



GRAND VALLEY METROPOLITAN COUNCIL

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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 • NELSON TOWNSHIP
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

POLICY COMMITTEE MEETING

Wednesday, March 20, 2024

9:30 AM

**Rapid Central Station
250 Cesar E. Chavez Ave SW
Grand Rapids, MI 49503**

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Policy Committee minutes dated November 15, 2023, and combined Policy and Technical Committee minutes dated January 24, 2024.
Please refer to Item II: Attachment A & B**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: On behalf of MDOT, Ottawa County Road Commission, Kent County Road Commission, Walker, and The Rapid amendments/modifications to the FY2023-2026 TIP are being requested.
Please refer to Item IV: Attachment A**
- V. Draft 2050 Metropolitan Transportation Plan—ACTION: GVMC Staff is requesting that the Policy Committee approve the draft 2050 MTP in order to bring the document to the public for comment.
Please refer to Item V: Attachment A**
- VI. FY2025 Unified Planning Work Program (UPWP)—DISCUSSION: Staff will lead an open discussion soliciting Committee guidance on FY2025 UPWP activities.**
- VII. OTHER BUSINESS**
- Asset Management Vehicle Map Application <https://regis-apps-login.gvmc-regis.org/mtahoe/>
 - MDOT Updates
- VIII. ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE MEETING
Wednesday, November 15, 2023
The Rapid Conference Room
250 Cesar E. Chavez Ave SW, Grand Rapids, 49503**

Naramore, Chair of the Policy Committee, called the November 15, 2023, meeting to order at 9:31 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Robert Arnoys
Thad Beard
Sue Becker

*Proxy for
Greg Madura*

City of Wyoming
City of Rockford
Alpine Township
Alpine Township
Tallmadge Charter Township
MDOT
City of Grand Rapids
Ottawa County Road Commission
City of Kentwood
Grand Rapids Charter Township
Grand Rapids Charter Township
MDOT
City of Lowell
City of East Grand Rapids
City of Grand Rapids
City of Wyoming
City of Walker
City of Kentwood
Kent County Road Commission
Kent County
Georgetown Charter Township
City of Hudsonville
Gaines Charter Township
The Rapid
Plainfield Charter Township

Mark Bennett
Heather Bowden
Karyn Ferrick
Francisco Garcia
Lisa Golder
Wayne Harrall

*Proxy for
Mike DeVries
Proxy for
Mike Burns*

Dennis Kent

Doug LaFave
Josh Naramore, *Chair*
Rob Postema
Darrel Schmalzel
Terry Schweitzer
Rick Sprague

*Proxy for
Kris Pachla*

Justin Stadt
Dan Strikwerda
Rod Weersing
Kevin Wisselink
Cameron Van Wyngarden, *Vice Chair*

Staff and Non-Voting Guests Present

Scott Alsgaard
Clover Brown
Andrea Faber
Mara Gericke
Laurel Joseph
Tyler Kent
George Yang

Hope Network
GVMC
GVMC
GVMC
GVMC
MDOT
GVMC

Voting Members Not Present

Terry Brod

Cannon Township

Mike Burns
 Jerry Byrne
 Michael DeVries
 Adam Elenbaas
 Kevin Green
 Jerry Hale
 Bryan Harrison
 Ken Krombeen
 Matt McConnon
 Tom Noreen
 Kris Pachla
 Casey Ries
 Dean Smith
 Jade Smith
 Julius Suchy
 Jeff Thornton
 Don Tillema
 Blaine Wing
 Member Awaiting Appointment
 Member Awaiting Appointment
 Member Awaiting Appointment

City of Lowell
 Kent County Road Commission
 Grand Rapids Charter Township
 Allendale Charter Township
 Algoma Township
 Lowell Charter Township
 Caledonia Charter Township
 City of Grandville
 Courtland Township
 Nelson Township
 Kent County
 GRFIA
 Jamestown Charter Township
 Cascade Charter Township
 Ada Township
 Village of Caledonia
 Byron Township
 Village of Sparta
 City of Cedar Springs
 Ottawa County
 Village of Sand Lake

II. APPROVAL OF MINUTES

Referring to Item II: Attachment A, Naramore entertained a motion to approve the minutes from the September 20th, 2023, Policy Committee meeting.

MOTION by Harrall, SUPPORT by LaFave, to approve the Policy Committee minutes dated September 20, 2023. MOTION CARRIED UNANIMOUSLY.

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

MDOT is requesting approval for changes in fiscal year, funding sources, and a delayed project as identified in the attached table. The advanced obligation of their M-37 project in FY2024 is also causing a need for a GPA amendment for Trunkline Traffic Operations & Safety. Additionally, there are some bridge projects that have updated costs initiating a GPA amendment for Trunkline Bridge.

