

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Friday April 23rd, 2021
Video Conference**

Laughlin called the meeting to order at 9:30am.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Kristin Bennett	City of Grand Rapids
Brad Boomstra	City of Kentwood
Scott Conners	City of Walker
Rick DeVries	City of Grand Rapids
Jeff Franklin	MDOT
Wayne Harrall	County of Kent
Nicole Hofert	City of Wyoming
Jim Kirkwood	City of Kentwood
John Lanum	MDOT
Brett Laughlin (Chair)	Ottawa County Road Commission
Clint Nemeth	GFIAA
Terry Schweitzer	City of Kentwood
Rick Sprague	Kent County Road Commission
Dan Strikwerda	City of Hudsonville
Charlie Sundblad	City of Grandville
Kevin Wisselink	The Rapid
Steve Warren	Kent County Road Commission

Staff and Non-Voting Guests Present

Janet Arcuicci	MDOT
Bradley Doane	GVMC Staff
Andrea Faber	GVMC Staff
Laurel Joseph	GVMC Staff
Tyler Kent	MDOT
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Tim Bradshaw (Vice Chair)	Caledonia Township
Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Charter Township
Adam Elenbaas	Allendale Township
Shay Gallagher	Village of Sparta
Rachel Gokey	Village of Sand Lake
Tim Haagsma	Gaines Township

Steve Hartman
Russ Henckel
Dennis Kent
Jim Kirkwood
Joan Konyndyk
Doug LaFave
Bill LaRose
Travis Mabry
Jon Moxey
Robert Miller
Jeff Oonk
Steve Peterson
Liz Schelling
Max Smith
Jeff Thornton
Phil Vincent
Mike Womack

Hope Network West Michigan
City of Wyoming
MDOT
City of Kentwood
Hope Network West Michigan
East Grand Rapids
City of Cedar Springs
City of Walker
Village of Caledonia
City of Hudsonville
City of Wyoming
Cascade Charter Township
ITP – The Rapid
Hope Network West Michigan
Village of Caledonia
City of Rockford
City of Cedar Springs

I. APPROVAL OF MINUTES

Harrall mentioned that Bradshaw needed to be identified with Caledonia township and under the approval of minutes Mike Devries needed to be changed to Laughlin for entertaining the motion to approve.

Laughlin entertained a motion to approve the March 17, 2021 TPSG minutes as amended.

MOTION by Harrall, SUPPORT by Rick DeVries, to approve the March 2, 2021 TPSG Subcommittee meeting minutes. MOTION CARRIED UNANIMOUSLY.

II. OPPORTUNITY FOR PUBLIC COMMENT

None.

III. POLICIES AND PRACTICES UPDATE

Please refer to Item IV: Joseph started by sharing both versions of the P&P document highlighting major changes and redlines to indicate the changes that were made between the two documents.

Tyler Kent brought to attention some language updates for changes to the CMAQ portion. Joseph summarized these changes.

Connors identified some changes for Level of Service (LOS) and asked what prompted the changes. Yang explained that the new scale was identified from the model to be consistent with the CMP and MTP. Kent and Lanum confirmed how it was to be consistent with new performance measures and how the Feds approach what is considered congested. Joseph pointed out that more facilities will be flagged as congested because of the change. Discussion ensued.

DeVries asked for some clarity about the Federal Amendment trigger of 25% for the total project cost change. Joseph clarified that it was for the total project cost as it is what Jobnet and the Federal gov't requires. Franklin further explained about how participating and non-participating cost estimates create a problem with an amendment because early estimates usually do not differentiate which is most times the culprit when amendments are needed in the game. It is best to try and be more specific up front to avoid an amendment in the future. Discussion ensued. Joseph made an edit for clarification in the document.

Harrall asked a question and how the PASER rating at the time of the development of TIP is used as a factor do define the deficiency but a caveat should be assumed or clarified. He wanted to confirm that they would not be penalized for minor improvements that might cause the rating to go up until it is time for a real fix on the asset, as such, disqualifying it from being deficient. Laurel confirmed that is the case and funds would not be withheld in these cases. Discussion ensued and MDOT confirmed this is an MPO decision and it is consistent with their practices. Joseph added a not to clarify in the document.

Schweitzer asked a question about the Functional Classification and about the proposed minimum thresholds. Yang identified that the new minimums are more inclusive, and they are based on counts we had in the model and comparing facility types and that they were in line with federal guidance. Laughlin noted that this is for a new facility and existing facilities would not be affected. Schweitzer commented that the numbers sound reasonable. Kent added some clarification as well.

Warren adding to the discussion on thresholds noting that the proposed future volume might classify it as federal aid when the existing counts do not. Justifying a proposal might be tough with this guidance, but if it stays proposed and the MPO remains flexible this would be helpful.

Bennett had a question about the 2045 Priorities and asked that the priorities be changed from a numbered list to not appear prioritized in the list. Joseph agreed to make this change. Bennett also wanted some clarification on capacity deficiency eligibility and if it included or was eligible for transit or dedicated transit lanes. For non-motorized she had a question about using CMAQ dollars and the requirement to have the project to reduce emissions and congestion and on the need for both to qualify. Joseph replied with saying that typically for the MPO it has been a want to try and mark both of those check boxes. Schweitzer noted that if we don't require them both and change it from and to an or scenario that would open up more eligibility to fund non-motorized projects with CMAQ. Bennett also asked to incorporate some discussion on TDM in the document. Joseph thanked Kristen for her comments.

Lanum congratulated the group for coming together and putting a great document together as a potential best practice when adhering and implementing the performance measures into our planning process.

Harrall commented and asked for this document to reference the standardized form like which was used for the HIP funding so that we can continue to get some more familiarity moving forward if that was how we were going to prioritize projects for different pools of money moving forward. Joseph replied saying we can look at that option, but the form for the HIP was developed to use those funds quickly and we can debate on if that's a practice we want to use when we begin to develop the Transportation Improvement Program (TIP).

Laughlin entertained a motion to approve the updated Policies and Practices document and send it off to the committees in May.

MOTION by Warren, SUPPORT by Wisselink to approve and recommend to the Policy Committee to accept the modified document. MOTION CARRIED UNANIMOUSLY.

IV. OTHER BUSINESS

None.

V. ADJOURNMENT

Laughlin adjourned the meeting at 10:15am.

DRAFT