



## GRAND VALLEY METROPOLITAN COUNCIL

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CEDAR SPRINGS COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • OTTAWA COUNTY  
PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

# GVMC BOARD MEETING AGENDA

8:30 a.m.  
June 2, 2022

Kent County Commission Chambers  
300 Monroe  
Grand Rapids, MI

1. Welcome
2. Roll Call
3. Public Comment
4. Approval of Minutes – Attachment - ITEM 4
5. Oath of Office – Jonathan Seyferth, Gaines Twp. – ITEM 5
6. Resolution on New Board Seats – Attachment – ITEM 6
7. Census Data Equity Adjustment – Attachment – ITEM 7
8. Call for Executive Committee & Officer Nominations – Attachment – ITEM 8
9. Transportation
  - 2023-26 Transportation Improvement Program (TIP) – Attachment – ITEM 9 A
  - 2023 – Unified Planning Work Program – Attachments – ITEM 9 B
  - Amendment to 2022 UPWP for ITP – Attachment – ITEM 9 C
  - New Pavement Management Vehicle
10. Other
  - GVMC/ITC Whitecaps Ballpark Event July 13, 2022, 10:45 a.m. BBQ, 12:00 noon game
  - News Items
11. Adjourn

**GRAND VALLEY METRO COUNCIL**

**Board Meeting**

February 3, 2022

8:30 a.m.

Kent County Commission Chambers  
300 Monroe  
Grand Rapids, MI

**MINUTES**

**1. Call to Order**

Chair Jack Poll called the meeting to order at 8:35 a.m.

**Members Present:**

Thad Beard	City of Rockford
Mike Burns	City of Lowell
Mark Bennett	Tallmadge Township
Gary Carey	City of Walker
Shea Charles	East Grand Rapids
Mike DeVries	Grand Rapids Township
Brian Donovan	At-Large Member
Adam Elenbaas	Allendale Township
Shay Gallagher	Village of Sparta
Lisa Haynes	GVSU
Curtis Holt	City of Wyoming
Ryan Kidd	Georgetown Twp.
Diane Jones	Kent County
Steve Kepley	City of Kentwood
Ross Leisman	Ada Township
Greg Madura	Alpine Township
Steve Maas	City of Grandville
Matt McConnon	Courtland Township
Jack Poll	City of Wyoming
Megan Rydecki	At-Large
John Shay	Ottawa County
Jeff Thornton	Village of Caledonia
Al Vanderberg	Kent County
Cameron VanWyngarden	Plainfield Township
Mike Verhulst	City of Grand Rapids
Mark Washington	City of Grand Rapids
Patrick Waterman	City of Hudsonville
Lynee Wells	City of Grand Rapids

**Members Absent:**

Rick Baker	At-Large Member
Nora Balgoyen	At-Large Member
Mandy Bolter	Kent County
Robyn Britton	Nelson Township
Deb Diepenhorst	Cannon Township
Rob DeWard	Gaines Township
Joshua Eggleston	City of Wayland
Precia Garland	City of Ionia
Rachel Gokey	Village of Sand Lake
Kevin Green	Algoma Township
Jerry Hale	Lowell Township
Bryan Harrison	Caledonia Township
Jim Holtvluwer	Ottawa County
Grace Lesperance	Cascade Twp.
Dennis Luce	City of Coopersville
Brenda McNabb-Stange	City of Hastings
John Niemela	City of Belding
Patricia Rayl	Village of Middleville
Amos Tillema	Byron Township
Mike Womack	City of Cedar Springs
Laurie Van Haitsma	Jamestown Township
Open	City of Greenville

**Others Present:**

John Weiss	Grand Valley Metro Council
Gayle McCrath	Grand Valley Metro Council
Laurel Joseph	Grand Valley Metro Council
Jason Moore	Grand Valley Metro Council
Chris Brown	Grand Valley Metro Council
Mark Rambo	City of Kentwood
Scott Connors	City of Walker
Peter Haefner	Verdeveld Haefner

**2. Roll Call**

Quorum Present

**3. Public Comment**

None

**4. Approval of Minutes**

**MOTION – To Approve the November 4, 2021 GVMC Board Meeting Minutes. Approved by Unanimous Consent. MOTION CARRIED.**

## 5. Oath of Office

The Oath of Office was administered to Lisa Haynes (GVSU) and Ryan Kidd (Georgetown Twp.).

The new members each spoke briefly and stated they were looking forward to working with the Council.

## 6. Approval of the Transportation Demand Management Study Contract

Laurel Joseph reported on the Transportation Demand Management Study Contract.

As part of a call for planning projects prior to the development of the FY2022 Unified Planning Work Program (UPWP), a regional transportation demand management (TDM) plan was proposed by representatives from the City of Grand Rapids and received broad support from members across the region for inclusion in the FY2022 UPWP. To fit this study into this year's program, it was determined that a consultant would be hired and GVMC would manage the contract.

The purpose of this study is to develop a coordinated regional transportation demand management strategy that includes recommended funding sources, lead agencies, and realistic mode shift goals, and outlines feasible implementation strategies and processes for performance analysis. This plan will support the 2045 MTP goals, objectives, and recommendations, help inform The Rapid's next regional transit master plan (scheduled for FY2023), consider potential TDM impacts of the COVID-19 pandemic, and serve to inform and guide current and future TDM activities on a regional scale.

During the summer, a committee was formed consisting of representatives from Grand Rapids, Kentwood, Walker, The Rapid, Gerald R. Ford Airport, and GVMC. This group collaboratively developed the request for proposals (RFP) and agreed upon the RFP process that would take place. The RFP was posted and distributed on October 29, 2021 and yielded one proposal submission.

This proposal was independently evaluated by committee members based on the following criteria:

- Familiarity with the MPO planning process, region, and needs
- Overall proposal suitability and technical approach
- Technical expertise and experience
- Previous work
- Organizational experience and value

The committee members provided their feedback and came together to discuss the proposal. All found that the UrbanTrans team (with subconsultants Nelson/Nygaard and AECOM) is highly qualified to complete the study, their proposal fulfilled all the

RFP requirements and was within budget and recommended that GVMC pursue federal approval to move forward with a single bidder. After GVMC staff consulted with MDOT, MDOT submitted the request on GVMC's behalf and federal approval was provided.

The committee appreciated the team's experience (both at the corporate and individual levels), the combination of national expertise and local partners, experience completing TDM plans/studies during the pandemic (including updating survey methodologies and incorporating travel changes), and their well thought out approach. The committee also requested having an informal meeting with the consultant team prior to contract drafting to hear more and have an opportunity to discuss the study context and approach in a non-interview setting. This meeting yielded full participation from committee and consultant team members and bolstered confidence that this team can complete a high-quality process and product that can help us move forward with additional regional TDM work.

Based on the recommendation from the committee a draft contract has been developed and reviewed to ensure all contracting requirements are met. On behalf of the RFP/proposal evaluation committee, GVMC staff is requesting approval to engage UrbanTrans in this contract for services related to the completion of a regional transportation demand management (TDM) plan.

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org).

**MOTION – To Approve the Resolution to Approve the Transportation Demand Management Study Contract with UrbanTrans. MOVE – DeVries. SUPPORT – Leisman. MOTION CARRIED.**

## **7. Annual Report**

John Weiss and GVMC Department Heads reported on the very successful past year (please see the GVMC website [www.gvmc.org](http://www.gvmc.org) to view the annual report).