T. Kent provided additional details for some projects on the S/TIP exempt list. The MLK over US-131 bridge replacement project has increased by \$20 million. MDOT

is pursuing a federal grant for this in partnership with the City of Grand Rapids. He also provided details on the two M-37 projects in Southeastern Kent County.

The Rapid

Staff, on behalf of The Rapid, is requesting approval for the abandonment of the Transit Master Plan project that had Covid Relief funds associated with it that were rescinded. This requires a federal amendment.

KCRC

KCRC is requesting to add Argo Avenue, which is a Sharrow/Sidewalk project that's gone through the MDOT Grant System (MGS) and needs to be added to the TIP. This is triggering an amendment for the Local Livability and Sustainability GPA.

City of Grand Rapids

The City of Grand Rapids has requested to remove federal funding for their Wealthy Street project and utilize these funds for Cesar E. Chavez in FY2025 to provide flexibility with issues on timing for materials. Wealthy will be completed with local funds. This requires an amendment.

City of East Grand Rapids

The City of East Grand Rapids has a sidewalk project along Robinson Road that's gone through MGS and needs to be added to the TIP.

Joseph added that GVMC has finished a process improvement for the large MPO TAP process. She added that we hopefully won't need to go through MGS for regional TAP projects soon.

MOTION by Schweitzer, SUPPORT by Van Wyngarden, to approve the TIP amendments requested by MDOT, The Rapid, KCRC, GVMC, the City of Grand Rapids, and the City of East Grand Rapids. MOTION CARRIED UNANIMOUSLY.

I. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) INVESTMENT STRATEGY AND PROJECT LIST

Referring to Item V: Attachment A, Faber presented the investment strategy and project list recommended by the TPSG Subcommittee at their October 11th meeting and the Technical Committee at their November 1st meeting.

Faber explained that the 2050 MTP investment strategy was developed by the MTP Steering Committee and then revised and approved by TPSG. The tiered ranking system below took into consideration data from the public survey, the vision

statement, goals and objectives for the plan, the needs and deficiencies analysis, the financial analysis, and the investment priorities from the previous MTP:

Tier 1

- Improving Safety (by Reducing Fatal and Serious Injury Crashes)
- Improving Operations for All Modes

Tier 2

- Maintaining the System in a State of Good Repair

Tier 3

- Improving Active Transportation Options
- Improving Transit

Tier 4

- Exploring, Evaluating, and Coordinating New Transportation Technology

She explained that overall, this investment strategy highlights the shortfall between needs and federal funding that is available.

Faber then introduced the project list for the 2050 MTP. The project list for the first years of the MTP will come directly from the TIP. For later years of the MTP, the TPSG Committee discussed if they would like to include projects in the document or if they would prefer to program percentages of federal fund sources to meet projected needs. Only expand/improve (“widening”) projects were considered for inclusion in the project list because of their air quality non-exempt status. TPSG elected to leave federal funds unprogrammed for local projects since the greatest needs in the later band years of the MTP are unknown at this time. The local projects are listed in band years as eligible projects TBD and will be programmed based on requirements per each fund source. The official project list for the MTP, then, contains only transit and MDOT projects. Illustrative lists for local projects, MDOT, ITP, and active transportation are also included in the agenda packet.

Harrall clarified that projects beyond 2026 are illustrative anyways, since we do not know what future funding will be, and since long range plans are updated every 4 years. Faber added that the next TIP will be developed on the heels of the MTP. Discussion ensued.

MOTION by Harrall, SUPPORT by Schmalzel, to recommend approval of the 2050 MTP Investment Strategy and the Project List as recommended by TPSG and the Technical Committee. MOTION CARRIED UNANIMOUSLY.

V. 2024 SAFETY TARGETS

Referring to Item VI: Attachment A, Yang presented the 2024 MDOT safety targets for the 5 designated safety performance measures. Yang explained that GVMC has also established a regional safety goal to decrease all five performance measures.

Yang explained that MPOs are required to establish safety targets no later than 180 days after MDOT establishes state safety targets. GVMC has been collaborating with regional partners and encouraging safety improvements in all transportation projects and promoting safety through the Safety Education Outreach program and PSAs. Additionally, GVMC has been awarded the federal Safe Streets for All (SS4A) grant to develop a regional Safety Action Plan. This plan will identify regional safety projects and strategies to reduce traffic fatalities and serious injuries in the GVMC region.

Yang emphasized that these targets are based on model-predicted results and do not imply support for an increase of fatalities and serious injuries.

