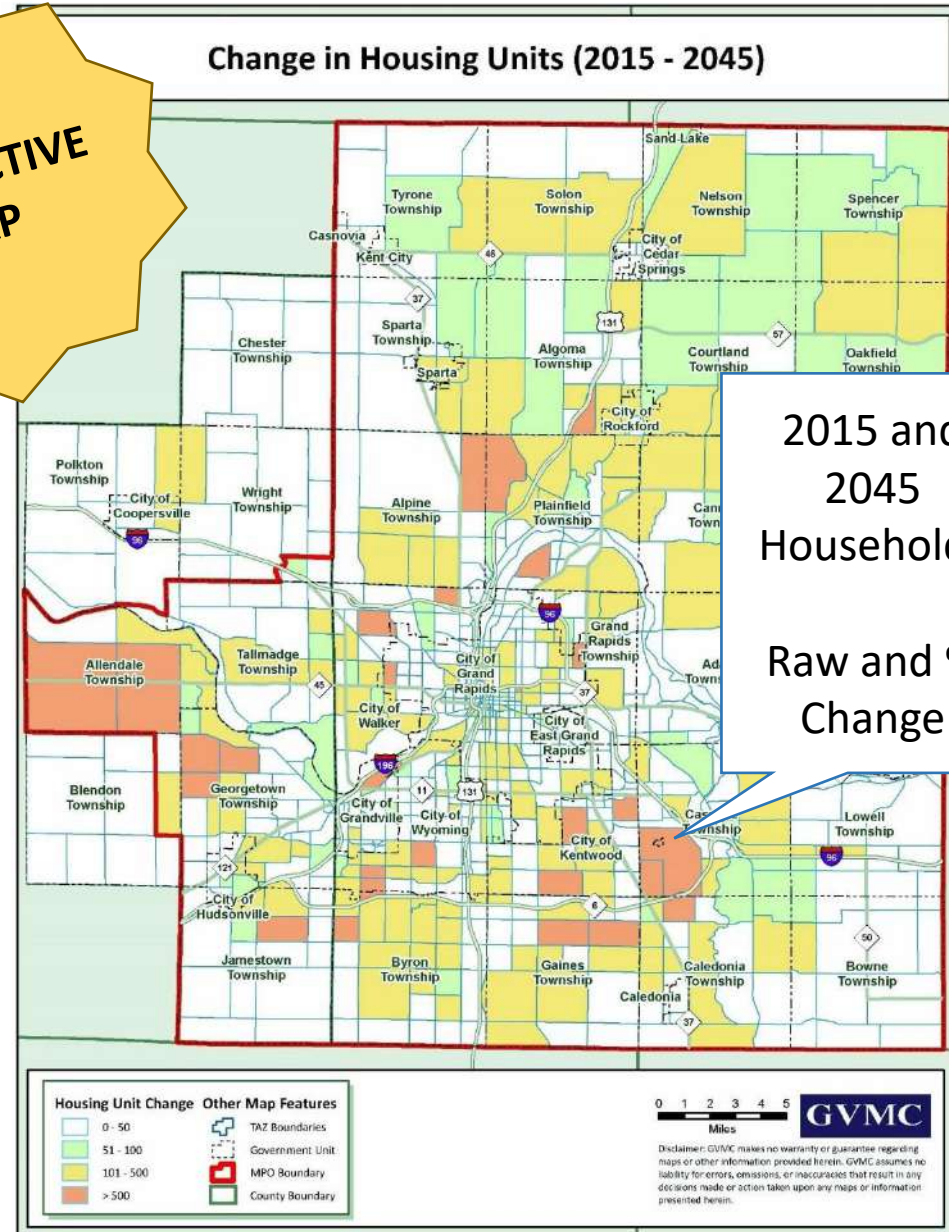
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3. What are the findings so far?