John Weiss highlighted the work done by the Michigan Infrastructure Council, including Infrastructure Portal (13,000 projects) and Asset Management Champion participation in the region. Please contact John if you are interested in participating in the 2<sup>nd</sup> round of Asset Management Champion training.

## **8. Resolution on Acceptance of the GVMC Annual Audit**

Peter Haefner of Verdeveld Haefner, reported on the annual audit.

GVMC was given a clean opinion on the financial statements and single audit with no deficiencies, compliance issues or material weaknesses found.

GVMC has solid financial numbers and position.

**MOTION – To Accept the GVMC Annual Audit and Financial Statements. MOVE–Ellenbas. SUPPORT – Madura. MOTION CARRIED.**

**9. Resolution on Reconciling MDOT Project Agreements**

John Weiss explained the process of MDOT project agreement audits. MDOT has informed GVMC that it is closing their audits through 2016. The resolution accepts the MDOT audit results.

**MOTION – To Accept the Resolution on Reconciliation of MDOT Project Agreements. MOVE – Donovan. SUPPORT – Waterman. MOTION CARRIED.**

**10. Approval of REGIS Board**

The REGIS Board is required to be approved annually by the GVMC Board.

**REGIS Board of Directors as of 1/1/22:**

Ada Township – Julius Suchy  
Alpine Township – Sue Becker  
Byron Township – Peggy Sattler  
Cascade Charter Township – Brian Hilbrands , *proxy Ben Swayze*  
City of Cedar Springs – Michael Womack  
City of East Grand Rapids – Doug LaFave  
Gaines Charter Township – Jonathan Seyferth  
Grand Rapids Charter Township – Mike DeVries  
City of Grandville – Matt Butts  
City of Hudsonville – Dan Strikwerda  
The Rapid – Nick Monoyios  
Kent County Road Commission – Steve Warren  
City of Kentwood – Mark Rambo (*Chair*)  
City of Lowell – Michael Burns  
Plainfield Charter Township – Cameron Van Wyngarden (*Vice Chair*)  
City of Rockford – Thad Beard  
Village of Sparta – Shay Gallagher  
City of Walker – Frank Wash  
City of Wyoming – Curtis Holt

**MOTION – To Approve the Above Listed REGIS Board of Directors. MOVE – DeVries. SUPPORT – Madura. Motion CARRIED**

**11. Adjourn – 9:35**

**MOTION – To Adjourn. MOVE – Cary. SUPPORT – Burns. MOTION CARRIED.**

**OATH OF OFFICE**

**ITEM 5**

STATE OF MICHIGAN     )  
  ) ss.  
COUNTY OF KENT        )

I do solemnly swear that I will support the Constitution of the United States, and the Constitution of this State, and that I will faithfully perform the duties of the office of a member of the Grand Valley Metropolitan Council, according to the best of my ability, so help me God.

\_\_\_\_\_

Subscribed and sworn to before me on \_\_\_\_\_.

\_\_\_\_\_

Signature

\_\_\_\_\_

Title

**RESOLUTION TO ADD ADDITIONAL SEATS ON GVMC BOARD OF DIRECTORS  
TO GEORGETOWN TOWNSHIP AND THE CITY OF KENTWOOD**

**June 2, 2022**

WHEREAS, the Grand Valley Metropolitan Council (GVMC) was organized as a Council of Governments in 1990; and

WHEREAS, GVMC now has 39 member communities from West Michigan including cities, villages, townships and counties; and

WHEREAS, the Articles of Incorporation states in Article VIII Section A that units representing a population of over 50,000 and less than 100,000 may appoint up to two (2) Members of the Council; and

WHEREAS, per the 2020 Census, Georgetown Township's population increased to 54,091 and the City of Kentwood's population increased to 54,304;

THEREFORE, LET IT BE RESOLVED that Georgetown Township and the City of Kentwood will each be allotted one additional seat on the Grand Valley Metropolitan Council Board of Directors (for a total of 2) due to their increased population from the 2010 Census.

This Resolution was passed at the Grand Valley Metropolitan Council Board Meeting on June 2, 2022 by a vote of \_\_\_\_\_ in favor and \_\_\_\_\_ opposed.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary



**GVMC 2022 VOTING ALLOCATION**

ITEM 7

Member	2010 - 2021 GVMC Admin.		2022-2030 GVMC Admin.			Board Seats	Weighted Votes	%of total	
	2010 Population	Dues Population X .27	2020 Population	Dues Population X .27	Difference				
Algoma	9,932	\$2,682	12,055	\$3,255	\$573	3.25	1	4	1.28%
Ada	13,142	\$3,548	14,388	\$3,885	\$336	3.88	1	4	1.28%
Allendale	20,708	\$5,591	26,582	\$7,177	\$1,586	7.18	1	8	2.56%
Alpine	13,336	\$3,601	14,079	\$3,801	\$201	3.80	1	4	1.28%
Belding	5,757	\$1,554	5,938	\$1,603	\$49	1.60	1	2	0.64%
Byron	20,317	\$5,486	26,927	\$7,270	\$1,785	7.27	1	8	2.56%
Caledonia Twp	12,332	\$3,330	15,811	\$4,269	\$939	4.27	1	5	1.60%
Village of Caledonia	1,511	\$408	1,622	\$438	\$30	0.44	1	1	0.32%
Cannon	13,336	\$3,601	14,379	\$3,882	\$282	3.88	1	4	1.28%
Cascade	17,134	\$4,626	19,667	\$5,310	\$684	5.31	1	6	1.92%
Cedar Springs	3,509	\$947	3,627	\$979	\$32	0.98	1	1	0.32%
Coopersville	4,275	\$1,154	4,828	\$1,304	\$149	1.30	1	2	0.64%
Courtland	7,678	\$2,073	9,005	\$2,431	\$358	2.43	1	3	0.96%
East GR	10,694	\$2,887	11,371	\$3,070	\$183	3.07	1	4	1.28%
Gaines	25,146	\$6,789	28,812	\$7,779	\$990	7.78	1	8	2.56%
Georgetown	46,985	\$12,686	54,091	\$14,605	\$1,919	14.60	2	15	4.81%
Grand Rapids	188,040	\$50,771	198,917	\$53,708	\$2,937	53.71	3	54	17.31%
GR Township	16,661	\$4,498	18,905	\$5,104	\$606	5.10	1	6	1.92%
Grandville	15,378	\$4,152	16,083	\$4,342	\$190	4.34	1	5	1.60%
Greenville	8,481	\$2,290	8,816	\$2,380	\$90	2.38	1	3	0.96%
Hastings	7,350	\$1,985	7,514	\$2,029	\$44	2.03	1	3	0.96%
Hudsonville	7,116	\$1,921	7,629	\$2,060	\$139	2.06	1	3	0.96%
Ionia	11,394	\$3,076	13,378	\$3,612	\$536	3.61	1	4	1.28%
Jamestown	7,034	\$1,899	9,630	\$2,600	\$701	2.60	1	3	0.96%
Kentwood	48,707	\$13,151	54,304	\$14,662	\$1,511	14.66	2	15	4.81%
Lowell	3,783	\$1,021	4,142	\$1,118	\$97	1.12	1	2	0.64%
Lowell Township	5,949	\$1,606	6,276	\$1,695	\$88	1.69	1	2	0.64%
Middleville	3,319	\$896	4,295	\$1,160	\$264	1.16	1	2	0.64%
Nelson Township	4,264	\$1,151	4,895	\$1,322	\$170	1.32	1	2	0.64%
Plainfield	30,952	\$8,357	33,535	\$9,054	\$697	9.05	1	10	3.21%
Rockford	5,719	\$1,544	6,142	\$1,658	\$114	1.66	1	2	0.64%
Sand Lake	500	\$135	522	\$141	\$6	0.14	1	1	0.32%
Village of Sparta	4,140	\$1,118	4,244	\$1,146	\$28	1.15	1	2	0.64%
Tallmadge	7,575	\$2,045	8,802	\$2,377	\$331	2.38	1	3	0.96%
Walker	23,537	\$6,355	25,132	\$6,786	\$431	6.79	1	7	2.24%
Wyoming	72,125	\$19,474	76,501	\$20,655	\$1,182	20.66	2	21	6.73%
Wayland	4,079	\$1,101	4,435	\$1,197	\$96	1.20	1	2	0.64%
Subtotal	701,895	\$189,512	777,279	\$209,865	\$20,354		42	231	
					0				
Ottawa County	89,418 at .11	\$9,836	111,562	\$12,272	\$2,436	2	10	3.21%	
Kent County	602,622 per capita	\$66,288	657,974	\$72,377	\$6,089	3	67	21.47%	
GVSU		\$5,000		\$5,000					
Total Administrative Dues		\$270,636		\$299,514	\$28,878				
At Large - Nora Balgoyen						1	1	0.32%	
At Large - Rick Baker						1	1	0.32%	
At Large - Megan Rydecki						1	1	0.32%	
At Large - Brian Donovan						1	1	0.32%	
Total	39 Member Communities, 4 At-Large					51 Seats	312	100.00%	

