

APPROVED

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ITEM II: ATTACHMENT A

MINUTES

Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP

Tuesday, May 4, 2010

Kent County Road Commission

1500 Scribner Ave NW

Harrall, Chair of the TPSG Committee, called the meeting to order at 9:35 am. He announced that Van Buren was joining the committee through a conference call.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Wayne Harrall (*Chair*)

Scott Conners

Sandra M. Cornell-Howe

Mike DeVries

Rick DeVries

Bill Dooley

Ken Feldt

Tim Haagsma

Russ Henckel

*Proxy for
Tim Cochran*

Brett Laughlin

Terry Schweitzer

Steve Warren

County of Kent

City of Walker

MDOT

Grand Rapids Township

City of Grand Rapids

City of Wyoming

City of East Grand Rapids

Gaines Township

City of Wyoming

City of Wyoming

OCRC

City of Kentwood

KCRC

Staff and Non-Voting Guests Present

Andrea Faber

Abed Itani

Dennis Kent

Erick Kind

Joan Konyndyk

Steve Redmond

Darrell Robinson

Jim Snell

Sarah Van Buren (Conference Call)

GVMC Staff

GVMC Staff

MDOT

MDOT

Hope Network

MDOT

GVMC Staff

GVMC Staff

FHWA

Voting Members Not Present

Jerry Alkema

Sandy Ayers

Mike Bouwkamp

Christine Burns

Allendale Township

Village of Caledonia

City of Rockford

City of Cedar Springs

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Patrick Bush
Ron Carr
Tim Cochran
Sharon DeLange
Dan DesJarden
Taiwo Jaiyeoba
Dan Strikwerda

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City of Grand Rapids
City of Grandville
City of Wyoming
Village of Sparta
City of Lowell
ITP-The Rapid
City of Hudsonville

II. APPROVAL OF MINUTES

Harrall entertained a motion to approve the April 15, 2010 Transportation Programming Study Group meeting minutes.

MOTION by Laughlin, SUPPORT by Schweitzer, to approve the April 15, 2010 Transportation Programming Study Group Meeting Minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. PROGRAMMING OF FY2011-2014 CMAQ PROJECTS

Referring to **Item IV: Attachment A**, Robinson explained that the purpose of today’s meeting was to program FY2012-2014 CMAQ projects and reaffirm the previously programmed FY2011 CMAQ projects. He also passed around a handout that included the list of CMAQ projects in FY2011-2014 as well as the eligible pool of projects to select from for FY2012-2014. He stated that the CMAQ program in FY2012, FY2013, and FY2014 is significantly overfunded. Itani added that the TIP must be financially constrained.

FY2011

Referencing the list of FY2011 CMAQ projects, Robinson asked the Committee if any changes needed to be made. Receiving none, Robinson moved on to FY2012.

FY2012

Robinson stated that the amount of funding available for FY2012 was \$2,254,413 for local and \$2,254,413 for MDOT, or \$4,508,826 total. After adding in funding for the Clean Air Action program, the year was overprogrammed by approximately \$430,000.

Itani asked if the ITS Operations project could be funded through the ITS set asides at 100% federal funding. Van Buren stated that as long as any SAFETEA-LU extensions include language that allows for funding ITS projects through set asides, this practice should continue until the new bill is passed. With the current continuing resolution, the Committee would be able to fund ITS projects through set asides at least through the first quarter of FY2011. Itani stated that, in light of this, he believed it was reasonable to assume that the ITS projects can be moved to set asides.

The Committee suggested moving the ITS Operations project and the ITS Signal Communications project out of the FY2012 program and funding them with ITS set asides. This resulted in \$69,988 in CMAQ funding remaining for FY2012. Harrall suggested adding

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the City of Wyoming's WB 54th Street at Clyde Park project, and Henckel provided additional information about the project. Itani stated that GVMC's current policy is not to use federal funds for right-of-way or PE work, so these expenses would not be eligible for federal funding. Discussion ensued.

Instead of the WB 54th Street at Clyde Park project, Snell recommended moving the City of Wyoming's SB Burlingame Avenue at 44th Street project from FY2014 to FY2012. The Committee agreed, which resulted in \$21,988 remaining in available federal funds for FY2012. Harrall recommended leaving the remaining funding, since the total costs were based on estimates, and received the general consensus of the Committee to do so.

