

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Wednesday October 23, 2019**

Grand Valley Metro Council

678 Front Ave NW

Laughlin, chair of the TPSG Committee, called the meeting to order at 9:34 am. Everyone in attendance introduced themselves and the organization they represented.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Brett Laughlin (*Chair*)
Tim Bradshaw
Scott Conners
Mike DeVries
Wayne Harrall (*Vice Chair*)
Terry Schweitzer
Rick Sprague
Charlie Sundblad
Steve Warren

Ottawa County Road Commission
City of Kentwood
City of Walker
Grand Rapids Township
County of Kent
City of Kentwood
Kent County Road Commission
City of Grandville
KCRC

Staff and Non-Voting Guests Present

Andera Faber
Russ Henckel
Nicole Hofery
Itani Itani
Laurel Joseph
Dennis Kent
Tyler Kent
Brad Poane
Kerri Smit
Jeff Thornton
Kevin Wisselink
George Yang
Mike Zonyk

GVMC Staff
City of Wyoming
City of Wyoming
GVMC Staff
GVMC Staff
MDOT
MDOT
GVMC Staff
GVMC Staff
Village of Caledonia
The Rapid
GVMC Staff
GVMC Staff

Voting Members Not Present

Kristin Bennett
Mike Burns
Sharon DeLange
Rick DeVries
Bill Dooley
Tom Doyle
Adam Elenbaas
Roy Hawkins
Doug LaFave
Bill LaRose

City of Grand Rapids
City of Lowell
Village of Sparta
City of Grand Rapids
City of Wyoming
MDOT
Allendale Township
GRFIA
East Grand Rapids
City of Cedar Springs

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Sandy Stelma
Dan Strikwerda
Phil Vincent
Conrad Venema

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ITEM II: ATTACHMENT A

Village of Caledonia
City of Hudsonville
City of Rockford
ITP-The Rapid

I. APPROVAL OF MINUTES

Laughlin entertained a motion to approve the August 27, 2019 TPSG meeting minutes.

MOTION by Schweitzer, SUPPORT by Sprague, to approve the August 27, 2019 TPSG Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

II. OPPORTUNITY FOR PUBLIC COMMENT

None.

III. 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) PRIORITISATION OF DEFICIENCIES

Please refer to Item IV: Attachment A

Itani explained to the committee that annual allocations of funds and projects need to be added to the 2045 MTP project list. There is currently a financial estimate of \$2.8 Billion available that includes local funds. Of those funds, \$463 million are Federal funds. Federal funds increase 2% per year.

Faber – Reviewed the agenda packet and advised the TPSG Committee on the process for the 2045 MTP. Faber mentioned that the process started by sending a survey out to the public. The feed back from the public was to improve roadway pavement condition, to use technology to reduce traffic congestion delays and to widen busy roads and interchanges.

MTP Investment Priorities

On Thursday, October 17, the MTP Steering Committee met and affirmed the following priorities for the 2045 MTP:

Priority	Rationale
System Preservation (includes bridge*)	<ul style="list-style-type: none"> • <i>Preserve the System</i> is a goal of the 2045 MTP. • Maintaining the system in a state of good repair (pavement and bridge) is a federal performance measure. GVMC has supported the State’s targets to show positive movement in this area. • Our infrastructure is crumbling, and as repairs are delayed, they become more costly. • Poor pavement condition creates a safety issue for all users of the transportation system. • In order to achieve a PASER rating of 5 (fair condition), we would need a 50% increase in the annual budget by the year 2030.

	<ul style="list-style-type: none"> • Our public survey showed that the public’s top priority is improving pavement condition. • *Bridge rehabilitation activities are determined by the state and the locals.
Congestion Management	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Increasing the percentage of the person-miles traveled on the interstate and non-interstate NHS that are reliable is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Improving the Truck Travel Time Reliability (TTTR) Index is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicles (SOV) to transit or active modes of transportation would be beneficial in reducing congestion. • Based on the deficiency analysis, there is \$1.02 - \$1.52 billion in identified need to improve congestion in the GVMC region • Our public survey showed that the public’s second highest priority was using technology to reduce traffic congestion and delays, and the public’s third highest priority was widening busy roads and interchanges.
Nonmotorized	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • <i>Ensure Equity, Access and Mobility</i> is a goal of the 2045 MTP. • There is \$80 million in unfunded need for nonmotorized projects in the GVMC region. • Shifting toward nonmotorized modes of transportation can help alleviate congestion.
Safety	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Reducing the number and rate of fatalities and serious injuries and nonmotorized fatalities and serious injuries on all public roads is a federal performance measure, and GVMC supported the state’s targets to show positive movement in this area.
Transit	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • Transit asset management is a federal performance measure. • Increasing transit and rideshare usage means less cars on the road and reduced congestion. • Our public survey showed that the public’s fourth highest priority is enhancing transit service.