Note: Dues allocated on basis of 1 vote per \$1,000 or portion thereof dues paid  
05/26/22



## GVMC EXECUTIVE COMMITTEE MEMBERSHIP APPLICATION FORM

### Return to Nomination Committee (Al Vanderberg, Brian Donovan, Megan Rydecki) by August 1, 2022

Applicant's Name:

Municipality/Organization:

Address:

Phone:

Email Address:

The Grand Valley Metro Council Executive Committee Membership consists of eleven members who are predominantly drawn from the GVMC Board Membership. The Officers include the Chair, Vice-Chair, Secretary and Treasurer. Its membership has traditionally included the Mayor or City Manager of the City of Grand Rapids, and the County Administrators of Kent and Ottawa Counties as permanent seats; the GVMC Executive Director in a non-voting capacity as a permanent seat, and a balance between city and township representation for the seven remaining seats.

When openings for the seven non-permanent seats occur, applicants are considered by the Executive Committee based on the following selection criteria, and are then recommended to the GVMC Board Membership for approval:

#### Selection Criteria for Appointment to the GVMC Executive Committee (circle all that apply to you)

- **Government Type Balance:** Applicant represents a government type (i.e. small population city, large population city, small population township, large population township), that is not currently represented, or is under represented by the GVMC Executive Committee).
- **MPO Status:** Applicant represents a municipality/organization that is an ongoing member of the MPO.
- **Geographic Balance:** Applicant represents a municipality/organization located in a geographic area that is not currently represented, or is under represented by the GVMC Executive Committee).
- **Agency Membership:** Applicant represents a municipality/organization that has ongoing membership status in at least one other GVMC Agency (i.e. LGROW and/or REGIS)).
- **Level of Engagement:** Applicant has demonstrated a high level of engagement in GVMC activities (e.g. regularly attends Board meetings, is active in other GVMC agency functions, etc.).
- **Special Talent or Expertise:** Applicant possesses unique talent, knowledge or expertise that would add value to the makeup of the GVMC Executive Committee (please list any special talents or expertise below)

I hereby certify that the information contained on this form is accurate and complete to the best of my knowledge. I understand that all information disclosed on this form will be available to the public as part of a Freedom of Information Act request.

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Applicant Signature

Date

<b>Name</b>	<b>Representing</b>	<b>Position</b>	<b># Years</b>	<b>Participation</b>
Jack Poll	City - Wyoming	Chair	1Year	MPO, REGIS, LGROW, NPDES
Brian Donovan	At-Large	Secretary	4 Years*	Past Chair of LGROW Past Involvement MPO, REGIS, LGROW, NPDES
Patrick Waterman	City - Hudsonville	Vice Chair	1 Year	MPO, REGIS, LGROW, NPDES
Al Vanderberg	Kent County**	Treasurer	2 Year	
Steve Kepley	City - Kentwood			MPO, REGIS, LGROW, NPDES
Ross Leisman	Township - Ada			MPO, REGIS, LGROW, NPDES
Mike DeVries	Township-Grand Rapids			MPO, REGIS, LGROW, NPDES
Greg Madura	Township - Alpine			MPO, REGIS, LGROW, NPDES
John Shay	Ottawa County**			MPO, LGROW, NPDES
Mark Washington	City of Grand Rapids**			MPO, LGROW, NPDES
John Weiss	Executive Director***			

\* It is preferred that officers serve no more than four consecutive one-year terms in the same position.

\*\*Traditionally, Kent County, Ottawa County, and the City of Grand Rapids have had an ongoing seat on the Executive Committee

\*\*\*Executive Director is Required by Articles of Incorporation



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**MEMORANDUM**

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**DATE:** May 26, 2022

**TO:** GVMC Board

**FROM:** Laurel Joseph, Director of Transportation Planning

**RE:** **\$515 Million FY2023-2026 Transportation Improvement Program**

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On behalf of all jurisdictions with projects programmed in the FY2023-2026 TIP, staff is requesting approval of the FY2023-2026 Transportation Improvement Program (TIP) document by the GVMC Board in order to move forward with all necessary approvals by the Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Technical Committee, Policy Committee, and Executive Committee all reviewed and took action to recommend approval at their May meetings. The document and project lists are located on GVMC's website at [www.gvmc.org/tip](http://www.gvmc.org/tip).

The process to develop this document began in summer 2021. Upon completion of the deficiencies analysis and call for projects, the Transportation Programming Study Group (TPSG) and Rural Subcommittees began meeting in November 2021 and began programming projects for the FY2023-2026 TIP. The result of that programming effort is reflected in the draft FY2023-2026 TIP list of projects – which includes local, MDOT, and transit projects – as well as an Illustrative list of projects.

The list of preliminarily approved projects was used for consultation, public involvement, environmental justice review, and the air quality conformity analysis. The details of these processes and their outcomes are documented in the TIP document.

The draft FY2023-2026 TIP includes over \$515 million in federal, state, and local funding to implement over 230 projects over the next four years. This includes almost \$250 million toward preservation and reconstruction projects, \$59 million toward transit projects, \$23.5 million toward nonmotorized projects, and \$19 million in safety-specific funding, among other project types. For details regarding specific projects, please refer to the project lists at the GVMC TIP webpage ([www.gvmc.org/tip](http://www.gvmc.org/tip))

Based on work type and other guidelines, projects were either placed in a General Program Account (GPA) grouping (e.g. road resurfacing, bridge, transit capital, etc.) or included as an individual line item (e.g. reconstruction projects, major widening, etc.). The resulting 2023-2026 GPA thresholds (included as part of the draft TIP) can also be found at [www.gvmc.org/tip](http://www.gvmc.org/tip).

GVMC will take comments on the entire FY2023-2026 TIP document through June 2, 2022.