INTERACTIVE MAP



1. What's being studied and where?

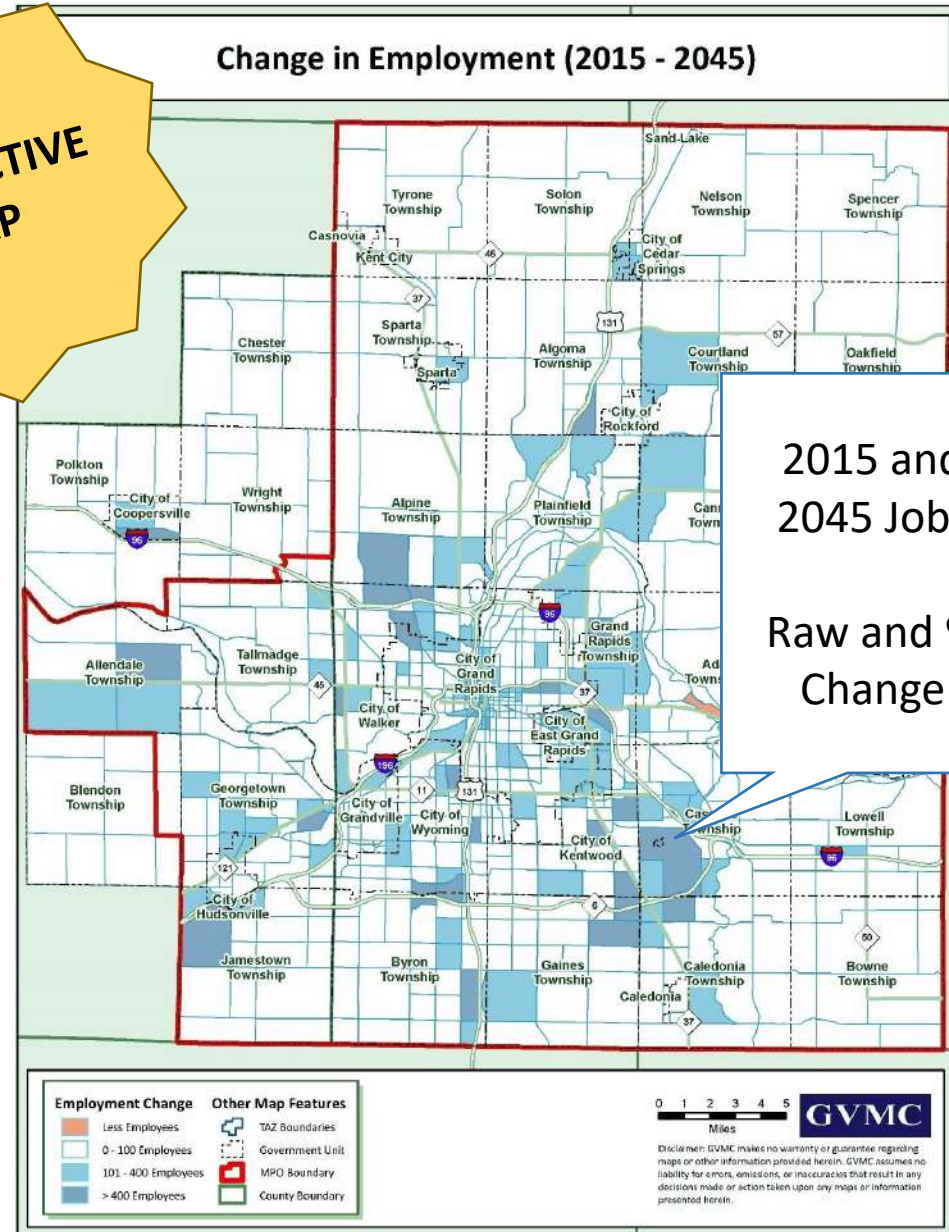
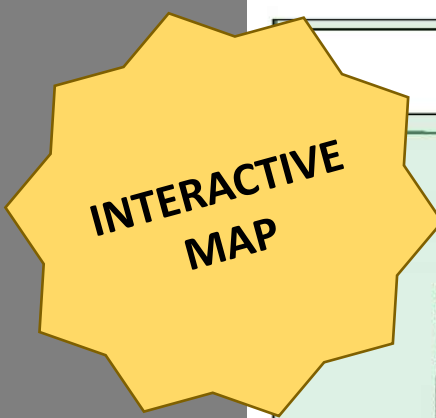
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3. What are the findings so far?



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Currently available driving routes are somewhat circuitous but do not take very long to travel, even during peak periods.

Current Access Modes

Travel Flows

Driving

Walking and Biking

Transit



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

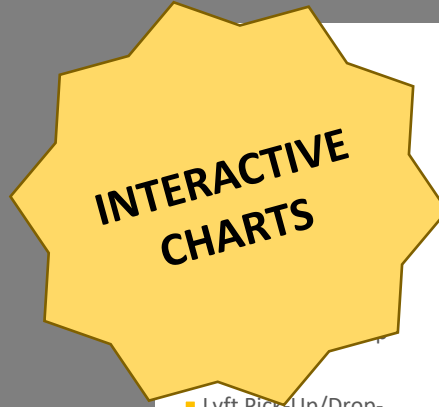
Private auto is the main mode for accessing the study area and the airport specifically, but rideshare (Uber/Lyft) plays a significant role in travel to the airport, and walking and freight play a significant role in travel within the study area.