Funding Sources

The MTP Steering Committee agreed to fund these priorities in the following ways:

Priority	Fund Source
System Preservation	<ul style="list-style-type: none"> • STP Funds • STP Flex • NHPP
Congestion Management	<p><i>Expand and Improve Projects:</i></p> <ul style="list-style-type: none"> • STP Funds (Ottawa County Only)

	<ul style="list-style-type: none"> • STP Flex (EDFC) Kent County • NHPP <p><i>System Signal Operations and Intersection Improvements</i></p> <ul style="list-style-type: none"> • CMAQ (less than 50% of available funds)
Nonmotorized	<ul style="list-style-type: none"> • All TAP funds
Safety	<ul style="list-style-type: none"> • STP Funds (\$50 million over the life of the plan proposed)
Transit	<ul style="list-style-type: none"> • CMAQ (at least 50% of all available funds) • FTA funds

Fund Source	Eligible Work
CMAQ	<ul style="list-style-type: none"> • Signal System Operations • Intersection Improvements • Transit (at least 50% of available funds) • Other eligible projects
NHPP	<ul style="list-style-type: none"> • System preservation • Expand and improve
STP	<ul style="list-style-type: none"> • System preservation • Other eligible deficiencies • Expand and Improve (Ottawa County only) • Safety (\$50 million over the life of the plan proposed)
STP FLEX	<ul style="list-style-type: none"> • System preservation • Expand and Improve (Kent County only)
TAP	<ul style="list-style-type: none"> • Nonmotorized
FTA	<ul style="list-style-type: none"> • Transit

Yang discussed the congestion analysis.

Kent added that the MDOT list needed to be based on deficiencies and explained where the funds could be used on the MDOT projects.

Itani asked the committee to advise GVMC Staff on how projects need to be listed in the 2045 MTP project list. Schweitzer advised Staff that EDFC funding was not identified in the agenda packet. Staff looked up the EDFC numbers and presented it to the committee. Discussion ensued. Bradshaw asked when the project list be reviewed again, Itani answered that it would be in three years. Kent explained the project planning process to the TPSG Committee. From adding to the MTP then moving forward on the TIP and that most projects are estimates. Discussion ensued.

Discussion was had between Conners, Henckel and Staff on not understanding the current project list. Itani suggested that Staff for back and clear up the project list and meet again later. Conners asked to add volume and capacity to the list.

Warren asked the terminology for system preservation be changed to “maintain the system to a state of good repair”. Warren also asked if Staff could develop a list from a system standpoint. Peak hour, daily V/C ratios, etc. and to have it broken down by jurisdiction.

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ITEM II: ATTACHMENT A

Discussion on Safety was had by the TPSG Committee. Connors added that as a group the safety targets are already within the existing funding. Harall advised that most projects already include safety improvements. Itani asked the committee how Staff should move forward with the allocation. Warren asked if allocation is required. Itani explained. Discussion ensued.

At some point an analysis will be completed to ensure the performance measure targets are being met. Itani advised the TPSG Committee that the GVMC Staff will populate the tables from the projects and the project draft list will go to the Technical and Policy Committees for approval.

MOTION by Henckel, SUPPORT by Wisselink, to approve revising the congestion deficient project list to include expand and improve projects and 24-hour and peak congestion as well as logical segments. This list will be resent to the TPSG Committee along with the 2040 MTP project list. The TPSG Committee will then let staff know where to place expand and improve projects on the project list. Staff will also proceed with programming funding bins for the 2045 MTP project list within band years based on today's discussion, which includes revising the CMAQ policy to allocate up to 50% of available funding for transit. MOTION CARRIED UNANIMOUSLY.

IV. OTHER BUSINESS

City of Rockford is requesting to move project from FY2020 to FY2023.

M. DeVries reemphasized that the safety concern is a high priority for the TPSG committee.

V. ADJOURNMENT

Adjournment at 11:05

MOTION by Connors, SUPPORT by Warren to adjourn the October 23, 2019 TPSG Committee Meeting at 11:05am.