GVMC is the designated Metropolitan Planning Organization (MPO) for the Grand Rapids metro area and is responsible for the development of the TIP, which is required by both FTA and FHWA.

It is the finding by GVMC that the transportation planning process implemented to develop the Metropolitan Transportation Plan (MTP) and the TIP is certified in accordance with the requirements of US Code 23 CFR 450 and that the FY2023-2026 TIP is consistent with the GVMC 2045 Metropolitan Transportation Plan and conforms to the State Implementation Plan (SIP) for air quality.

The current FY2020-2023 TIP remains in effect until the FY 2023-2026 TIP is approved by MDOT and the Governor, and has been found to conform to the SIP by FHWA and FTA.

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org).



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**RESOLUTION TO APPROVE THE  
FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Grand Valley Metropolitan Council, as of January 1, 1992, is the designated Metropolitan Planning Organization (MPO) according to the provisions of title 23 of the U.S. Code, Section 135; and

WHEREAS, the continuing, cooperative, and comprehensive urban transportation planning process for the Grand Rapids urbanized area has been certified according to the requirements of 23 CFR 450.114 (c); and

WHEREAS, the proposed FY2023-2026 TIP has been developed to addresses all federal requirements listed in 23 CFR 450; and

WHEREAS, GVMC member jurisdictions have been involved in the process since summer 2021 when the deficiencies analysis began; and

WHEREAS, the FY2023-2026 TIP project list was cooperatively developed using GVMC's performance-based planning and programming processes; and

WHEREAS, the FY2023-2026 TIP project list is fiscally constrained to resources expected to be available from federal, state, and local revenue totaling over \$515 Million over four years; and

WHEREAS, the FY2023-2026 TIP went through stakeholder consultation, environmental justice analysis, air quality conformity, and several rounds of public involvement; and

WHEREAS, GVMC has received 8 public comments (to date) from emails, web inquiries, and phone calls and hosted a hybrid in-person/virtual open house at Rapid Central Station on March 30, 2022 which was attended by 5 members of the public in person and 7 members of the public virtually in addition to staff members from GVMC, MDOT, ITP, and KCRC.

WHEREAS, the Transportation Policy and Technical Committees and the Executive Committee have reviewed the FY2023-2026 TIP and recommend its approval;

NOW, THEREFORE, BE IT RESOLVED that the GVMC Board approves adoption of the FY2023-2026 Transportation Improvement Program.

At the GVMC Board Meeting held on June 2, 2022 a motion was made by \_\_\_\_\_ supported by \_\_\_\_\_ to approve the adoption of the FY2023-2026 TIP. The vote was \_\_\_\_\_ yes to \_\_\_\_\_ no. Motion \_\_\_\_\_.

\_\_\_\_\_  
Jack Poll  
Chair, Grand Valley Metro Council

\_\_\_\_\_  
Date



## GRAND VALLEY METROPOLITAN COUNCIL

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## MEMORANDUM

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**TO:** GVMC Board

**FROM:** Laurel Joseph, Director of Transportation Planning

**DATE:** Thursday, May 26, 2022

**RE:** Proposed FY2023 Unified Planning Work Program Activities and Budget

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The FY2023 Unified Planning Work Program (UPWP) for the Grand Valley Metropolitan Council (GVMC) includes the budget for all federally assisted transportation planning activities that the GVMC Transportation Division, the Interurban Transit Partnership (ITP) and the Michigan Department of Transportation (MDOT) will undertake. GVMC must submit the UPWP annually to the sponsoring federal agencies, Federal Highway Administration and Federal Transit Administration, prior to October 1st. It functions as the coordinated budget for the Metropolitan Planning Organization (MPO). The Policy Committee and Executive Committees have reviewed and recommended approval of the draft FY2023 UPWP and now staff is requesting GVMC Board review and action.

The draft FY2023 UPWP document and the associated budget to complete the included tasks is available for review on the GVMC UPWP webpage: [www.gvmc.org/unified-planning-work-program](http://www.gvmc.org/unified-planning-work-program). The work outlined in the program addresses all the federal planning factors, emphasis areas, and performance-based planning and programming requirements.

This year FHWA and FTA developed new planning emphasis areas (PEAs) that need to be addressed in MPO work programs. These include activities related to climate change, equity, complete streets, public involvement, coordination with the Department of Defense and Federal Land Management agencies, planning and environmental linkages, and transportation planning data. Many of these activities were easily incorporated into the standard work tasks GVMC staff undertake each year (if not previously addressed), but staff will also perform a study related to transportation infrastructure resiliency as part of the effort to address these PEAs. Staff will also begin



the process of updating the MTP and continue the work begun in FY2022 on the Airport Access Study, and the Regional Transportation Demand Management Plan. As is typical each year, staff will continue to maintain the TIP, provide technical assistance, collect pavement condition data, and run the regional traffic count and Clean Air Action programs. Staff will also continue to expand the nonmotorized count effort and safety educational campaign. GVMC will perform all these activities in coordination with our local, state, and federal partners.

The GVMC Transportation Program receives its local match through dues assessed to the participating member agencies. While dues have remained the same the last many years, the release of 2020 census data required population numbers to be updated for all jurisdictions. These updates have shifted population proportions, with some jurisdictions growing more than others, and as a result dues will be adjusted for FY2023 to reflect these changes. However, this year (as was done in previous years when dues remained the same though funding and programs expanded) GVMC will still assume an administrative match, taking responsibility for 30% of the local match required and assessing the other 70% through the dues formula (which includes factors related to population, federal aid lane miles and planning/operational match ratios according to anticipated resource needs). This means that while \$378,992 is required to match the federal funds in the FY2023 UPWP, GVMC will assume responsibility for \$113,698 of that amount.

Below are the anticipated dues for all members for FY2023 listing townships and cities in order from highest to lowest in population and showing the breakdown of “planning activities match” and “operational activities match” as well as federal aid lane miles. This breakdown highlights that everyone pays “planning” match while only entities that own/operate federal aid roads pay “operational” match. For reference, the listing of planning and operational match for each work activity for this year is provided below as well. Every activity except the clean air action program, has some operational match associated with it, while there is no planning match for the TIP, pavement management, or congestion management. As has been the case in the past, it is our hope that the total amount of dues will not need to be adjusted again for several years.

If you have any questions, please feel free to email me at [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org) or call me at 776-7610.