Travel Flows

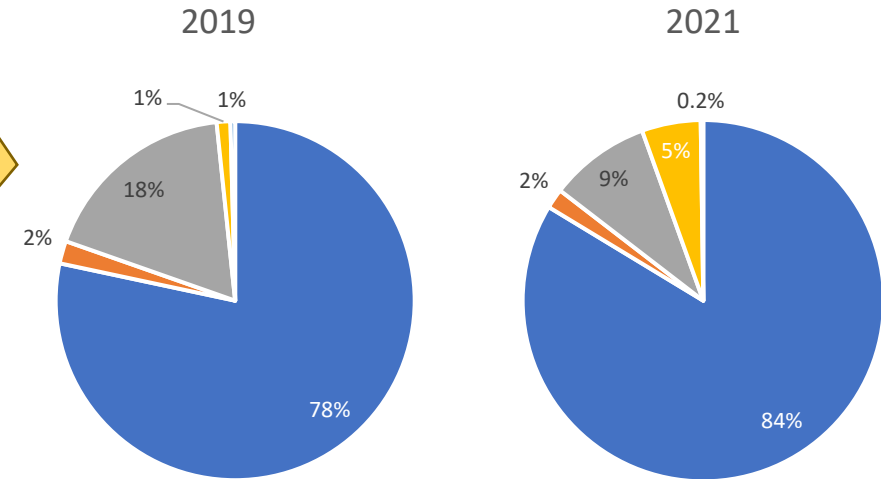
Driving

Walking and Biking

Transit

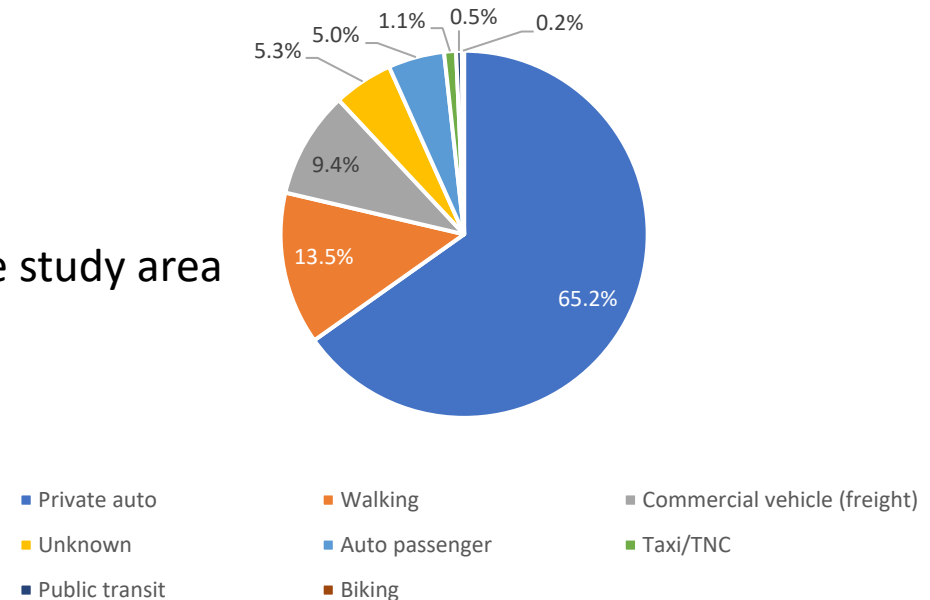


- Lyft Pick-Up/Drop-Offs
- The Rapid Ridership



To the airport itself

To the study area



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

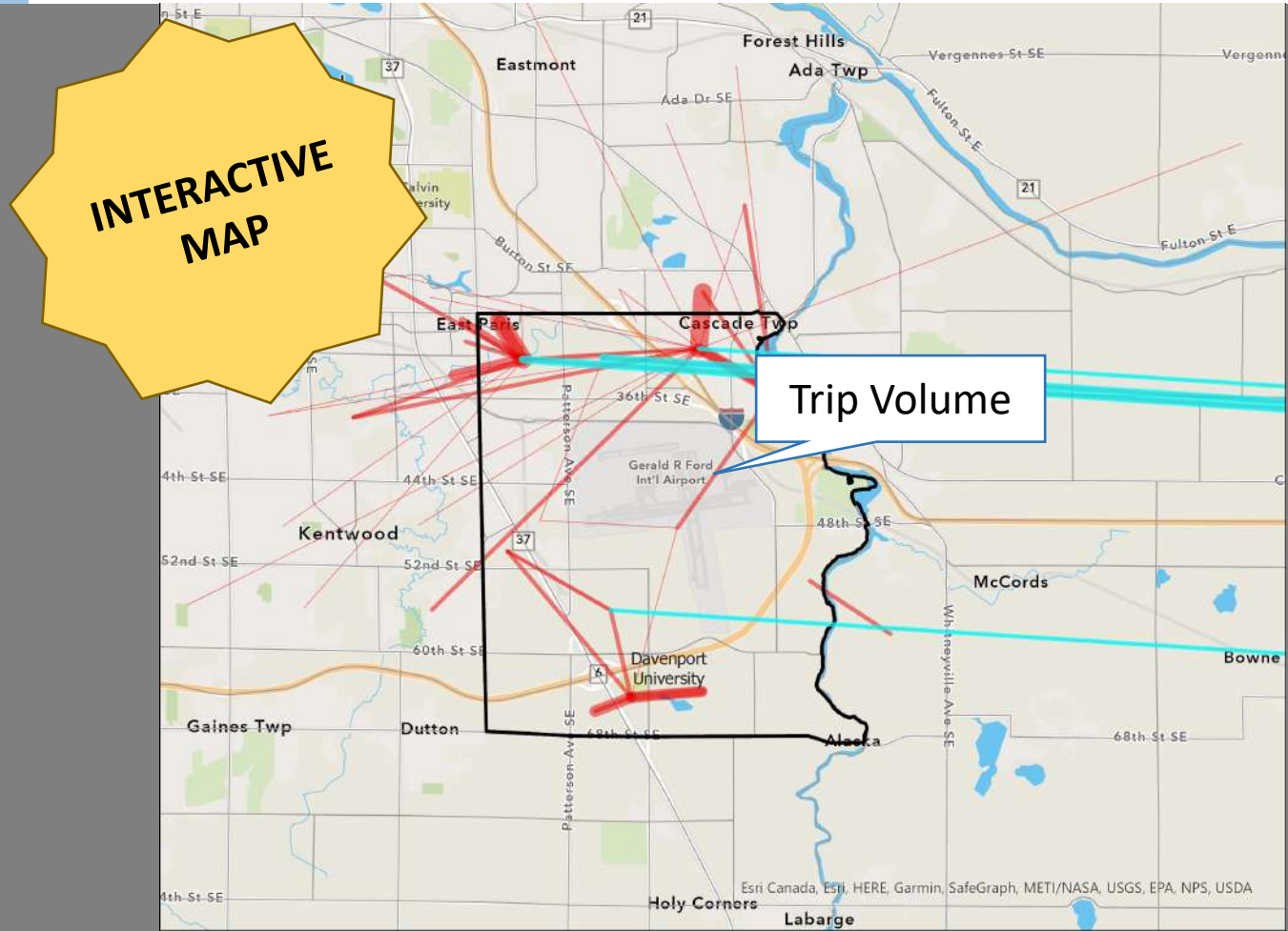
Travel Flows

Travel to the airport is a small part of the traffic generated to/from the study area, and much of the traffic occurs within the study area itself.