Joseph added that GVMC has historically accepted these state targets while aspiring to regionally decrease serious injuries and deaths. GVMC has signed the contract with the chosen consultant for the Safety Action Plan, and this plan will require GVMC to commit to aspirational goals of reducing fatalities and serious injuries by a specified percentage by a specified year. The Committee can decide today to support state targets or move this action item to January to give staff time to develop new regional targets. GVMC recommends supporting state targets currently.

Schmalzel asked about the Safety Action Plan timeline and if the Plan will be approved and complete before the Committee is asked to approve these state targets again next year. Joseph answered that the Safety Action Plan and the MDOT state targets are separate things. The targets set by the Board will be a commitment to zero fatalities and serious injuries by a certain year, but unless legislation around the federal performance measures and target setting changes, these targets will still be set in a separate process. GVMC has signed on with consultant Toole Design and Williams & Works, and the next step will be to reconvene the Safety Committee who will be directing and steering the process. The initial kickoff meeting with GVMC and the consultant is this week. Naramore added this Safety Action Plan work could help inform the adoption of local targets that are more aspirational than the state targets next year.

D. Kent added that MDOT agrees, they do not like the idea that deaths and serious injuries will increase. These state targets are a reasonable projection based on what is occurring, as required by the legislative criteria. MDOT also has aspirational goals to reduce fatalities and serious injuries like the GVMC region does. Joseph added that because of this, several years ago GVMC added the last column on the table in the agenda packet which shows as a region GVMC is working to decrease fatalities and serious injuries, regardless of what the model says.

Schweitzer added that he believes one of the key factors in fatalities and serious injuries in traffic crashes is the state's method of determining proper speed limits. He added that until we see a change there, we are going to continue to watch these numbers rise. He believes this should be a facet of what is forwarded on to the state from the local level. Naramore added that Michigan is prohibited by the state

legislature from having automated enforcement, which is a challenge. He added that states and cities that are implementing this are seeing significant reduction in fatality and serious injury crashes. He is hopeful that through the Safe Streets for All grant, we can have a regional conversation about this.

MOTION by M. Bennett, SUPPORT by LaFave, to support the 2024 State Safety Targets based on recent trends, while working as a region toward regional goals to improve safety. MOTION CARRIED UNANIMOUSLY.

VI. **ELECTION OF OFFICERS**

The two-year 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. Joseph explained that typically the current vice-chair is nominated to become the chair and then a new vice chair is nominated.

The Committee selected Van Wyngarden to serve as Chair and LaFave to serve as Vice Chair. Terms will be two years, starting in January of 2024, per GVMC's committee bylaws.

MOTION by Beard, SUPPORT by Schmalzel, to elect Van Wyngarden as Chair of the Policy Committee. MOTION CARRIED UNANIMOUSLY.

MOTION by Schweitzer, SUPPORT by Harrall, to elect LaFave as Vice Chair of the Policy Committee. MOTION CARRIED UNANIMOUSLY.

VII. **OTHER BUSINESS**

Committee Meeting Schedule

Joseph asked the committee for feedback related to the meeting schedule and whether they would prefer if the Technical and Policy Committees meet every other month in 2024, with the option to call additional meetings if necessary. Currently the meetings are set to occur monthly with cancellations typically every other month. This new meeting schedule would open the other months for advisory committee meetings, or additional meetings. Joseph asked for the Committee's thoughts on this.

Schmalzel asked if this would be an issue for TIP amendments. Joseph answered that it shouldn't be; however, meetings can still be called on the non-meeting months if necessary.

The Committee agreed that this would be a good idea going forward.

MOTION by Schmalzel, SUPPORT by Van Wyngarden, to approve the proposed Committee meeting schedule for 2024. MOTION CARRIED UNANIMOUSLY.

Complete Streets Update

Joseph gave an update on Complete Streets and provided a handout that was put together by Kimball. She stated that 2.5% of GVMC's FHWA planning funds are required to be used on complete streets. During FY23, a preliminary analysis of the arterials was completed by Kimball, and there is now a page on the GVMC website along with a report on land use. The FY24 task is to work with planning partners to develop context sensitive complete streets policies, guidance, and tools for the MPO with the goal of increasing safe and accessible options for multiple travel modes and people of all ages/abilities. Kimball will be sending out an email to gauge interest for those who will serve on the Complete Streets Committee.

Naramore asked what the impact would be for cities with vital streets plans/complete streets work already. Joseph answered that Kimball cataloged which locals already have complete streets policies. He also conducted a survey related to gauging interest on complete streets work as well as policy. Joseph added that a regional complete streets policy would not supersede the local ordinances already in place but would be a way to have consistency across jurisdictions.

