



GRAND VALLEY METROPOLITAN COUNCIL

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**TECHNICAL COMMITTEE MEETING**

**Wednesday, March 6, 2024**

**9:30 AM**

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

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**AGENDA**

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Technical Committee minutes dated November 1, 2023 and combined Technical and Policy Committee minutes dated January 24, 2024.  
**Please refer to Item II: Attachment A****
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: On behalf of MDOT and Ottawa County, 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 Technical Committee approve the draft 2050 MTP plan in order to bring the document to the public for comment.  
**Please refer to Item V: Attachment A****
- VI. KENT COUNTY EMERGENCY VEHICLE PREEMPTION STATUS—INFORMATION: Terry Martin from Carrier & Gable will provide the Committee with an update on the status of the expansion of emergency vehicle preemption solutions in Kent County.**
- 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  
TECHNICAL COMMITTEE MEETING  
Wednesday, November 1, 2023  
Rapid Central Station Conference Room  
250 Cesar E. Chavez Ave SW, Grand Rapids, MI 49503**

The Committee selected Harrall to serve as Temporary Chair of the Technical Committee for the November 1 meeting. Because both the Chair and Vice-Chair were absent, a motion was needed to temporarily elect a Committee Member to Chair the November 1 Technical Committee meeting.

**MOTION by LaFave, SUPPORT by Sundblad, to elect Harrall as the temporary Chair of the Technical Committee for the November 1, 2023 meeting.**

Harrall called the November 1, 2023, Technical Committee meeting to order at 9:33 a.m. Those present introduced themselves to the Committee.

**I. ROLL CALL AND INTRODUCTIONS**

- |  |  |                               |
|--|--|-------------------------------|
| Sue Becker                                 |  | Alpine Township               |
| Kristin Bennett                            |  | City of Grand Rapids          |
| Rick DeVries                               |  | City of Grand Rapids          |
| Wayne Harrall                              | <i>Proxy for<br/>Mike DeVries</i>                        | Kent County                   |
|  | <i>Proxy for<br/>Brett Laughlin and<br/>Mark Bennett</i> | Grand Rapids Charter Township |
| Fred Keena                                 |  | Ottawa County Road Commission |
|  | <i>Proxy for<br/>Mike Burns and<br/>Scott Connors</i>    | Ottawa County Road Commission |
| Tyler Kent                                 |  | Tallmadge Charter Township    |
|  | <i>Proxy for<br/>Russ Henckel</i>                        | MDOT                          |
| Jim Kirkwood                               |  | City of Lowell                |
| Doug LaFave                                |  | City of Walker                |
| Robert Miller                              |  | City of Kentwood              |
| Jeff Oonk                                  | <i>Proxy for<br/>Clint Nemeth</i>                        | City of East Grand Rapids     |
|  |  | City of Hudsonville           |
| Rick Sprague                               |  | City of Wyoming               |
|  |  | City of Wyoming               |
| Charlie Sundblad                           |  | Kent County Road Commission   |
| Luke Walters                               |  | GRFIA                         |
| Kevin Wisselink                            |  | City of Grandville            |
|  |  | MDOT                          |
|  |  | ITP - The Rapid               |
| <b>Staff and Non-Voting Guests Present</b> |  |                               |
| Scott Alsgaard                             |  | Hope Network                  |
| Clover Brown                               |  | GVMC Staff                    |
| Andrea Faber                               |  | GVMC Staff                    |
| Mara Gericke                               |  | GVMC Staff                    |
| Laurel Joseph                              |  | GVMC Staff                    |

Peter Kimball  
Terry Martin

GVMC Staff  
Carrier and Gable

**Voting Members Not Present**

Mark Bennett  
Tim Bradshaw (*Chair*)  
Terry Brod  
Mike Burns  
Scott Conners  
Mike DeVries  
Adam Elenbaas  
Shay Gallagher  
Kevin Green  
Tim Haagsma  
Jerry Hale  
Russ Henckel  
Nicole Hofert  
Jim Holtvluwer  
Bill LaRose  
Brett Laughlin  
Matt McConnon  
Clint Nemeth  
Tom Noreen  
Jeff Oonk  
John Said  
Dean Smith  
Jade Smith  
Rick Solle  
Justin Stadt  
Jeff Thornton  
Don Tillema  
Phil Vincent  
Steve Warren  
Blaine Wing  
Member Awaiting Appointment