Driving

Walking and Biking

Transit



TAZ Travel Flows

Typical Weekday Trips

- 102 - 150
- 151 - 250
- 251 - 500
- 501 - 1,000
- 1,001 - 1,938

□ Traffic Analysis Zones (TAZs)

▭ Study Area Boundaries

— Out-of-Region Trips



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

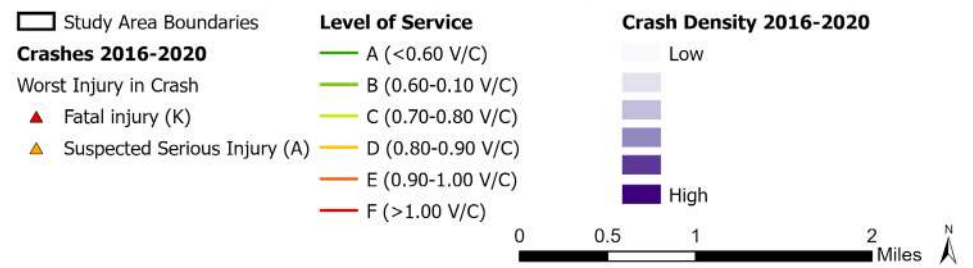
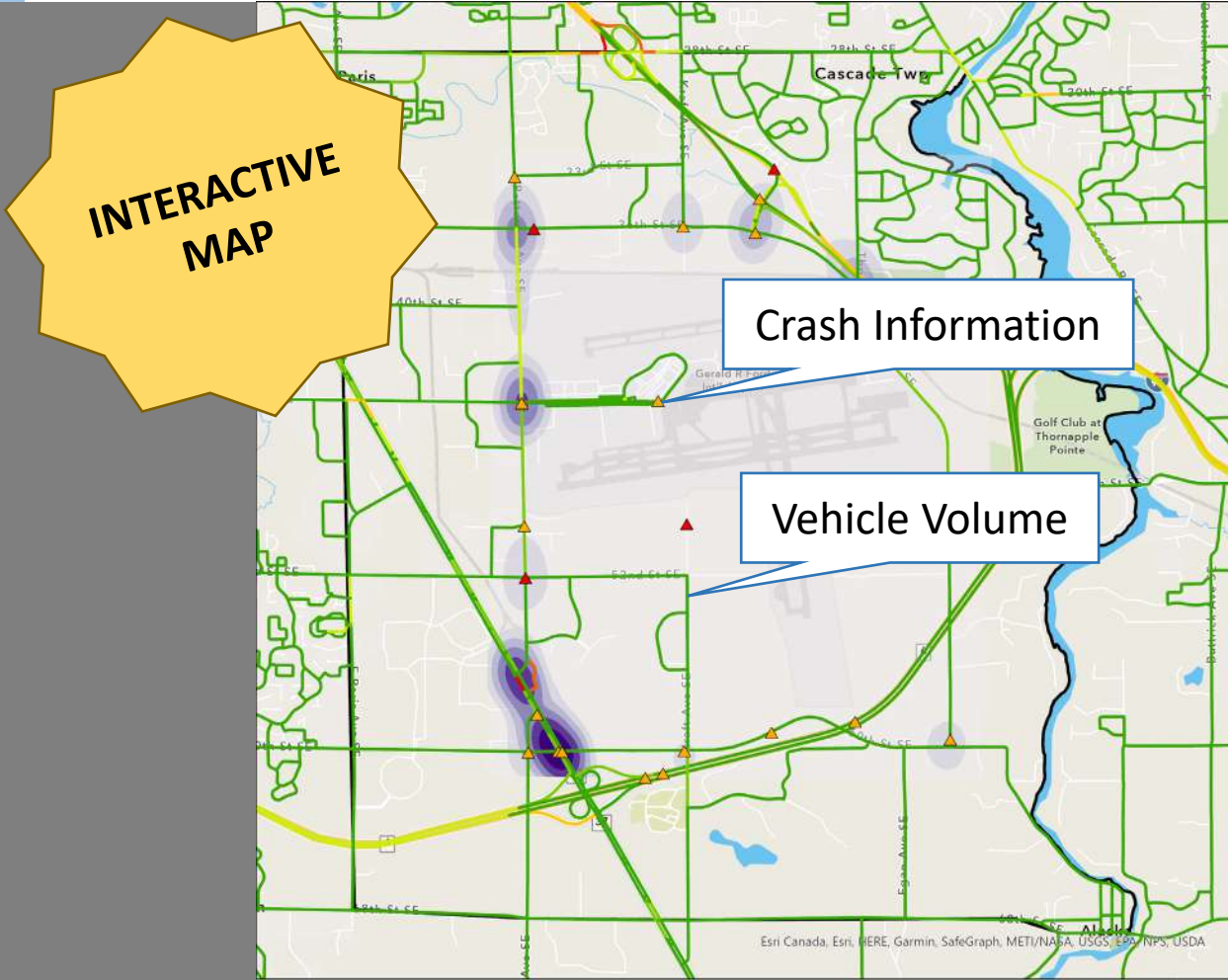
Travel Flows

Driving

There are no significant traffic or safety issues, although operations could be improved at M-37 (Broadmoor Ave) & Patterson Ave and at the I-96/28th St interchange. Safety could be improved along M-37 (Broadmoor Ave) and Patterson Ave.