MDOT Updates

D. Kent noted that the public meeting for the M-37 Environmental Assessment was well attended. The Environmental Assessment is expected to have a public hearing in February and transmittal to FHWA in May.

D. Kent noted the Fruitridge Ave. at I-96 interchange access change request has been submitted, and MDOT is waiting for comments back from FHWA.

T. Kent gave a presentation on the US-131 PEL (Planning and Environmental Linkages) Update, Survey, & Outreach. An announcement and press release went out two weeks ago, and there is a survey on the MDOT website. Additionally, the public open house last week had a good turnout. MDOT resources for this PEL study can be found on the MDOT website.

Harrall asked if the PEL study is required by FHWA or was it more proactive on behalf of MDOT to go through this process first so that when funding becomes available the process could be quicker. D. Kent answered that it is a tool that FHWA uses. There are federal time frames on environment assessments which require a lot of the pre work of evaluating alternatives to fall into the PEL process. Discussion ensued.

VIII. ADJOURNMENT

Naramore adjourned the November 15, 2023, Policy Committee meeting at 10:15 a.m.

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
Jim Kirkwood		City of Lowell
Doug LaFave		City of Kentwood
Brett Laughlin		City of East Grand Rapids
Travis Mabry	<i>Proxy for Scott Connors</i>	Ottawa County Road Commission
Greg Madura		City of Walker
Terry Schweitzer		City of Walker
Rick Solle	<i>Proxy for Cameron VanWyngarden</i>	Alpine Township
Rick Sprague		City of Kentwood
Julius Suchy		Plainfield Charter Township
Charles Sundblad		Plainfield Charter Township
Steve Waalkes	<i>Proxy for Mike DeVries</i>	Kent County Road Commission
Luke Walters	<i>Proxy for Heather Bowden</i>	Ada Township
Rod Weersing	<i>Proxy for Justin Stadt</i>	City of Grandville
Kevin Wisselink		Grand Rapids Charter Township
		Grand Rapids Charter Township
		MDOT
		MDOT
		Gaines Charter Township
		Georgetown Charter Township
		The Rapid
Staff and Non-Voting Guests Present		
Scott Alsgaard		Hope Network
Andrea Faber		GVMC
Mara Gericke		GVMC

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.



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: March 13, 2024

TO: Policy Committee

FROM: Mike Zonyk, Transportation Planner

RE: **FY2023-2026 Transportation Improvement Program**

On behalf of MDOT and Ottawa County the following amendments/modifications to the FY2023-2026 TIP are being requested:

- MDOT is requesting approval for changes in added phases, year, and costs as identified in the attached table. The added CON phase for Phragmite control and the moving of the PE phase for Leonard St to FY26 are needing federal approval as line items. The added ROW phases for M-37 SB and US-131 are contributing to the need for a GPA threshold amendment for Trunkline Traffic Operations and Safety, along with moving their M-37 project to FY24 for Signal Modernization. Enclosed is also the S/TIP exempt project list and MDOT staff will provide highlights as necessary (please see attachments).
- OCRC has been awarded bridge funds for Adams Street over Kampen-Struk Drain and needs to be added to the TIP. This has triggered a GPA amendment for Local Bridge. (please see attachments).

On behalf of Walker, KCRC and The Rapid the following administrative modifications to the FY2023-2026 TIP are being requested and presented to the Policy Committee for open discussion. Staff estimates there will be no need for federal amendments or GPA threshold changes.

- The City of Walker's FY24 Center Dr. Roundabout project has come in under budget, freeing up Carbon Reduction funds that will be flexed to The Rapid for buses in FY24 (please see attachments).

- KCRC is moving their 84th @ Cherry Valley project from FY24 to FY26, freeing up CMAQ funds to be flexed to The Rapid in FY24 for buses (please see attachments).
- The Rapid will transfer CMAQ funds gained in FY24 back to KCRC in FY26 to better align with the timing of their 84th @ Cherry Valley project.

If you have any questions, please do not hesitate to contact me at (616) 776-7669.

About GVMC

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and eastern Ottawa Counties. MPOs provide a comprehensive transportation planning and decision making process for their region which encompasses all modes of transportation and includes both short and long-range transportation planning.

What is the TIP?