<b>Entity</b>	<b>2020 Pop</b>	<b>Planning Activities Common Match</b>	<b>Fed Aid Lane Miles</b>	<b>Fed Aid Lane Miles Percent</b>	<b>Operational Activities Match</b>	<b>FY2023 Dues</b>
Grand Rapids	198,917	\$41,624	417.1	14.83%	\$7,792	\$49,416
Wyoming	76,501	\$16,008	229.6	8.16%	\$4,289	\$20,297
Kentwood	54,304	\$11,363	166.9	5.93%	\$3,118	\$14,481
Georgetown Twp	54,091	\$12,114	0	0.00%	\$0	\$12,114
Plainfield Twp	33,535	\$7,510	0	0.00%	\$0	\$7,510
Gaines Twp	28,812	\$6,453	0	0.00%	\$0	\$6,453
Byron Twp	26,927	\$6,031	0	0.00%	\$0	\$6,031
Allendale Twp	26,582	\$5,953	0	0.00%	\$0	\$5,953
Walker	23,132	\$4,840	104	3.70%	\$1,943	\$6,783
Cascade Twp	19,667	\$4,405	0	0.00%	\$0	\$4,405
Grand Rapids Twp	18,905	\$4,234	0	0.00%	\$0	\$4,234
Grandville	16,083	\$3,365	72.7	2.59%	\$1,358	\$4,724
Caledonia Twp	15,811	\$3,541	0	0.00%	\$0	\$3,541
Ada Twp	14,388	\$3,222	0	0.00%	\$0	\$3,222
Cannon Twp	14,379	\$3,220	0	0.00%	\$0	\$3,220
Alpine Twp	14,079	\$3,153	0	0.00%	\$0	\$3,153
Algoma Twp	12,055	\$2,700	0	0.00%	\$0	\$2,700
East Grand Rapids	11,371	\$2,379	20.6	0.73%	\$385	\$2,764
Jamestown Twp	9,630	\$2,157	0	0.00%	\$0	\$2,157
Courtland Twp	9,005	\$2,017	0	0.00%	\$0	\$2,017
Tallmadge Twp	8,802	\$1,971	0	0.00%	\$0	\$1,971
Hudsonville	7,629	\$1,596	26.8	0.95%	\$501	\$2,097
Lowell Twp	6,276	\$1,406	0	0.00%	\$0	\$1,406
Rockford	6,142	\$1,285	24.4	0.87%	\$456	\$1,741
Nelson Twp	4,895	\$1,096	0	0.00%	\$0	\$1,096
Sparta Village	4,244	\$888	9.6	0.34%	\$179	\$1,067
Lowell	4,142	\$867	16.1	0.57%	\$301	\$1,167
Cedar Springs	3,627	\$759	8.1	0.29%	\$151	\$910
Caledonia	1,611	\$337	2.9	0.10%	\$54	\$391
Sand Lake Village	522	\$109	4	0.14%	\$75	\$184
KCRC urban		\$7,348	911.3	32.40%	\$29,668	\$37,016
KCRC rural		\$9,296	468.2	16.65%	\$5,234	\$14,531
OCRC Urban		\$3,329	287.2	10.21%	\$9,350	\$12,679
OCRC Rural		\$850	42.8	1.52%	\$478	\$1,328
ITP		\$7,975			\$7,975	\$15,950
Gerald R. Ford Airport		\$1,650			\$0	\$1,650
Kent County	657,974	\$3,276			\$0	\$3,276
Ottawa County	106,734	\$1,657			\$0	\$1,657

	<b>Planning Activities Match</b>	<b>Operational Activities Match</b>
<b>Work Items</b>		
<i>Data Management and Analysis</i>		
Demographic & Economic Projections	\$2,292.03	\$1,234.17
Multimodal Volumes and Physical Conditions	\$12,624.83	\$8,416.55
Geographic Information Systems	\$15,294.36	\$2,699.00
Performance Data Management	\$6,827.44	\$3,676.31
<i>Long Range Planning</i>		
Travel Demand/Air Quality Modeling	\$15,826.09	\$6,782.61
MTP	\$26,906.47	\$11,531.34
Nonmotorized Planning	\$17,950.98	\$11,967.32
Land Use Coordination	\$3,354.19	\$1,437.51
<i>Short Range Planning</i>		
TIP	\$0.00	\$8,675.89
Technical Assistance	\$13,046.96	\$2,302.41
Freight	\$3,219.33	\$3,219.33
Safety Conscious Planning	\$13,134.85	\$19,702.28
Security Planning	\$2,647.82	\$3,971.73
Public Involvement	\$11,307.00	\$2,826.75
Clean Air Action Program	\$32,913.50	\$0.00
<i>Transportation Management Systems</i>		
Pavement Management System	\$0.00	\$22,774.28
Congestion Management System	\$0.00	\$7,308.21
Asset Management	n/a	n/a
<i>Program Coordination</i>		
Administration	\$34,215.71	\$11,405.24
<i>Special Studies</i>		
Transportation Infrastructure Vulnerability and Resiliency Study	\$18,750.00	\$18,750.00



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RESOLUTION TO APPROVE THE  
FISCAL YEAR 2023 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Grand Valley Metropolitan Council, as of January 1, 1992, is the designated Metropolitan Planning Organization (MPO) according to the provisions of title 23 of the U.S. Code, Section 135; and

WHEREAS, the continuing, cooperative, and comprehensive urban transportation planning process for the Grand Rapids urbanized area has been certified according to the requirements of 23 CFR 450.114 (c); and

WHEREAS, the proposed FY2023 UPWP addresses all federal planning factors and Michigan Planning Program Emphasis Areas; and

WHEREAS, the Transportation Policy Committee and GVMC Executive Committee have reviewed the work program and corresponding budget and recommend its approval;

NOW, THEREFORE, BE IT RESOLVED that the GVMC Board approves the adoption of the Unified Planning Work Program for Fiscal Year 2023.

At the GVMC Board Meeting held on June 2, 2022 a motion was made by \_\_\_\_\_ supported by \_\_\_\_\_ to approve adoption of the FY2023 UPWP. The vote was \_\_\_\_\_ yes to \_\_\_\_\_ no. Motion \_\_\_\_\_.

\_\_\_\_\_  
Jack Poll  
Chair, Grand Valley Metro Council

\_\_\_\_\_  
Date



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**MEMORANDUM**

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**TO:** GVMC Board

**FROM:** Laurel Joseph, Director of Transportation Planning

**DATE:** Thursday, May 26, 2022

**RE:** FY2022 Unified Planning Work Program (UPWP) Amendment

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ITP-The Rapid is requesting to amend the FY2022 UPWP to add budget and work activities for a Transit Technology Strategic Plan and a Fleet Transition Plan. These new projects will utilize FTA Section 5307 funds and state match.

Attached is a memo and summary from ITP. These proposed changes have been incorporated into the full FY2022 UPWP document, which is posted on the GVMC website in draft form for review at [www.gvmc.org/unified-planning-work-program](http://www.gvmc.org/unified-planning-work-program). Amended sections are highlighted in grey.

Both the Policy Committee and the Executive Committee recommended approval of these amendments at their May meetings.

If you have any questions, please feel free to email me at [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org) or call me at 776-7610.



## Interurban Transit Partnership

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March 23, 2022

Ms. Andrea Faber  
Grand Valley Metro Council  
687 Front Ave NW  
Grand Rapids MI 49503

Dear Andrea,

Please find attached an amendment to the Unified Planning Work Program (UPWP) for Fiscal Year 2022. ITP is requesting to add Transit Technology Strategic Plan with a federal share of \$120,000 and a state share of \$30,000 and Fleet Transition Plan with a federal share of \$120,000 and a state share of \$30,000.

Please let me know if you have any questions or require additional information.

Sincerely,

Kevin Wisselink  
Director- Procurement and Capital Planning

INTERURBAN TRANSIT PARTNERSHIP

UNIFIED PLANNING WORK PROGRAM  
(UPWP)

TRANSIT PORTION

Fiscal Year 2022

**Proposed Amendment to the  
FY 2022 Unified Planning Work Program Projects**

Description	Total Costs
<b>Section 5307</b>	
Transit Technology Strategic Plan	\$150,000
Fleet Transition Plan	\$150,000
<b>Total</b>	<b>\$300,000</b>



## Transit Technology Strategic Plan

### Objective

The Rapid is looking to partner with a transit technology consultant to attain technical support on new customer facing technologies and Intelligent Transportation System (ITS) options and to assist in development of a long-range transit technology strategic plan, as well as developing the necessary materials for bid solicitation and support for implementation. Goals for this process are to identify new technology solutions that can improve operational efficiency, cost effectiveness, security, safety, marketing, and overall customer experience.