Walking and Biking

Transit



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

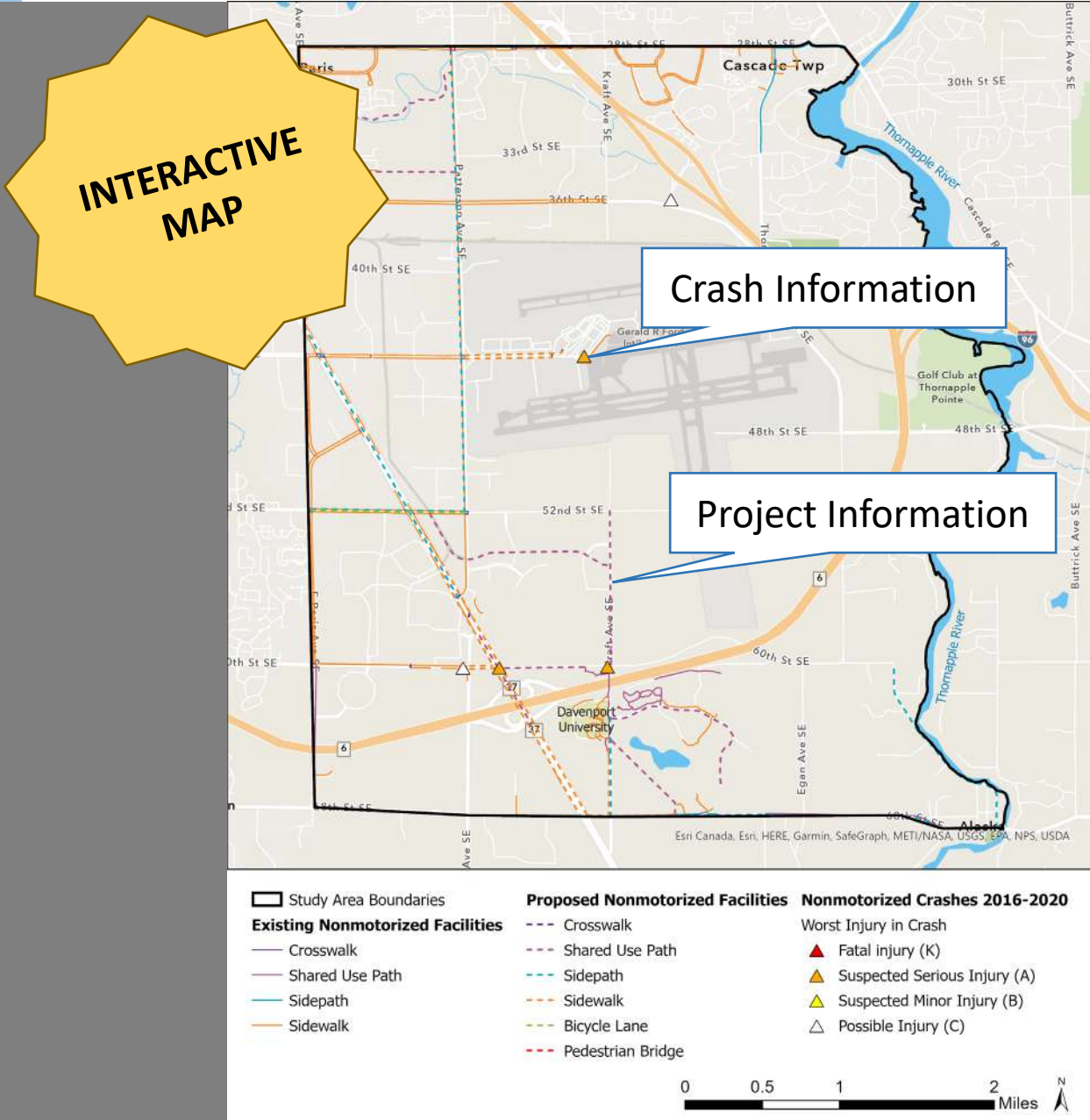
Travel Flows

Driving

Walking and Biking

Many new facilities are planned for the area to improve walkability and bike-ability, including along the airport's entrance road, and especially in the southwest corner near Davenport University.

Transit



Learn About Airport Access Provide Your Input!