Tallmadge Charter Township  
Caledonia Charter Township  
Cannon Township  
City of Lowell  
City of Walker  
Grand Rapids Charter Township  
Allendale Charter Township  
City of Kentwood  
Algoma Township  
Gaines Charter Township  
Lowell Charter Township  
City of Wyoming  
City of Wyoming  
Ottawa County  
City of Cedar Springs  
Ottawa County Road Commission  
Courtland Township  
Gerald R. Ford Intl. Airport  
Nelson Township  
City of Wyoming  
Ada Township  
Jamestown Charter Township  
Cascade Charter Township  
Plainfield Charter Township  
Georgetown Charter Township  
Village of Caledonia  
Byron Township  
City of Rockford  
Kent County Road Commission  
Village of Sparta  
Village of Sand Lake

**II. APPROVAL OF MINUTES**

**Referring to Item II: Attachment A**, Harrall entertained a motion to approve the minutes from the September 6<sup>th</sup>, 2023 Technical Committee meeting.

**MOTION by Sprague, SUPPORT by Oonk, to approve the September 6<sup>th</sup>, 2023 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

No public comment.

**IV. TIP AMENDMENTS**

**Referring to Item IV: Attachment A**, Joseph introduced the amendments/modifications 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 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 gone up 20 million dollars, which MDOT is pursuing a federal grant for in partnership with the City of Grand Rapids. T. Kent also provided details on the two M-37 projects in Southeastern Kent County. He added that MDOT is doing maintenance work on US-131 over Plaster Creek, which will result in the closure of US-131 for each bound in the spring of 2024.

KCRC

KCRC is requesting to add Argo Avenue which is a Sharrow/Sidewalk project that has 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 there has been a TAP process improvement exercise for larger MPOs, and once those changes are implemented, this kind of TIP amendment process will no longer be necessary.

Harrall asked about updates on the Crahen Valley Park Trail. Joseph stated that this project still has not received grant approval in MGS, but she will follow up on this.

**MOTION by Sundblad, SUPPORT by Becker, to approve the TIP amendments/modifications as recommended by MDOT, KCRC, the City of Grand Rapids, and the City of East Grand Rapids. MOTION CARRIED UNANIMOUSLY.**

**V. 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 11<sup>th</sup> 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.

Harrall added that TPSG worked through this at the October 11<sup>th</sup> meeting and that is also probably where some of the projects have been updated, added, or removed from previous lists.

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 lists 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.

Joseph explained that the reason for historically putting named projects in the illustrative list is because it is undetermined which band year they will fall in.

Harrall noted that some of the projects on the illustrative list for KCRC are major bridge crossings that have anticipated trail crossings as well. Discussion ensued.

**MOTION by Kent, SUPPORT by LaFave, to recommend approval of the 2050 MTP Investment Strategy and the Project List as recommended by TPSG. MOTION CARRIED UNANIMOUSLY.**

## **VI. 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 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.

Joseph added additional information about the Safety Action Plan. GVMC has received approval from FHWA to execute the contract for the Safety Action Plan with the chosen consultant and the Safety Committee will meet to begin this planning development process. Joseph explained that the state safety targets are required to use data to inform them and cannot be aspirational. However, with the Safety Action Plan, GVMC will be required to commit to reducing fatalities and serious injuries by a specified percentage by a specified year. She explained that the required state safety targets and the aspirational vision zero goal inherently do not go together well. GVMC has historically supported state targets with the intent as a region to work to decrease fatalities and serious injuries through implementing safety projects and improvements. The Committee can decide today to support state targets or move this action item to January to give staff time to develop new targets.

K. Bennett asked what the timeline for the Safety Action Plan contract is. Joseph answered that she wouldn't recommend using the Safety Action Plan process to develop the regional targets for the federal measures because that is not within the

scope of that particular plan. Joseph added that if there is a desire by Tech and Policy for staff to develop regional targets before the deadline instead of supporting state targets, there is time before the deadline in February.

