

MINUTES

Grand Valley Metropolitan Council  
Transportation Division  
**TRANSPORTATION PROGRAMMING STUDY GROUP**  
Wednesday, October 7, 2009  
Kent County Road Commission                      1500 Scribner Ave NW

Conners, Chair of the TPSG Committee, called the meeting to order at 9:34 am.

**I. ROLL CALL AND INTRODUCTIONS**

**Voting Members Present**

Scott Conners	<i>(Chair)</i>	City of Walker
Patrick Bush		City of Grand Rapids
Ron Carr		City of Grandville
Tim Cochran		City of Wyoming
Sandra M. Cornell-Howe		MDOT
Mike DeVries		Grand Rapids Township
Tim Haagsma		Gaines Township
Russ Henckel	<i>Proxy for Bill Dooley</i>	City of Wyoming
		City of Wyoming
Brett Laughlin		OCRC
Terry Schweitzer		City of Kentwood
Steve Warren		KCRC

**Staff and Non-Voting Guests Present**

Roger Belknap	KCRC
Andrea Faber	GVMC Staff
Wayne Harrall	County of Kent
Roy Hawkins	GRFIA/KCDA
Abed Itani	GVMC Staff
Dennis Kent	MDOT-Grand Region
Darrell Robinson	GVMC Staff

**Voting Members Not Present**

Jerry Alkema	Allendale Township
Sandy Ayers	Village of Caledonia
Mike Bouwkamp	City of Rockford
Christine Burns	City of Cedar Springs
Sharon DeLange	Village of Sparta
Dan DesJarden	City of Lowell
Rick DeVries	City of Grand Rapids
Bill Dooley	City of Wyoming

**APPROVED**

Ken Feldt  
Steve Peterson  
Jared Rodriguez  
Dan Strikwerda

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**ITEM II: ATTACHMENT A**

City of East Grand Rapids  
Cascade Township  
GR Chamber  
City of Hudsonville

**II. APPROVAL OF MINUTES**

Conners entertained a motion to approve the April 22, 2009 Transportation Programming Study Group Meeting minutes.

**MOTION by Schweitzer, SUPPORT by Laughlin, to approve the April 22, 2009 Transportation Programming Study Group Meeting Minutes. MOTION CARRIED UNANIMOUSLY.**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None

**IV. REVISITING/REPROGRAMMING FY2010 CMAQ AND EDFC PROJECTS**

Speaking on **Item IV: Attachment A**, Robinson informed the committee members that they would be asked to discuss/program the FY2010 CMAQ and EDFC projects due to the City of Walker’s decision to surrender federal funds for two projects. The City of Walker would not be proceeding with their 3 Mile and Walker Avenue intersection project, which would result in \$480,000 in CMAQ funds being returned to the Committee for redistribution in FY2010, and the community would not be able to utilize more than \$960,000 of their awarded \$1,967,000 EDFC funding for the Three Mile Road over Indian Creek bridge replacement project. Conners explained that this was because the City Commission had directed staff to pursue a scaled down version of the original project, which called for the replacement of the bridge over Indian Mill Creek as well as a nearby railroad bridge. The full project was cost prohibitive because of the state of the economy.

Itani stated that for FY2010, the CMAQ program was underprogrammed by approximately \$30,000, which left \$510,000 total available for redistribution. He added that MDOT ran out of obligational authority in August for the CMAQ program. The Ottawa County Road Commission had a project that was ready to go, but because MDOT ran out of obligational authority, it was not funded. Itani recommended that the Committee decide to fund this project and move it from FY2009 to FY2010, and then program another project with the remaining balance. The total cost of the OCRC project was \$350,000, with \$238,000 coming from CMAQ and \$112,000 as the local match. Itani commented that the match level was 70/30, as opposed to 80/20. Bush commented that the City of Grand Rapids also had a project that did not receive CMAQ funding because MDOT ran out of obligational authority. Specifically, this project was for the reconfiguration of the Metro Signal Center. Bush commented that the City of Grand Rapids was considering moving forward with only the “C,” or design, phase of the project, for a total cost of \$150,000. He added that this project is also ready to go now. Bush asked if the remaining balance could be used to fund a progression study and a

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transportation demand management study. Cornell-Howe responded that CMAQ cannot pay for studies that are done simply for the sake of doing a study. The only way CMAQ could pay for signal optimization would be if the study were directly attached to the implementation of the project. Cornell-Howe strongly urged the Committee not to program CMAQ funds to the limit because of budgetary issues. Discussion, comments, and questions ensued.

Bush questioned what would happen to the funding total if the Ottawa County Road Commission project were brought from a 70/30 match to an 80/20 match to match the funding percentages for the rest of the projects in FY2010. Robinson commented that if the match were changed to 80/20, \$84,000 would be left on the table.

Warren stated that the KCRC had a project at the intersection of Cascade and Hall that could utilize the remaining funding. This project would involve adding a right turn lane and resignalization. Warren stated that he could utilize whatever funding was available. Haagsma added that the signal work would be funded under safety. Itani stated that this project could be added to the FY2010 CMAQ project list, with the stipulation that if there is a budget shortage, this would be the first project that would be delayed. Discussion, comments, and questions ensued.