1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

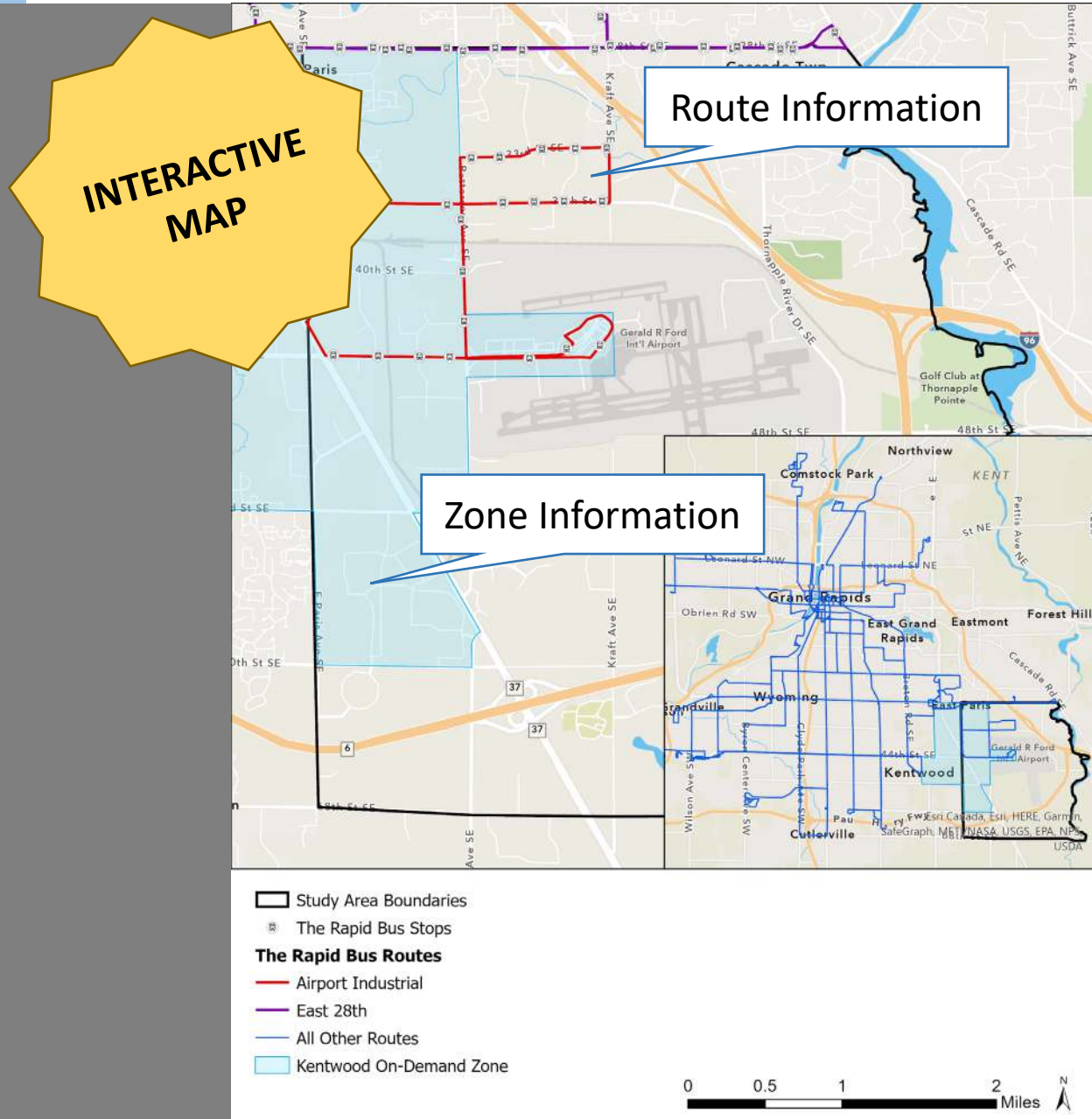
Travel Flows

Driving

Walking and Biking

Transit

The Rapid recently updated transit options to the airport with reconfigured fixed route service on the Airport Industrial Route 27 as well as a new on-demand zone served by microtransit.



1. Please fill out the survey to the right.

2. See what others are saying.

Before the COVID-19 pandemic (2019), what did you travel to the airport for?

Select all that apply.

International travel

School (West Michigan Aviation Academy)

Work

Domestic travel

Picking up / dropping off other people

Other

1. Please fill out the survey to the right.

2. See what others are saying.

Before the COVID-19 pandemic (2019), how frequently did you travel to the airport?

At least once per week

Multiple days per month

Once every month or two

A few times per year

Once per year or less

1. Please fill out the survey to the right.

2. See what others are saying.

Which modes have you used to get to the airport?

Select all that apply.

Drive and park

Get dropped off (NOT rideshare)

Rideshare (Uber or Lyft)

Taxi

Walk

Bike

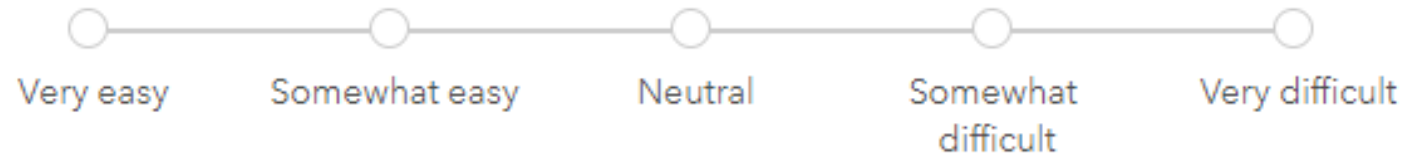
Public transportation / The Rapid

Other

1. Please fill out the survey to the right.

2. See what others are saying.

How easy was it for you to get to and from the airport *by driving and parking*?

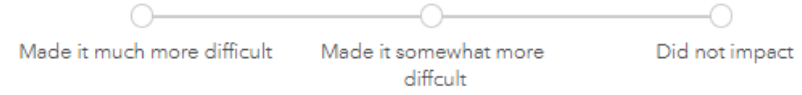


Why did you choose that rating?

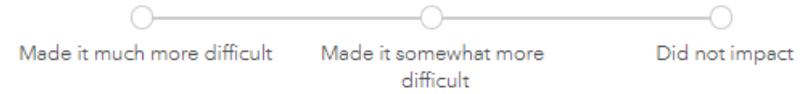
1. Please fill out the survey to the right.

2. See what others are saying.

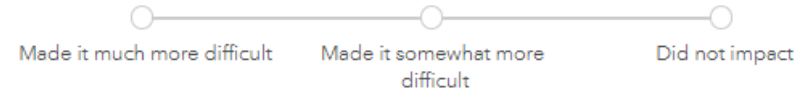
How much did an **INDIRECT DRIVING ROUTE** impact your ability to easily access the airport?