Areas of interest for this study and long-range technology plan include bus technology, bus platforms and terminals, websites, apps, and other methods of customer interaction that can help improve The Rapid's customer communication and experience.

### Procedures and Tasks

- Conduct a study of new and existing technology solutions that enhance or improve services for The Rapid's public facing areas. These systems include passenger facing information systems, fare collection, bus signal priority technology and Advanced Driver Assistance Systems (ADAS).
- Conduct a peer review study to determine what systems other transit agencies are implementing and lessons learned from those agencies.
- Conduct stakeholder outreach to get feedback on technology solutions. Stakeholders include customers, the general public and Rapid staff. Outreach activities could include surveys, focus groups and public meetings.
- Study the transit technology industry to determine what options are currently available and how they could be applied to the Rapid.
- Develop a long-range technology and ITS proposed strategy for development of these systems.
- Develop specification and scope or work materials for these selected solutions.
- Create list of possible bidders for each selected project to be utilized by The Rapid in subsequent procurements.

### Deliverables

- The development of a long-range customer facing technology plan and recommended solutions to The Rapid.

### Budget:

<u>Funding Agency</u>		<u>Performing Agency</u>	
Federal	\$ 120,000	Contractual	\$ 125,000
MDOT-Match	<u>\$ 30,000</u>	Direct	<u>\$ 25,000</u>
Total	\$ 150,000	Total	\$ 150,000

## **Fleet Transition Plan**

### Objective

The objective is to develop a comprehensive Zero-Emission Bus (ZEB) Transition Plan that supports The Rapid's efforts to a long-term fleet management plan that include zero-emission buses. The Rapid will use technical assistance and expertise from a third-party consultant to build upon and enhance the existing Zero-Emissions Bus Transition Plan. Areas of study will include evaluation of current zero emission bus technology and how it would perform in The Rapid's environment, selection of what specific zero emission bus technologies are best suited to The Rapid, facility and workforce development needs, and what fueling/charging solutions The Rapid should use. Evaluation and research will provide Rapid staff strategies and detailed plans to improve decision making and practices for planning, implementing and operating ZEBs long term.

### Procedures and Tasks

- Review The Rapid's existing Zero-Emission Bus Transition Plan and conditions of The Rapid's services.
- Conduct a peer review study to determine what systems other transit agencies are implementing and lessons learned from those agencies.
- Study the current state of Zero Emission Bus technologies and how they could be applied to the Rapid.
- Based on this research, select a ZEB mode(s) moving forward and the best fueling/charging methods for implementing this solution.
- Create a detailed implementation plan for The Rapid's transition to a ZEB fleet. This will include vehicle and fueling system specifications, workforce development needs, and any modifications that need to be made to existing facilities.
- Develop specification and scope or work materials for these selected solutions.
- Update The Rapid's Zero-Emission Bus Transition Plan based on the findings of this study.

### Deliverables

- An updated Zero-Emission Bus Transition Plan, including detailed implementation strategies recommendations and support for long term succession of a transition to a zero-emissions Fleet.

### Budget:

<u>Funding Agency</u>		<u>Performing Agency</u>	
Federal	\$ 120,000	ITP/The Rapid	
MDOT-Match	\$ 30,000	Contractual	\$ 125,000
Total	\$ 150,000	Direct	\$ 25,000
		Total	\$ 150,000



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RESOLUTION TO APPROVE OF AN AMENDMENT TO  
THE FISCAL YEAR 2022 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Grand Valley Metropolitan Council, as of January 1, 1992, is the designated Metropolitan Planning Organization (MPO) according to the provisions of title 23 of the U.S. Code, Section 135; and

WHEREAS, the continuing, cooperative, and comprehensive urban transportation planning process for the Grand Rapids urbanized area has been certified according to the requirements of 23 CFR 450.114 (c); and

WHEREAS, ITP-The Rapid has requested an amendment to the FY2022 UPWP to add budget and work activities for a Transit Technology Strategic Plan and a Fleet Transition Plan; and

WHEREAS, the proposed amended FY2022 UPWP continues to address all federal planning factors and Michigan Planning Program Emphasis Areas; and

WHEREAS, the Transportation Policy Committee and GVMC Executive Committee have reviewed the amended work program and corresponding budget and recommend its approval;

NOW, THEREFORE, BE IT RESOLVED that the GVMC Board approves the adoption of the amended Unified Planning Work Program for Fiscal Year 2022.

At the GVMC Board Meeting held on June 2, 2022 a motion was made by \_\_\_\_\_ supported by \_\_\_\_\_ to approve adoption of the amended FY2022 UPWP. The vote was \_\_\_\_\_ yes to \_\_\_\_\_ no. Motion \_\_\_\_\_.

\_\_\_\_\_  
Jack Poll  
Chair, Grand Valley Metro Council

\_\_\_\_\_  
Date

# GVMC

You & a Guest are Invited!

BBQ Luncheon  
&  
Whitecaps Baseball Game

July 13, 2022

10:45 BBQ Luncheon  
12:00 Noon Ballgame

4500 W River Dr NE  
Comstock Park, MI 49321

ITC is generously sponsoring a BBQ Luncheon and Whitecaps Baseball Game for GVMC Board Members. BBQ lunch lasts for 1 hr 15 minutes (10:45 - 12:00). Guests will then exit the BBQ deck and be seated in their reserved seats to enjoy the baseball game!

There are a limited number of tickets, so RSVP ASAP. To reserve your tickets, go to <https://forms.gle/a6dIMoSELMBQdhmh7>

Please be advised, parking costs \$7 per car. The first 50 respondents will receive a free parking pass!

Tickets and BBQ deck passes will be picked up the day of the game at the sign-in table in front of the stairs at the stadium Main Entrance Gate A.

Questions? Contact Gayle McCrath at 616.717.2819 or [mccrathg@gvmc.org](mailto:mccrathg@gvmc.org)



FOR THE  
GREATER GRID

## **TRAFFIC**

by: [Matt Jaworowski](#)

**Posted: Mar 14, 2022 / 03:18 PM EDT / Updated: Mar 14, 2022 / 03:25 PM EDT**

GRAND RAPIDS, Mich. (WOOD) — West Michigan drivers may see some temporary antennas pop up from time to time at intersections and stretches of highway. Local transportation officials say there's no need to worry.

The mystery antennas aren't capturing video of your face or tracking your license plate. Tyler Kent, a transportation planner for the Michigan Department of Transportation, says the antennas track traffic patterns.

"They are simply to collect raw counts; how many people are crossing that particular area," Kent told News 8. "MDOT, along with other road agencies, such as cities or county road commissions, use that data to monitor their system, to make safety or operational improvements where they can. It also helps to use that data to understand general traffic trends like how many people are leaving or traveling during rush hour or how many people are traveling during construction periods."

Mike Zonyk is a transportation planner with the Grand Valley Metro Council: the federal government mandates similar organizations to help improve traffic flow in areas with at least 50,000 residents. Zonyk says that simple data collection can be used in many ways.