Harrall suggested taking action today to support MDOT targets with the intent through the safety action plan to help reduce fatalities and serious injuries.

T. Kent commented that increased targets are based on the last 5 years rolling average which include the pandemic and other different driving behaviors.

K. Bennett asked for clarification regarding the state targets, and if these targets are rather forecasted predictions of what will happen instead of what we are hoping to achieve. T. Kent clarified that the forecast is what you might see based on the predicted number of crashes based on the model. Joseph added that the state targets are informed by the 5-year running average, and cannot be aspirational, so they are not targets we want to see, but rather predictions of what we could see based on the data. K. Bennett suggested making it clearer with the language that this target is just what is being predicted, because it might come across that the Committee is supporting more crashes, which is not the case. Joseph agreed that it is confusing, and a part of that is also an issue related to the language of the regulations.

Harrall suggested adding “based on recent trends” to the motion of supporting state targets.

K. Bennett added that safety is a priority for many City of Grand Rapids residents, and she does not want it to appear that this Committee supports more injuries and death, because we don’t; it is just a model of what we can expect to happen in the future.

**MOTION by Becker, SUPPORT by Sprague, 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.**

**VII. 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 Rick Sprague for Vice Chair, and Scott Conners for Chair.

**MOTION by LaFave, SUPPORT by Sundblad, to recommend Scott Conners for Chair and Rick Sprague for Vice Chair for the Technical Committee. MOTION CARRIED UNANIMOUSLY.**

**VIII. OTHER BUSINESS**Committee Meeting Schedule

- Joseph asked the committee for feedback related to the meeting schedule and whether they would prefer it if the Technical Committee meet every other month next year, 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, and she will bring this up at the upcoming Policy meeting as well. The Committee agreed that this would be a good idea going forward.

Safety Action Plan

- Joseph announced that GVMC received approval to move forward with the Safety Action Plan.

Complete Streets Update

- Kimball gave an update on Complete Streets and provided a handout. During FY23, a preliminary analysis of the arterials was completed, 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. He added that 2.5% of GVMC's FHWA planning funds are required to be used on complete streets.

MDOT Updates

- T. 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.
- T. 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 Update, Survey, & Outreach. An announcement and press release will be going out today, and there is a survey on the MDOT website. He will send graphics and language out so they can be shared with the Committee for promotion.

Harrall asked when the next TIP development would begin. Joseph answered that for the current TIP, updates to the policy and practices document were discussed in



July, then staff completed the deficiency analysis. The call for projects will likely be early 2025.

Walters gave an update to the federal buyout program. The 2025 call for projects is being delayed. The concern for FY25 is that MDOT may not have enough state funds to cover the federal aid, and MDOT will be hearing more in the coming months.

K. Bennett announced the City of Grand Rapids received notice that they received HSIP grants, and this will be coming through the TIP amendment process soon.

**IX. ADJOURNMENT**

Harrall adjourned the November 1, 2023, Technical Committee meeting at 10:30 a.m.

DRAFT

**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 Conners</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 19<sup>th</sup>, and based on the policies it will remain posted until Friday, January 26<sup>th</sup>, 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.

**FY2024**STP-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.

**FY2025**STP-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 12<sup>th</sup> Ave and 18<sup>th</sup> 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 & 84<sup>th</sup> 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 1<sup>st</sup>. 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 21<sup>st</sup> 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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 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

**MEMORANDUM**

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**DATE:** February 28, 2024

**TO:** Technical Committee

**FROM:** Mike Zonyk, Transportation Planner

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

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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).