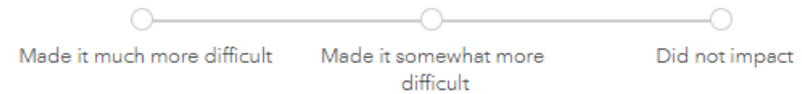
How much did **LIMITED WALKING OR BIKING PATHS** impact your ability to easily access the airport?



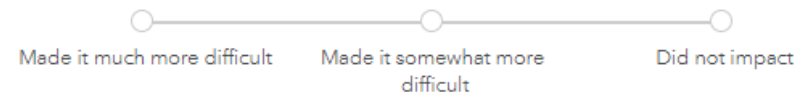
How much did **PARKING** impact your ability to easily access the airport?



How much did **TRAFFIC CONGESTION** impact your ability to easily access the airport?



How much did **LIMITED TRANSIT SERVICE** impact your ability to easily access the airport?

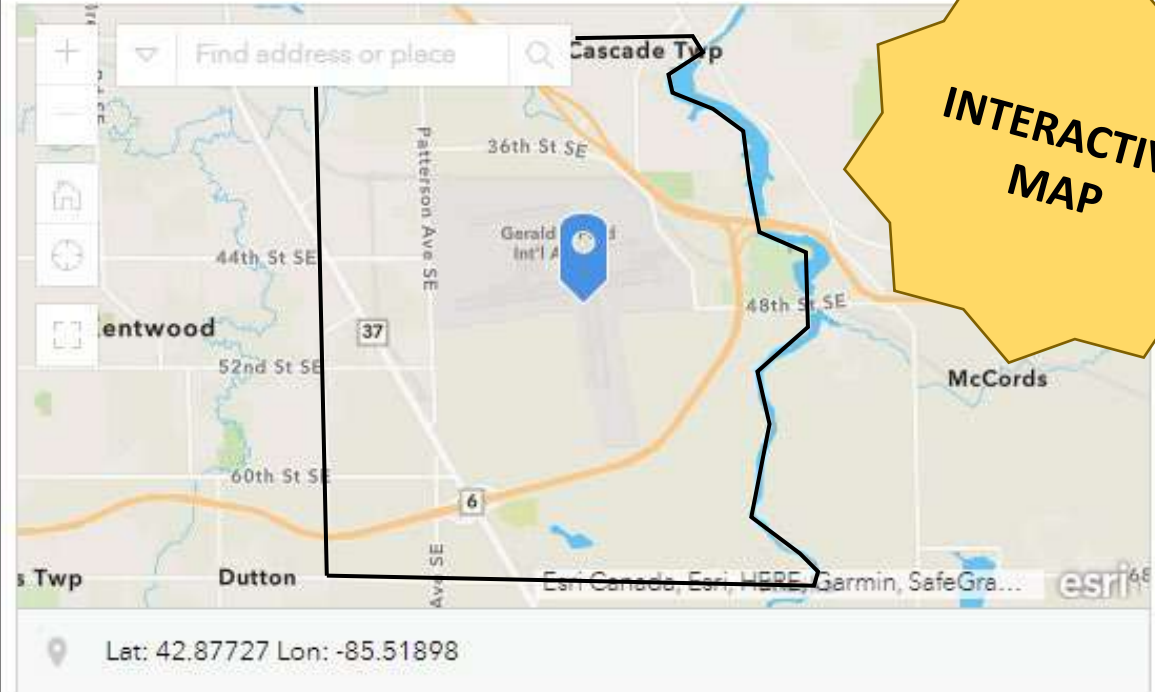


1. Please fill out the survey to the right.

2. See what others are saying.

Where do you see challenges or opportunities for improvement?

Place the pin in the approximate location.



The image shows a screenshot of a web-based interactive map. The map displays the Geraldton area, including streets like 36th St SE, 44th St SE, 48th St SE, 52nd St SE, and 60th St SE, and roads like Patterson Ave SE and Highway 37. A blue pin is placed on the map near the Geraldton International Airport. A yellow starburst shape with the text "INTERACTIVE MAP" is overlaid on the right side of the map. The map interface includes a search bar at the top with the text "Find address or place", a zoom control on the left, and a status bar at the bottom showing coordinates: "Lat: 42.87727 Lon: -85.51898".

Provide a description of the challenge/opportunity you marked on the map.

1. Please fill out the survey to the right.

2. See what others are saying.

Demographic Questions

Please answer the following questions to help us understand who we're hearing from. This section of the survey is optional, and all information will remain confidential.

What zip code do you live in?

Please input 5 characters

What is your race?