"One is the typical traffic flow. You're looking for the actual 24-hour count," Zonyk explained. "Another use of (traffic counters) are for speed studies, to see how fast people are going on the road. ... You can identify the class of vehicles. You can get an idea of how much truck traffic, even all the way down to bike traffic counts."

Transportation officials use several tools when it comes to monitoring traffic patterns.

"There are different types of traffic counting devices out there. You'll have some that are permanent, they are buried in the ground. ... Those are really on freeways for the most part," Kent said. "There's not very many of them around the state, either. I believe we have a couple on US-131 throughout Grand Rapids that continuously collect data throughout the day, every day of the week, all year long."



An MDOT temporary traffic counter was spotted at the intersection of 28th Street and Michael Avenue in Wyoming, Michigan. The counter is a radar camera attached to a telescopic pole and anchored to a street sign. (Courtesy Marie Bast)

There are two types of mobile counters: radar cameras and road tubes. Radar cameras are set on top of long antennas, usually anchored to streetlights or intersection signs.

“Those are just essentially a camera on top of a telescoping pole,” Kent said. “They’re not recording people or specific movements people are doing or speeds, they are just recording if a vehicle crosses a detection zone, essentially.”

Radar cameras are generally used at busier intersections and high-traffic streets with higher speed limits. Road tubes are used on slower roads. The two tubes stretch over the roadway, count vehicles and measure speed as they drive over them. While the counters do measure speed, Zonyk confirmed that information is only for planning purposes and is not shared with law enforcement.

The mobile traffic counters are usually left up for 24 to 48 hours before being moved to a different location.

“The idea is just to get a standard daily analysis of what the traffic conditions are like at an intersection or a longer stretch of road. ... It’s just a snapshot in time,” Kent said.

The Grand Valley Metro Council is responsible for measuring traffic patterns at approximately 1,500 locations and each must be measured at least once every three years.

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# Area residents invited to give input on access to Ford Airport

March 28, 2022-row, [City of Kentwood](#), [City of Wyoming](#), [Local Business](#), [Travelaccess](#), [Ford Airport](#), [Gerald R. Ford International Airport](#), [GVMCadmin](#)

By **Joanne Bailey-Boorsma**  
[joanne@wktv.org](mailto:joanne@wktv.org)



The Grand Valley Metro Council is looking at access to the Gerald R. Ford International Airport. (Supplied)

How much does having busing services impact you when heading to the Gerald R. Ford International Airport? Do you find it easy to be dropped off at the airport? What improvements would you suggest for access to the Ford Airport?

These are just some of the questions residents and stakeholders are being asked to on an [Airpot Access Study survey](#) hosted by the Grand Valley Metro Council and the Gerald R. Ford International Airport.

The project is in conjunction with the Michigan Department of Transportation, Kent Conty Road Commission, City of Kentwood, Cascade Township, and engineering firm AECOM. The study is designed to investigate ways to improve access to the airport as well as the surrounding local road and freeway systems. Rapids growth and develop at the airport, and in the Greater Grand Rapids Area, makes now an import time to consider how best to provide access in the airport area into the future, according to organizers of the study.



“While labeled ‘Airport Access,’ this study focuses on transportation through a broader lens, looking at what modes of transportation are needed, how people get to and from the airport and its surrounding area, and how it can be improved upon,” said Laurel Joseph, GVMC Director of Transportation Planning. “Dating back to efforts made in the 80s and 90s, we recognize the far-reaching impacts this project will have.”

The study will examine current transportation needs and changing travel patterns including airport passenger and cargo traffic, road connections and access, traffic operations and safety, bike and pedestrian circulation, transit service, railroad connections, airport security, and terminal access redundancy. The study also will evaluate different airport access alternatives, leading to a recommended alternative (or alternatives) and an accompanying implementation and action plan.

The start of this project will be the [survey](#) which will ask residents and stakeholders to consider the type of travel they did before the pandemic, how frequently they visited the airport, what modes of transportation they took, and the ease of access to the airport. Participants will be asked if shuttles, biking, walking or parking impact access to the airport. Participants also will have an opportunity to identify airport access areas they feel need improvement. Filling out the survey takes about five to 10 minutes.

“Our communities continue to grow and change, attracting national talent in various industries,” Joseph said. “Our airport and its connecting transportation system need to not only meet our current needs but also projected growth. The goal is to find ways to improve the accessibility, functionality, safety, and efficiency of the transportation network for years to come. We cannot do that without the essential input of those traveling to, from, and through the area today.”

Joseph said the goal is to collect as much community input as possible. To help with that, survey participants may enter into a \$50 gift card drawing. There will be two winners. The survey will be open until the end of April.

For more information about the project, click [here](#). To take the survey, click [here](#). (Survey is available in both English and [Spanish](#).)

# The Detroit News

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**OPINION** *This piece expresses the views of its author(s), separate from those of this publication.*

## Opinion: Don't keep tearing up public infrastructure because of inefficiency

**Eric Paul Dennis**

Published 11:00 p.m. ET May 11, 2022

Constructing roads and bridges, water and sewer pipes and utility lines are among the most expensive things that governments and utilities do. When the public is asked to contribute to the cost of these projects, it wants to know that the funding is used efficiently. Collaboration in asset management and project design is becoming more common and should be encouraged for all participants.

A road is more than a road. The road sits within a piece of real estate called a right-of-way (ROW). This ROW is owned by a government such as a state, county or city. Within that public ROW is not only the road pavement, but often multiple types of public infrastructure and public or private utilities, each with its own set of restrictions, responsibilities and rights.

When a road is closed for construction, the project often has nothing to do with the road but to repair, replace or install some utility under the road. For example, it is not unusual for a road to be repaved only to have a water main or sewer repair a year or two later, ripping up and replacing sections of new pavement.

Obviously, this is disruptive and inefficient. Government agencies and utility companies are aware of this issue. In recent years, the phrase “dig once” has become a popular mantra to capture the idea of coordinating across agencies to improve project design and reduce construction costs.

The “dig once” approach is often referenced as a strategy to expand broadband availability. The materials and labor costs required to install communications lines can be multiple times over the fiber optic cable itself.

To lower the costs of broadband service expansion, the federal government encourages road agencies to adopt “dig once” construction standards that include installing empty conduit and frequent access points within the ROW as a component of road projects.

This would allow telecommunications companies to run cable through these unused conduits at highly reduced cost.

The “dig once” concept can be further extended to all infrastructure and utilities that share the ROW. For example, it could be used to underground electrical powerlines and avoid future storm-related power outages.

Additional benefits can be obtained through coordinated subsurface utility engineering. This approach emphasizes obtaining as much knowledge of underground utilities as possible prior to project design using ground-penetrating radar and non-destructive excavation.

Readers may be surprised to learn that most construction projects commence with only a general idea of what lies beneath the surface. Excavation plans include disclaimers warning the contractor to dig carefully. Contractors and project engineers are often surprised by what they find. These are rarely good surprises. Such practices lead to frequent utility disruptions, cost overruns and timeline extensions.

If project engineers take the time to identify subsurface conditions and locate utility runs with relative certainty, they can then coordinate with utility owners as appropriate to reconstruct the ROW so that all deficiencies are addressed.

The projects can also include relocating each utility within a shared corridor, along with vacant conduit runs for future utilities and sufficient access points to install and maintain utilities as needed. When projects are finished, detailed “as-built” information should be collected, archived and integrated into broader asset management efforts.

