

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Thursday, October 19th, 2023
GVMC Offices
678 Front Ave NW, Grand Rapids, MI 49504**

I. ROLL CALL AND INTRODUCTIONS

Conners, Chair of the Subcommittee, called the October 19th, 2023, Transportation Programming Study Group meeting to order at 9:01 am. Those present introduced themselves to the Subcommittee.

Voting Members Present

Kristin Bennett		City of Grand Rapids
Scott Conners (<i>Chair</i>)		City of Walker
Rick DeVries		City of Grand Rapids
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County
		Grand Rapids Charter Township
Russ Henckel		City of Wyoming
Jim Kirkwood		City of Kentwood
Jeff Oonk	<i>Proxy for Nicole Hofert</i>	City of Wyoming
		City of Wyoming
Dan Strikwerda		City of Hudsonville
Luke Walters		MDOT
Kevin Wisselink		ITP - The Rapid

Staff and Non-Voting Guests Present

Scott Alsgaard	Hope Network
Clover Brown	GVMC Staff
Andrea Faber	GVMC Staff
Mara Gericke	GVMC Staff
Laurel Joseph	GVMC Staff
Tyler Kent	MDOT
John Weiss	GVMC Staff
Geroge Yang	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Charter Township
Adam Elenbaas	Allendale Township
Tim Haagsma	Gaines Charter Township
Nicole Hofert	City of Wyoming
Bill LaRose	City of Cedar Springs
Doug LaFave	City of East Grand Rapids
Brett Laughlin	OCRC
Robert Miller	City of Hudsonville
Clint Nemeth	GFIAA
Liz Schelling	ITP – The Rapid

APPROVED

Terry Schweitzer
Rick Sprague
Charlie Sundblad
Jeff Thornton
Phil Vincent
Blaine Wing
Member Awaiting Appointment

APPROVED
ITEM II: ATTACHMENT A
City of Kentwood
Kent County Road Commission
City of Grandville
Village of Caledonia
City of Rockford
Village of Sparta
Village of Sand Lake

II. APPROVAL OF MINUTES

Referring to Item II: Attachment A, Connors entertained a motion to approve the August 14th, 2023, TPSG Subcommittee meeting minutes.

MOTION by Harrall, SUPPORT by K. Bennett, to approve the August 14th, 2023, TPSG Subcommittee meeting minutes as presented. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comment.

IV. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) INVESTMENT STRATEGY— Referring to Item IV: Attachment A, Faber presented the discussion on the investment strategy recommended by the MTP Steering Committee.

Faber noted that the 2050 MTP investment strategy will impact project selection for the TIP in the future and changes to the Policies and Practices Document will be made if needed. The investment strategy presented to the Subcommittee was developed by the MTP Steering Committee when they met on October 11. To develop this strategy, the MTP public survey data was considered. The Steering Committee reviewed the survey result story map and the public survey results by zip code and demographic. The top five public investment priorities from the survey were looked at, which were slightly different from those ranked by public from the previous MTP survey. The top five investment priorities ranked by the public are as follows:

- 1) Improve roadway pavement condition
- 2) Improve roadway and intersection safety
- 3) Enhance transit (bus) service
- 4) Improve/add sidewalks along major roads and transit routes
- 5) Improve/add bicycle lanes and shared use paths

At their October 11 meeting, the MTP Steering Committee also reviewed the following information to determine an investment strategy for the 2050 MTP:

- The word cloud created from the Committee's priorities from the plan
- The 2050 MTP Vision Statement, Goals and Objectives
- Top 5 investment priorities from the 2045 MTP:
 - Maintaining the system in a state of good repair

- Congestion management
- Nonmotorized
- Safety
- Transit
- Needs and Deficiencies Analyses
- Financial Analysis Results

Faber gave an overview of the modal needs and deficiencies analysis. Zonyk added there was an additional \$7,400,000 in Bridge needs. Overall, the needs and deficiencies analysis shows that there is greater need than there is available funding.