The Transportation Improvement Program (TIP) identifies and lists all proposed transportation projects occurring in the MPO area that will be using federal funding over the course of four years. The planning process includes local jurisdictions, transit agencies, and state and federal transportation officials. More information about the development process can be found below, and the full document, including the list of projects for FY2023-2026, can be found on the GVMC website at:

www.gvmc.org/tip

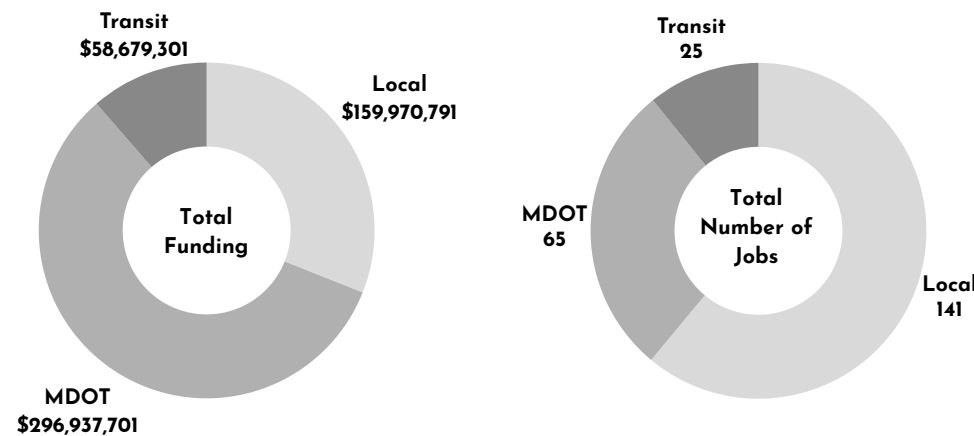
TIP Development Process



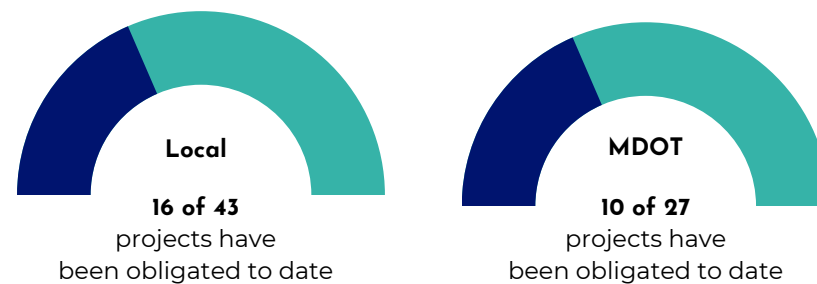
The FY2023-2026 TIP Includes

231 Projects totaling \$515,587,793

This Includes:



FY2024 Obligation Update



All transit jobs will be obligated on 9/30/2024

TIP Amendment Process

GVMC regularly amends the TIP to reflect changes to the list of projects. These changes include modifications to the cost of projects, scope, description, and fiscal years. Projects may also be added and deleted. While some changes are able to be made by GVMC staff, others require a formal amendment, which includes approval by the GVMC Technical and Policy Committees, MDOT, and by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

An amendment to the TIP is required if:

- A project is added or deleted from the list
- The cost of a project increases by 25% or more
- Project scope changes significantly

March 2024 TIP Amendment Summary

Project Additions

1

Phase Additions

4

FY Changes

2

The complete list of amendments, including project information such as jurisdiction, cost, and project year, can be found on the following page.

GMVC - March 2024 Amendment/Modifications (2023-2026 TIP)

Fiscal Year	Job Type	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Template Name	Federal Amendment Type
2026	Local	220534	Local Bridge	Ottawa County	Adams St	Adams Street Str #8809 over Kampen-Struk Drain, Ottawa County	0.000	Bridge Rehabilitation	Bridge Rehabilitation	CON	\$1,164,000	\$72,750	\$218,250	\$1,455,000	BHT	STP - Flexible (Bridge)	GPA over or over 25% - Bridge Funds Awarded (New Job)
2024	Trunkline	218272	S/TIP Line items	MDOT	STATEWIDE	MDOT Wetland Mitigation	0.000	Environmental	Aerial Herbicide Application	CON	\$0	\$0	\$0	\$0	ST	Wetland Pre-Mitigation	Phase Added (Drone Phragmite Control)
2026	Trunkline	218648	S/TIP Line items	MDOT	Leonard St NE	Kent County	0.000	Traffic Safety	Traffic Signal Backplates	PE	\$27,900	\$3,100	\$0	\$31,000	HSIP	Traffic And Safety - Safety Programs	Phase Added (PE Phase Moved to FY26)
2024	Trunkline	200652	Trunkline Traffic Operations And Safety	MDOT	M-37 SB	60th Street to Patterson Avenue (N Junction)	0.666	Minor Widening	Extend 3rd lane from 60th St north to Patterson Ave (N Jct)	ROW	\$12,278	\$2,417	\$306	\$15,000	NH	Road - Rehabilitation and Reconstruction	GPA over or over 25% (ROW Phase Added)
2024	Trunkline	211977	Trunkline Traffic Operations And Safety	MDOT	M-37	8 Signals on M-37 (Broadmoor)	0.000	Traffic Safety	Modernize signals to current standards	CON	\$2,937,650	\$0	\$0	\$2,937,650	STG	Traffic Signal Modernization	GPA over or over 25% (Moved to FY24)
2024	Trunkline	214094	Trunkline Traffic Operations And Safety	MDOT	US-131	From Wealthy Street north to Pearl Street	0.911	Operation Improvements	Remove and Replace Existing Freeway Lighting	ROW	\$108,042	\$23,958	\$0	\$132,000	NH	Road - Rehabilitation and Reconstruction	GPA over or over 25% (ROW Phase Added)