Complete subsurface utility engineering can add substantial costs to a project and may seem only worthwhile in dense urban ROWs. However, this is an investment in the future. Subsurface utility engineering can enable near-literal “dig once” management of the ROW such that any future work can be completed without any unnecessary excavation.

These principles can be adopted to varying degrees to fit the context of the project.

The benefits of “dig once” and coordinated subsurface utility engineering are well-understood. Yet, such cross-agency coordination is relatively rare because of the up-front investments of time and resources required.

Public infrastructure projects are difficult to manage in the best of times. It requires coordination between infrastructure owners, consulting engineers, contractors, multiple subcontractors and a variety of others. Different entities pursue their own objectives on

different constituencies, stakeholders or even shareholders. Expanding the scope of a project can introduce complications.

Agencies are often hesitant to voluntarily pursue “dig once” principles unless the benefits of coordination are clear. Even when the benefits of coordination are clear from a perspective of broad public interest, it may not be obvious from any individual viewpoint.

Successful “dig once” projects result from individuals going above and beyond their job descriptions to build relationships and establish cooperative frameworks.

At a minimum, whenever any significant capital investment is planned for a ROW, all existing and potential ROW users should be notified as soon as possible to enable potential cost-saving collaborative projects. The challenge is making this happen.

There are several “dig once” success stories from Michigan agencies. For example, the Detroit Water and Sewerage Department and the city of Detroit General Services Department are collaborating on an extensive stormwater management project in Rouge Park that will also include drinking water and sanitary sewer upgrades. The excavated soil will be used in a redesign of Riverside Park next to the Ambassador Bridge.

While such examples remain relatively rare, the opportunities for collaboration are extensive. Many people are working hard to make them more common. Three efforts stand out:

- ▶ In the Detroit metro area, the Southeast Michigan Council of Governments has recently established the Capital Improvement Project Coordination Tool. This password-protected geodatabase allows all types of infrastructure and utility owners to upload their capital improvement plans to enhance collaboration with other infrastructure owners.
- ▶ On the west side of the state, the Grand Valley Metropolitan Council oversees a consortium of communities and utility providers called REGIS, an acronym for “Regional Geographic Information System.” This system provides a common database and suite of applications and interfaces to satisfy the spatial data management needs of all participant members. By participating in REGIS, member communities share valuable information, provide better and more consistent service to constituents and reduce operating costs. REGIS has been active more than 20 years and served as the template for a statewide effort overseen by the Michigan Infrastructure Council (MIC).
- ▶ The new MIC platform is called the “Dig Once Project Portal.” The Portal allows public and private asset owners to document future construction locations/dates across transportation,

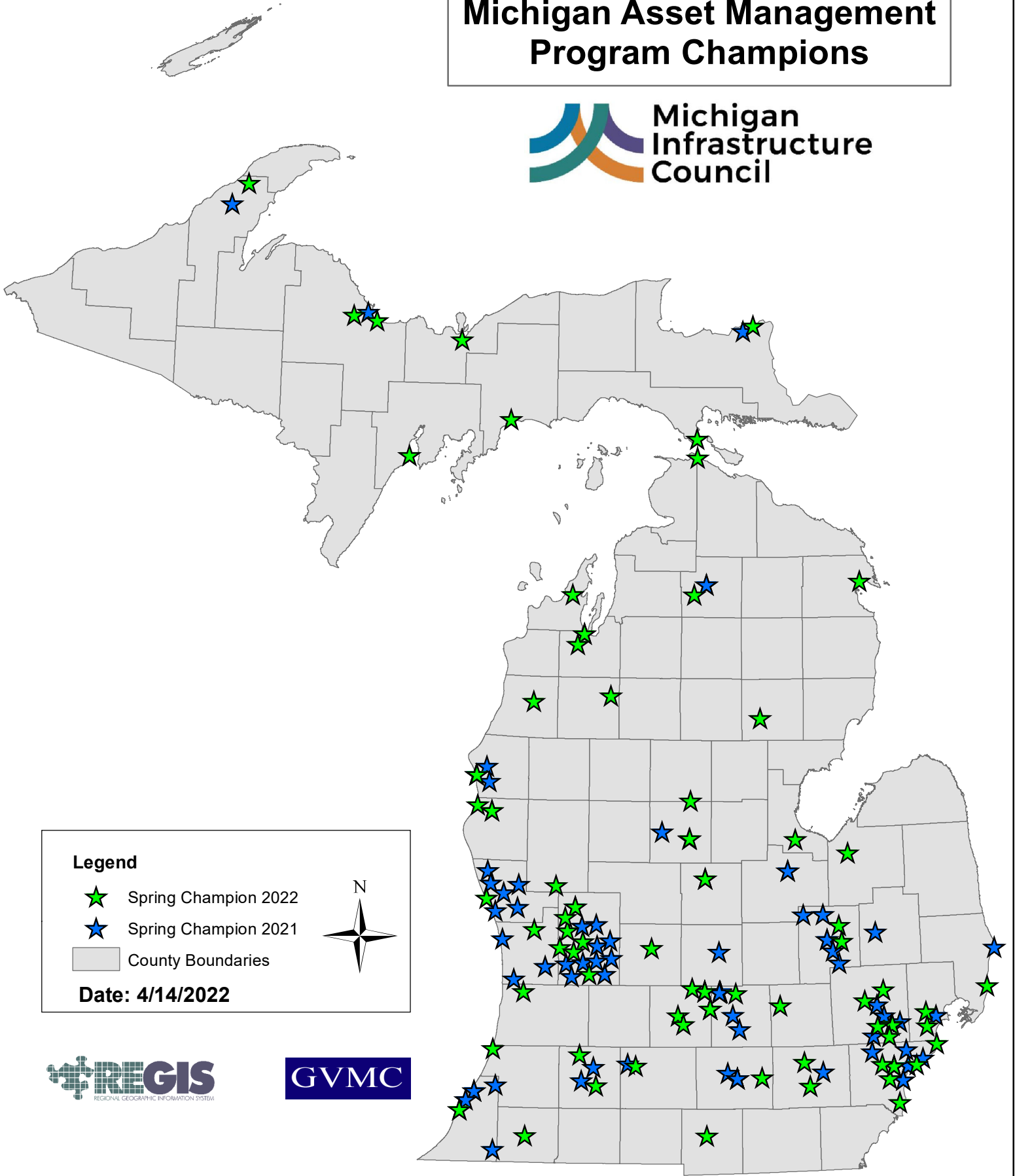
water, utilities, and communications infrastructure. Thousands of projects have been added to the portal from infrastructure and utility owners across the entire state of Michigan.

These platforms are not a complete solution to “dig once” planning or subsurface utility engineering, but they can facilitate such efforts. It would benefit infrastructure and utility owners to embrace these projects.

Public policies should encourage them further. Such efforts will be essential for Michigan to establish infrastructure design and management practices that are resilient and sustainable for decades to come.

*Eric Paul Dennis is a research associate for the Citizens Research Council of Michigan. Founded in 1916, the Research Council works to improve government in Michigan. The organization provides factual, unbiased, independent information concerning significant issues of state and local government organization, policy, and finance. By delivery of this information to policymakers and citizens, the Research Council aims to ensure sound and rational public policy formation in Michigan. For more information, visit [www.crcmich.org](http://www.crcmich.org).*

# Michigan Asset Management Program Champions



## Legend

- ★ Spring Champion 2022
- ★ Spring Champion 2021

County Boundaries



Date: 4/14/2022