Faber gave an overview of the financial analysis. To conduct the analysis, staff reached out to all Act 51 agencies to determine their Act 51 projections for the life of the 2050 MTP, as well as how much revenue they receive from millages and special assessments and if they use general fund money to complete transportation projects. The Act 51 funds were added to these additional funds, and then the jurisdictions' operation and maintenance budgets were subtracted to get the remaining capital (\$3,672,496,526.43). Faber explained that some of this funding can be used to leverage federal funds at an 80/20 split. The amount of federal funding expected to be available over the life of the plan is \$648,034,593, which means that meeting the needs identified in the section above will largely fall on the backs of our locals. Adding the 20% local match brings the federal funding total up to \$777,641,511.60.

Faber presented the Tiered investment strategy that the MTP Steering committee decided on at their October 11 meeting:

Tier 1:

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

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

Faber asked if TPSG supports this investment strategy or if the Committee would like to make changes, allocate certain percentages towards certain categories, etc. Discussion ensued.

K. Bennett noted that for Tier 1, she felt that Safety and Operations are two different things and should not be lumped into one strategy together. Discussion ensued.

Faber suggested listing Safety and Operations separately as follows:

Tier 1:

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

The Committee agreed.

Wisselink added that Tier 3 seems like a low rank for Transit. After discussion, the Committee decided to change “Improving Operations” to “Improving Operations for All Modes” under Tier 1.

MOTION by Kirkwood, SUPPORT by Harrall, to recommend to the Technical Committee to approve the 2050 MTP Investment Strategy as discussed.
MOTION CARRIED UNANIMOUSLY.

V. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) PRIORITIZATION OF DEFICIENCIES— Referring to Item V: Attachment A, Faber introduced the discussion on the selection of prioritized deficiencies for the plan.

Faber presented the list of eligible condition deficient facilities in the agenda packet, which are sorted by LOTTR and TTR severity and by jurisdiction.

Faber reminded the Committee that the funding is based on estimates, and only expand and improve (“widening”) projects are included in the document because they are air quality non-exempt. Projects included in the MTP will have a commitment to be carried forward in future TIPs, and staff will need cost estimates no later than 10/25 so they can be included in the November Tech Committee meeting packet. Projects may also be included on the illustrative list in the Plan and be considered for funding during the development of subsequent TIPs. Development of the next TIP will begin on the heels of the approval of the 2050 MTP, which is anticipated in June. Projects must come from the condition deficiency list.

Yang provided an overview on the congestion and reliability tables and maps in the agenda packet.

The Committee discussed if the bins should be left unprogrammed, split into percentages, or program the projects. Joseph noted that today the Committee is being asked if there are any specific expansion projects at the local level on federal aid roads that anyone would like to name in the presented band years. The congestion deficiencies list does not mean that all the roads listed should, or could, be widened.

Joseph noted that if specific project limits are put in place, then there is a commitment to put those forward in the appropriate TIP. There is then also potential for more MTP amendments, which can take a long time. The more straight forward strategy would be to look at eligible work by funding source and band them out based on the funding that is allocated.

APPROVED

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ITEM II: ATTACHMENT A

Joseph also noted that staff can make a robust illustrative list that will go through the public involvement and EJ analysis as well.

The Committee recommended listing all eligible work types by funding source for the band years and having an illustrative list, which would allow for the most flexibility. Staff will need illustrative projects by October 25th, or at the latest brought to the Technical Committee meeting on November 1st. This illustrative list should focus on the expansion projects or projects that are not in the TIP and will not need to include cost estimates.

MOTION by Harrall, SUPPORT by Strikwerda, to recommend to the Technical Committee to approve the 2050 MTP Prioritization of Deficiencies as discussed. MOTION CARRIED UNANIMOUSLY.

VI. **OTHER BUSINESS**

- Joseph announced that if there are changes that need to be made to FY24 TIP projects to send them to staff. Also, GVMC will hopefully be receiving final allocation numbers for FY24 by the end of October.
- Elections will be held at the upcoming Technical Committee meeting, and the Vice Chair of Tech will become the new Chair of TPSG.
- Conners announced T. Kent hosted a successful meeting at MDOT yesterday for the M-37 project.
- Joseph announced The Rapid has their open house today for the Transit Master Plan.
- K. Bennett announced that the City of Grand Rapids' Turner bike lane is almost complete and almost open.
- Joseph announced that GVMC has chosen their preferred consultant for the Safety Action Plan and that FHWA is reviewing the draft contract prior to its execution.

VII. **ADJOURNMENT**

Conners adjourned the October 19th, 2023, Transportation Programming Study Group meeting at 9:54 am.