FY2013

Robinson stated that, in FY2013, \$2,342,345 is available for local projects and \$2,342,345 for MDOT projects, resulting in \$4,684,690 in total funding. The overage for FY2013 was \$152,980 after adding in the Clean Air Action program. Robinson suggested moving ITS projects out of the FY2013 CMAQ program and funding them with ITS set-asides. The Committee decided to move two ITS projects—ITS Operations and ITS Network Data—out of the FY2013 CMAQ program and to fund them with set-asides. This resulted in \$379,020 remaining in CMAQ funds for FY2013. Robinson asked if the KCRC's 4 Mile Road at Alpine Avenue project, which was listed in FY2014, could be moved up and completed with \$21,000 less in federal funds in order to utilize the remaining FY2013 funding. Haagsma affirmed that it could, and Robinson adjusted the project cost appropriately.

FY2014

Robinson announced that for FY2014, there is \$2,432,790 available for local and \$2,432,790 available for MDOT projects. With the addition of the Clean Air Action program, Robinson announced that the overage is \$1,401,257.

Itani asked for clarification on the City of Walker's Three Mile Road from Wilson to Kinney project. He stated that if a continuous center turn lane is being added, the project wouldn't likely qualify for CMAQ funding. Van Buren added that the City of Walker would need to demonstrate (1) that the project is not a thru lane, (2) that the project is not adding capacity, and (3) that the project is improving air quality in order for it to be deemed eligible by FHWA. Itani requested that, if the project is selected, Conners send him a diagram of the project so that it can be sent to Van Buren to ensure that the project will qualify to receive federal funds.

After funding two ITS projects, ITS Operations and ITS Signal Communications, with ITS set asides and moving the 4 Mile Road project to FY2013, the FY2014 CMAQ program was overprogrammed by \$387,657. Conners stated that the federal portion of the City of Walker's 3 Mile Road project could be lowered to \$660,000. Itani suggested adjusting the federal and local matches to make the project list financially constrained. Discussion ensued.

Schweitzer provided a description of both of the City of Kentwood's non-motorized trail projects, based on Warren's request. Warren questioned if this project was a regional priority within the regional trail network and if CMAQ is the best way to fund the project. Discussion ensued. Schweitzer stated that he was willing to remove one of the trail projects, the East-West Trail Phase IV from Paul Henry Tr. to Walma, from the FY2014 CMAQ program, which would make available an additional \$177,440 in CMAQ funding. The surplus funding would go into the City of Walker's 3 Mile Road project, and the new project total would be \$749,783 in federal funds. The City of Kentwood's East-West Trail Phase IV project would then be added to the illustrative list. Discussion ensued.

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Robinson explained that the CMAQ project lists for FY2012-2014 must be submitted to MDOT by July 2nd. Van Buren added that the new spreadsheets must be used and all of the appropriate supplemental information must be included with project submittals.

Referring to a handout, Kent noted several changes to MDOT's project list. Discussion ensued.

Harrall entertained a motion to approve the FY2011-2014 CMAQ program, as revised.

MOTION by Warren, SUPPORT by Dooley, to approve the FY2011-2014 CMAQ program, as revised by the Committee. MOTION CARRIED UNANIMOUSLY.

V. OTHER BUSINESS

Itani commented that the EPA is proposing to tighten the ozone standard, which will greatly increase the number of counties in nonattainment status. This could impact the amount of CMAQ funding the area receives in the future. Itani also added that there is a bill drafted by the legislative service on the behalf of a legislator to shift 50% of CMAQ funding towards diesel retrofit programs.

Robinson informed the Committee that the Technical Committee meeting scheduled for Wednesday, May 5 has been postponed until Wednesday, May 12. Robinson will request the Technical Committee's approval of the CMAQ program at that time.

Harrall clarified that Robinson would be sending out the new forms for CMAQ project submittal electronically, along with appropriate deadlines.

VI. ADJOURNMENT

Harrall entertained a motion to adjourn the May 4, 2010 TPSG Meeting.

MOTION by Laughlin, SUPPORT by DeVries, to adjourn the May 4, 2010 TPSG Committee meeting at 10:40 a.m. MOTION CARRIED UNANIMOUSLY.