March 2024 - Pending GPA's

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Last Approved Amount	Programmed Proposed Ammount	Total Proposed Amount
2024	GVMC	Trunkline	Trunkline Traffic Operations and Safety	Proposed	\$5,124,185	\$3,084,651	\$8,208,536
2026	GVMC	Local	Local Bridge	Proposed	\$0	\$1,455,000	\$1,455,000



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2024, 2025, 2026

Date: 02/22/2024

Page: 1 of 2

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments
2024	Trunkline	204758	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0.000	Roadside Facilities - Preserve	Cold milling and one course asphalt overlay.			PE	Abandoned	23-26	A	\$0	\$0	\$0	\$5,000	\$0	M	12/01/2023		08/02/2024		10/07/2023	
2024	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	from 92nd Street north to 76th Street	3.324	Major Widening	Reconstruction and Widening for a Boulevard			ROW	Programmed	23-26	A	\$0	\$0	\$0	\$1,500,000	\$0	M	12/01/2023		08/01/2025		10/11/2023	
2024	Trunkline	211441	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Two (2) Bridges on US-131 over 6 Mile Road	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PES	Abandoned	23-26	A	\$0	\$0	\$0	\$86,000	\$0	M	10/02/2023		10/03/2025		10/07/2023	
2024	Trunkline	211441	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Two (2) Bridges on US-131 over 6 Mile Road	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PE	Abandoned	23-26	A	\$0	\$0	\$0	\$81,000	\$0	M	10/02/2023		10/03/2025		10/07/2023	
2024	Trunkline	211492	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45 OLD	From the Grand River east to M-45	1.288	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			PE	Active	23-26	A	\$0	\$40,000	\$0	\$40,000	\$0	M	10/09/2023	11/29/2023	11/01/2024		10/07/2023	
2024	Trunkline	211492	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45 OLD	From the Grand River east to M-45	1.288	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			CON	Programmed	23-26	A	\$0	\$0	\$0	\$866,000	\$0	M	09/06/2024		11/01/2024		10/07/2023	
2024	Trunkline	212524	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	2 structures located along US-131	0.000	Bridge CPM	Pin and Hanger Replacement, Joint Replacement, Zone Painting, Spot Paint			CON	Active	23-26	A	\$0	\$1,767,791	\$0	\$1,685,616	\$310,225	M	10/18/2023	10/19/2023	12/01/2023	12/01/2023	10/18/2023	
2024	Trunkline	212533	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-11	2 structures located on M-11 & I-96 EB	0.000	Bridge CPM	Scour Repair			CON	Active	23-26	A	\$0	\$834,153	\$0	\$666,000	\$334	M	10/18/2023	10/26/2023	12/01/2023	12/01/2023	10/17/2023	
2024	Trunkline	214056	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	From M-11 (28th Street) to Pearl Street	3.923	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repairs			CON	Active	23-26	A	\$0	\$5,062,419	\$0	\$5,812,000	\$11,104	M	10/20/2023	10/19/2023	12/01/2023	12/01/2023	10/07/2023	
2024	Local	214813	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	Fillmore St	96th Avenue to 72nd Avenue	3.049	Road Rehabilitation	Milling and Two Course Asphalt Overlay			CON	Active	23-26	A			\$0	\$1,797,752		EDD	02/14/2024	01/30/2024			01/30/2024	
																	RTF job. Changed from STL funding to EDD.											
2024	Trunkline	217734	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS	I-196BS at Clyde Park	0.000	Traffic Safety	Modernize signalized intersection			CON	Active	23-26	A	\$0	\$414,914	\$0	\$403,650	\$0	M	01/19/2024	01/23/2024	03/01/2024		11/07/2023	
2024	Trunkline	218807	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	TSC-wide	M-11 at Leonard and US-131 SB at Post	0.027	Traffic Safety	Traffic signal installation and modernization			CON	Active	23-26	A	\$0	\$827,887	\$0	\$828,240	\$0	M	01/04/2024	01/04/2024	02/02/2024	02/02/2024	01/04/2024	
2024	Trunkline	219179	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	M37 (ALPINE) @ PEACH RIDGE AVE	0.000	Traffic Safety	New traffic signal			CON	Programmed	23-26	A	\$0	\$0	\$0	\$374,796	\$0	M	05/31/2024		07/12/2024		01/05/2024	
2024	Multi-Modal	219596	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0.000	SP05-Local Bus Operating	Local Bus Operating			NI	Active	23-26	A	\$0	\$19,807,289	\$0	\$19,807,289	\$4,951,821	CTF	09/30/2024	10/01/2023			10/09/2023	
2024	Multi-Modal	220029	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Transit Operating	areawide	0.000	SP09-Specialized Service	FY24 Spec. Svc.-Services for the elderly and individuals with disabilities			NI	Active	23-26	A	\$0	\$795,474	\$0	\$795,474	\$795,474	CTF	09/30/2024	01/11/2024			10/18/2023	
2024	Local	220392	Grand Valley Metropolitan Council (GVMC)	Kent	Caledonia	Glengarry Dr SE	various streets - Caledonia	0.982	Road Capital Preventive Maintenance	spot patch and ultra-thin HMA overlay			CON	Active	23-26	A			\$0	\$368,000		TEDB	02/01/2024	12/21/2023			11/30/2023	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2024, 2025, 2026