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](http://www.gvmc.org/tip)

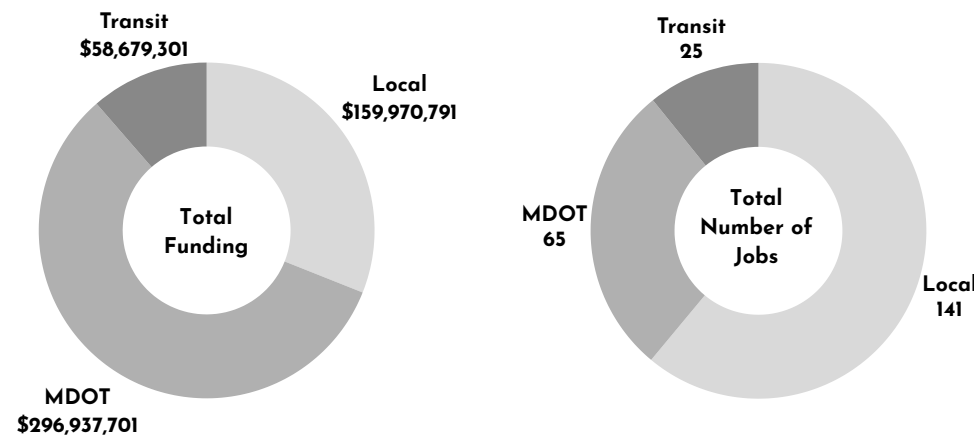
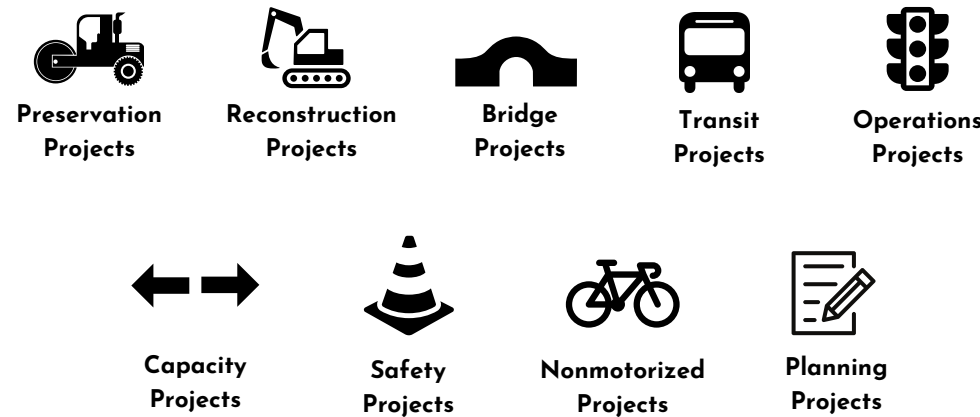
## TIP Development Process



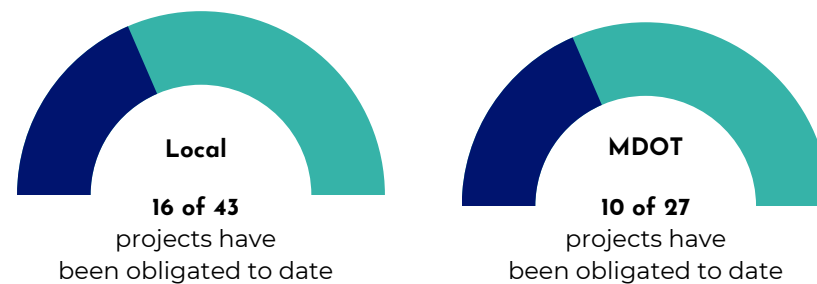
## The FY2023-2026 TIP Includes

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					
<b>Grand Total:</b>																	<b>\$0</b>	<b>\$29,570,048</b>	<b>\$0</b>	<b>\$41,750,044</b>	<b>\$6,068,958</b>											

**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



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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

**MEMORANDUM**

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Date: February 28, 2024  
To: GVMC Technical Committee  
From: Andrea Faber, Transportation Planner  
Re: Draft 2050 Metropolitan Transportation Plan

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GVMC Staff 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 document 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 a public comment period for the draft MTP from March 22 – April 22. There will also be a public meeting during the public comment period. The date, at this time, is to be determined.

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](http://www.gvmc.org/mtp)**. *Please note that there are four companion documents to the 2050 MTP that include our air quality conformity analysis (in process of being written), our public and stakeholder engagement materials, our system performance report, and our environmental justice analysis.* The MTP and companion documents except for the air quality conformity report will be posted online by the end of the day on February 28, 2024.

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

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