Choice 1

Choice 2

Choice 3

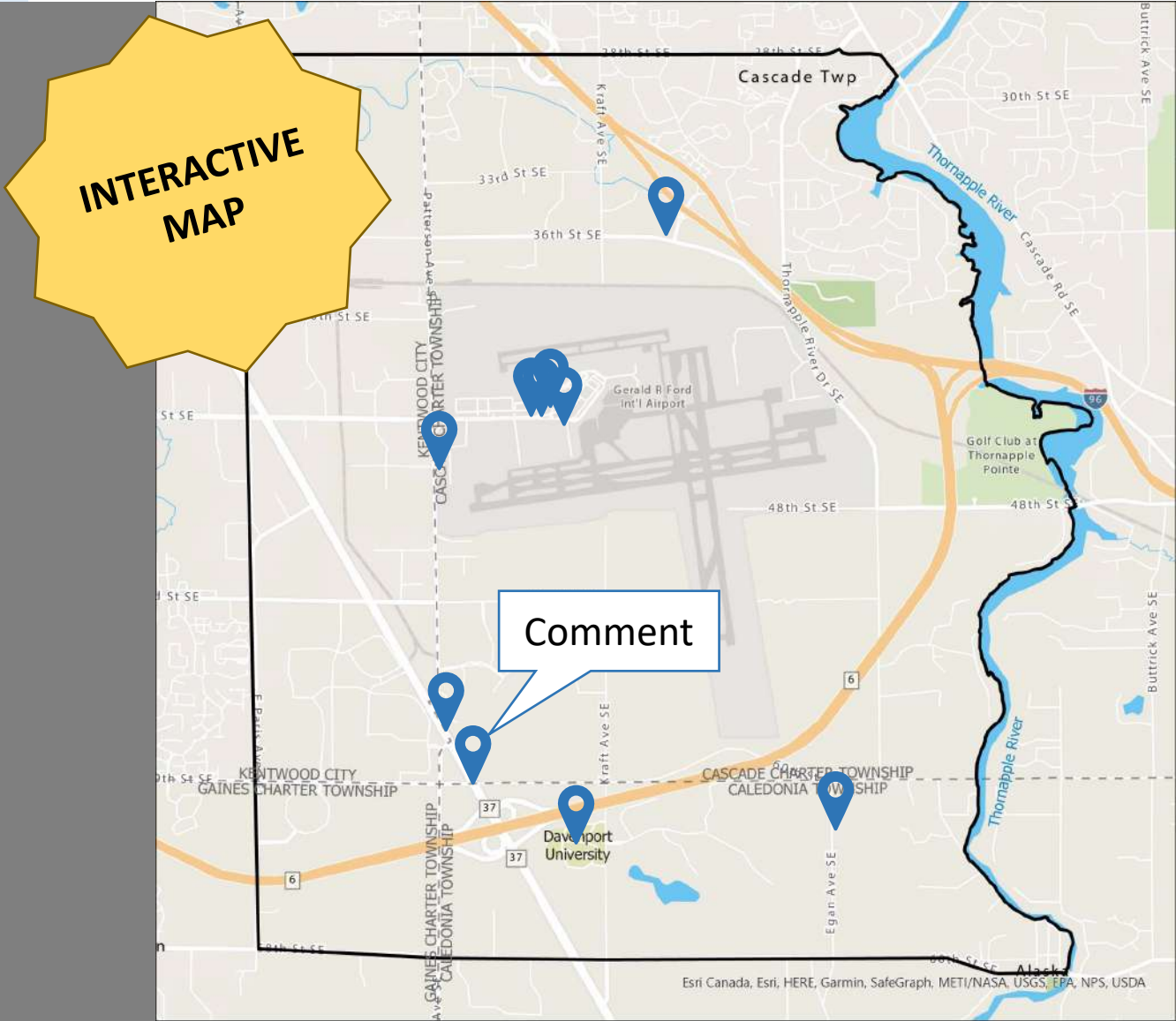
What is your household income?

Choice 1

Choice 2

Choice 3

1. Please fill out the survey to the right.
2. See what others are saying.

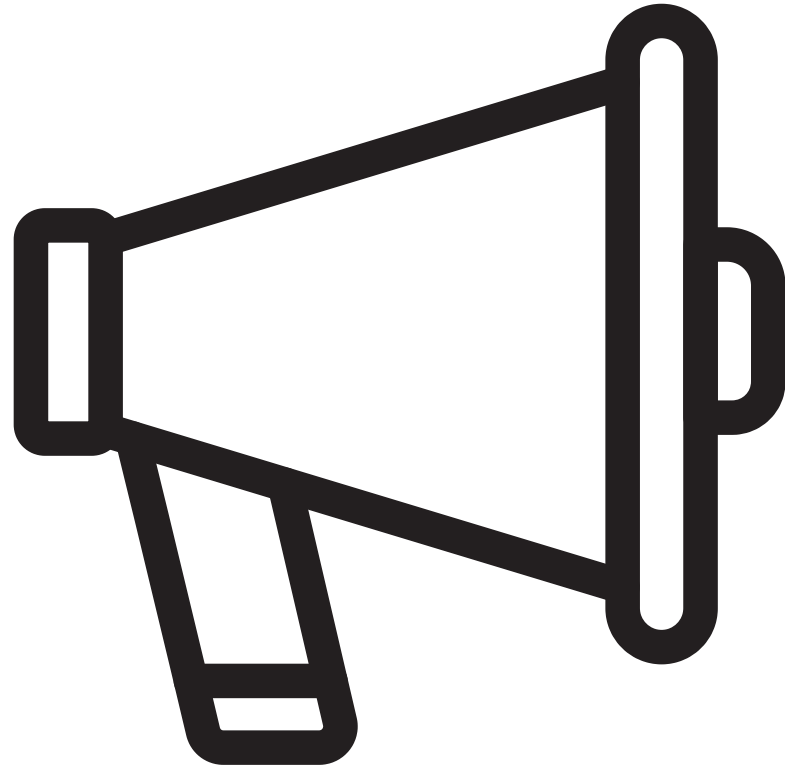


Study Area Boundaries
Jurisdictions



Help us spread the word!

- Distribute paper flyers
- Share to mailing lists and on social media
- Announce at meetings



7

Homework

Review the Existing Conditions Summary and provide feedback to Laurel by **Friday, March 4**

Grand Rapids Airport Access Study

Technical Memorandum: Existing Conditions Summary