Conners asked the committee whether to let the funding sit or to program some of it now. Robinson suggested that since it was early in FY2010, the rest of the funding could be temporarily left on the table and programmed after the MTPA meeting. Itani stated that, from his perspective, the CMAQ project list should be programmed to the limit in order to optimize the amount of funding received. The project list could be reduced later if necessary.

Conners entertained a motion to amend the FY2008-2011 TIP to include changes to the FY2010 CMAQ project list, as identified.

**MOTION by Bush, SUPPORT by Schweitzer, to amend the FY2008-2011 TIP to include the removal of the City of Walker's Three Mile Road at Walker project, with the remaining funding to go toward changing the OCRC's project match from 70/30 to 80/20, the addition of the City of Grand Rapids' project for \$150,000, and the addition of the KCRC's Cascade and Spaulding project for \$84,000, with the understanding that the KCRC's project be the first to be delayed if budgetary reasons warrant that a project be removed. MOTION CARRIED UNANIMOUSLY.**

Conners returned the conversation to the EDFC program. Cornell-Howe stated that as Congress tries to get Michigan to be less of a donor state, the EDFC funding pot is adversely impacted, resulting in less EDFC funding being available. She stated that after the upcoming MTPA meeting, she would know how much funding would be available. Robinson added that in FY2009, EDFC funding was \$938,772 state and \$1,136,850 federal. FY2010 and FY2011 funding is expected to remain the same as FY2009. Because funds were used to buy right-of-way on the un-built Wyoming portion of 44<sup>th</sup> Street, Cornell-Howe stated that the 44<sup>th</sup> Street project, from Stafford to Division, which was funded with category C funds, needed to have the construction phase added to the TIP or the City of Wyoming would have to repay the funds. Itani suggested adding this

phase of the project to FY2014. Discussion, comments, and questions ensued.

Cornell-Howe recommended taking no action on the EDFC program until the following week, when more would be known about the City of Walker's project. Warren commented that the KCRC had a project on Northland Drive from M-57 to north of 15 Mile Road that was currently listed in the TIP in FY2012. Itani commented that since Warren's project was the only project ready to go in the TIP, it would be the best choice to receive the remainder of the funding leftover from the City of Walker's project. Bush suggested that the Committee provide the KCRC with funding for this project, with the amount to be determined the following week, after the City of Walker officially determined how much of their EDFC grant they would be using.

Itani suggested fashioning a motion so that any funds that Walker does not use for their bridge project would go to the KCRC project. At a minimum, the KCRC would receive \$900,000, with the final amount yet to be determined. Conners reiterated that the Committee's options were either to do nothing or to help the county. Discussion, comments, and questions ensued.

Conners entertained a motion to amend the FY2008-2011 TIP.

**MOTION by Schweitzer, SUPPORT by Warren, to amend the FY2010 EDFC project list in the FY2008-2011 TIP to include the City of Walker's bridge replacement project for the amount needed, with any remaining FY2010 EDFC funds from the City of Walker's project going toward the KCRC's project on Northland Drive from M-57 to North of 15 Mile Road.**

Harrall clarified that the northern limits for the M-57 project would be based on the dollars available.

Cornell-Howe asked Henckel why the City of Wyoming's 44<sup>th</sup> Street project was listed in FY2014. Henckel responded that the match that the City of Wyoming has identified is in that year. Cornell-Howe suggested adding this project onto the EDFC project list in an earlier year, since there may not be EDFC funding in FY2014. Warren stated his preference that the motion be silent on obligating any funds for the City of Wyoming's 44<sup>th</sup> Street project at this point. Itani suspected that projects may end up needing to be deleted or delayed from the TIP eventually in order for the City of Wyoming to move forward with their 44<sup>th</sup> Street project. Henckel provided additional details about the 44<sup>th</sup> Street project, as well as its funding situation. Itani stated that FY2014 STP projects have not yet been determined, and added that it would be possible to use a combination of FY2014 EDFC and STP funds to cover the City of Wyoming's project. Cornell-Howe stated that the 44<sup>th</sup> Street project needed to be in the TIP. Conners responded that more research and discussion needed to be completed before the project could be programmed. Discussion, comments, and questions ensued.

Bush suggested that the Committee proceed with Schweitzer's motion, which only spoke to the City of Walker and the KCRC's project, and then clarifying the construction costs for the Wyoming project.

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Conners returned the motion in question to the floor. **MOTION CARRIED  
UNANIMOUSLY.**

Itani added that this item will be on the agenda when developing the FY2011-2014 TIP.

Warren asked if any thought had been given to revisiting the Committee policies and practices for programming projects procedures, as had been discussed at a previous TPSG Committee meeting. Conners stated that he had recorded several pivotal issues that would need to be readdressed by the Committee, and stated that this was simply a matter of choosing a time to meet. Itani added that the MPO will need to develop a policy to develop a sustainable transportation system on the regional level. Making this system efficient and sustainable will involve looking at land use, city and township ordinances and master plans, etc. This will result in less vehicle trips, more nonmotorized trips, less emissions, cleaner air, etc. Warren requested that the current policies and practices document be sent out to the Committee as soon as possible.

Conners suggested that the next TPSG Committee meeting be tentatively scheduled for Wednesday, October 28 at 9:30 am.

**V. OTHER BUSINESS**

None

**VI. ADJOURNMENT**

Conners adjourned the October 7, 2009 TPSG Committee meeting at 10:38 am.