Date: 02/22/2024

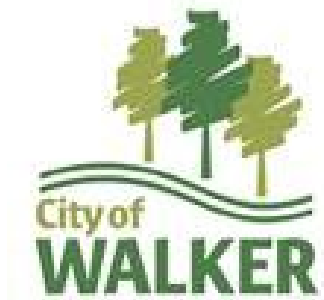
Page: 2 of 2

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments				
2024	Trunkline	220569	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	(41131-R03) MLK JR ST Over US-131 & CSX RR	0.000	Bridge Miscellaneous	Railroad Oversight on (41131-R03) MLK JR ST Over US-131 & CSX			CON	Active	23-26	A	\$0	\$20,120	\$0	\$20,120	\$0	M	12/20/2023	01/16/2024			12/20/2023					
2025	Trunkline	201965	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	US-131 Carpool Lot at 10 Mile Road Interchange (Facility 541007 - Rockford)	0.000	Roadside Facilities - Preserve	Cold Milling and Resurfacing			PE	Suspended	23-26	A	\$0	\$0	\$0	\$5,000	\$0	M	12/02/2024		01/03/2025			10/07/2023				
2025	Trunkline	210829	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	from M-37 east to Cascade Road	2.668	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay (2")			CON	Programmed	23-26	A	\$0	\$0	\$0	\$3,958,000	\$0	M	10/25/2024		12/06/2024			11/14/2023				
2025	Trunkline	214816	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	M-44 over Grand Rapids Eastern Railroad	0.000	Bridge CPM	Substructure Patching			CON	Programmed	23-26	A	\$0	\$0	\$0	\$337,172	\$0	M	10/11/2024		12/06/2024			10/07/2023				
2025	Trunkline	218323	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	W I 196/US-131 S Ramp	I-196 WB to I-296 S	0.000	Bridge Rehabilitation	Substructure Patching			CON	Programmed	23-26	A	\$0	\$0	\$0	\$1,273,435	\$0	M	10/11/2024		12/06/2024			10/07/2023				
2025	Local	220259	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	8th Ave	and Hayes Street	1.891	Road Rehabilitation	Road rehabilitation			CON	Programmed	23-26	A			\$0	\$1,039,500		EDF	04/10/2025					11/29/2023				
Grand Total:																	\$0	\$29,570,048	\$0	\$41,750,044	\$6,068,958											

Total Job Phases Reported: 22

- Preferences:**
- Report Format:** Standard
 - FISCAL Year(s):** 2024, 2025, 2026
 - MPO/Non-MPO:** Grand Valley Metropolitan Council (Grand Rapids)
 - County:** ALL
 - Prosperity Region:** ALL
 - MDOT Region:** ALL
 - STIP Cycle:** Fiscal Year 2023 - Fiscal Year 2026
 - STIP Status:** Approved, Pending
(A - Approved, P - Pending)
 - Job Type:** Trunkline, Local, Multi-Modal
 - Phase Type:** ALL
 - Phase Status:** ALL
(AP - Programmed, AC - Active, CP - Completed)
 - Amendment Type:** ALL
 - Templates:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL
 - Finance System:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL



CITY OF WALKER
ENGINEERING DEPARTMENT

MEMORANDUM

TO: Laurel Joseph, Transportation Director

FROM: Scott Conners, P.E., City Engineer

DATE: March 11, 2024

RE: Carbon Reduction Funding – 2024

MDOT recently accepted bids on our Center Drive Roundabout project. The project has \$942,279 in Carbon Reduction funding available within the 2024 fiscal year. Our construction estimate was over \$1.3 Million but we are pleasantly surprised to see a wide range of bids, including a low bid of just under \$900,000. We are estimating that the contract items could climb up to \$950,000, accounting for a total maximum grant use of \$777,575. This would potentially free up \$167,704 in Carbon Reduction funding for another agency that might be able to act quickly to allocate these dollars.

We have had very preliminary discussions with the Rapid and they believe that they could take advantage of the additional funds. The Rapid continues to be a great regional partner and their ability to pivot in moments of opportunity makes them a good choice for these unused grant dollars. They are uniquely positioned to help put these funds to use in our region. Walker would like to request that we delegate these funds to the Rapid at our earliest convenience so that we can be assured these dollars will be used to serve the residents in West Michigan.

Thanks for the help Laurel!



Kent County Road Commission

March 10, 2024

Ms. Laurel Joseph
Grand Valley Metro Council
678 Front Ave., NW, Suite 200
Grand Rapids, MI 49504

Re: 2023 – 2026 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the current TIP be amended after April 1, 2024, to include the following changes:

84th Street at Cherry Valley Avenue (JN 214449)

Move from 2024 to 2026

Work: Traffic operations and safety

Length: 0.39 Mile

Federal CMAQ = \$276,808

Local Match = \$69,202

Estimated Project Cost = \$346,010

The 2024 CMAQ funds will be utilized by the Rapid, for purchasing buses. In turn, the Rapid will transfer \$276,808 planned for bus purchase in 2026 to KCRC for the above reference intersection improvement project.

Please note there is no change in GVMC overall federal funding amounts due to this request. If you have any questions or need any additional information, feel free to contact me at (616) 242-6914.

Sincerely,

Wayne A. Harrall, P.E.
Deputy Managing Director – Engineering



GRAND VALLEY METROPOLITAN COUNCIL

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OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

Date: March 13, 2024
To: GVMC Policy Committee
From: Andrea Faber, Transportation Planner
Re: Draft 2050 Metropolitan Transportation Plan

GVMC has completed the first draft of our 2050 Metropolitan Transportation Plan (MTP) and is asking for Committee approval to bring the document to the public for comment.

The draft 2050 MTP represents months of work and includes input from Committee members, stakeholders, and the public. GVMC staff have brought many elements of the draft document to the Technical and Policy Committees over the last several months, including:

- (1) Updated socioeconomic data for use in our new travel demand model
- (2) A revised vision statement, goals, and objectives for the MTP
- (3) The results of the comprehensive mode-based needs and deficiencies analysis, which included the integration of performance-based planning requirements
- (4) The MTP project list

The following was also completed:

- A financial analysis to determine projected funding levels through 2050
- An environmental justice analysis and environmental mitigation analysis for the project list
- Consultation on the draft project list (one comment received from the Midwest Region of the US Fish and Wildlife Service)

Public involvement opportunities have also been continuous throughout the development of the MTP, and GVMC plans to conduct an official public comment period for the draft document from March 22 – April 22. GVMC also plans to host two in-person open houses and a virtual public meeting during that time. The open houses will take place from 2:00 pm – 3:30 pm and 5 pm – 6:30 pm on Wednesday, April 10, and the virtual public meeting will take place from 10:30 am – 12 pm on Thursday, April 11.

At the May meetings, the Technical and Policy Committees will again be asked to approve the draft document, which will be updated to include feedback received during the public comment period and/or minor editorial changes. GVMC staff plans to present the 2050 MTP to the GVMC Board for final approval at their June meeting.

Due to the large file size, **please access the draft 2050 MTP at www.gvmc.org/mtp**. *Please note that there are four companion documents to the 2050 MTP that include our air quality conformity analysis, our public and stakeholder engagement materials, our system performance report, and our environmental justice analysis.*

If you have any questions, please contact me at (616) 776-7603 or andrea.faber@gvmc.org.

Recommended Action: Approval of GVMC's draft 2050 MTP to proceed with public involvement.