



GRAND VALLEY METROPOLITAN COUNCIL

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GVMC BOARD MEETING PUBLIC AGENDA PACKET

8:30 a.m.
May 6, 2021

Zoom Webinar Public Login Information

Please click the link below to join the webinar:

<https://zoom.us/j/94225080462?pwd=d2ZwZ0lZM3hzZXM4T0Jod1hnck9FZz09>

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International numbers available: <https://zoom.us/u/absSpP6dv8>

1. Welcome
2. Roll Call
3. Public Comment
4. Approval of Minutes - Attachment A
5. Transportation – John Weiss & Laurel Joseph
 - Unified Planning Work Program (UPWP) Attachment B
 - Resolution of Approval – Attachment C
6. At Large Nomination – Mike DeVries
7. Annual & Audit Report – John Weiss & Chris Brown
 - Audit Report (3 files attached to email)
 - Resolution of Audit Approval – Attachment D
8. Response from Attorney Jim Brown on Bylaw & Articles Question – Attachment E
9. Other
 - MIC News Release – Attachment F
 - Transportation Surface Priorities – Attachment G
 - MiBiz Infrastructure Article – Attachment H
 - Asset Management Champions – 3 Attachments
10. Adjourn

GRAND VALLEY METRO COUNCIL

Board Meeting

February 4, 2021

8:30 a.m.

Electronic Meeting

VIA Zoom

MINUTES

1. Call to Order

Mike DeVries called the meeting to order at 8:35 a.m.

Members Present:

Rick Baker	At-Large Member
Nora Balgoyen	At-Large Member
Thad Beard	City of Rockford
Wayman Britt	Kent County
Mike Burns	City of Lowell
Tom Butcher	GVSU
Gary Carey	City of Walker
Dan Carlton	Georgetown Township
Dave Datema	Tallmadge Township
Deb Diepenhorst	Cannon Township
Mike DeVries	Grand Rapids Township
Rob DeWard	Gaines Township
Brian Donovan	At-Large Member
Adam Elenbaas	Allendale Township
Shay Gallagher	Village of Sparta
Curtis Holt	City of Wyoming
Jim Holtvluwer	Ottawa County
Diane Jones	Kent County
Doug LaFave	East Grand Rapids
Jeff Thornton	Village of Caledonia
Jonathan Seyferth	City of Coopersville
Steve Kepley	City of Kentwood
Ross Leisman	Ada Township
Greg Madura	Alpine Township
Steve Maas	City of Grandville
Brenda McNabb-Stange	City of Hastings
John Niemela	City of Belding
Jack Poll	City of Wyoming
Patricia Rayl	Village of Middleville
Amos Tillema	Byron Township

Al Vanderberg
Laurie Van Haitzma
Cameron VanWyngarden
Mike Verhulst
Mark Washington
Patrick Waterman
Lynee Wells

Ottawa County
Jamestown Township
Plainfield Township
City of Grand Rapids
City of Grand Rapids
City of Hudsonville
City of Grand Rapids

Members Absent:

Mandy Bolter
Robyn Britton
Joshua Eggleston
Rachel Gokey
Kevin Green
Jerry Hale
Bryan Harrison
Mike Womack
Open
Open
Open
Open

Kent County
Nelson Township
City of Wayland
Village of Sand Lake
Algoma Township
Lowell Township
Caledonia Township
City of Cedar Springs
City of Ionia
City of Greenville
Courtland
Cascade Township

Others Present:

John Weiss
Gayle McCrath
Laurel Joseph
Jason Moore
Dennis Kent
Mark Rambo
Megan Rydecki
Matt McConnon

Grand Valley Metro Council
Grand Valley Metro Council
Grand Valley Metro Council
Grand Valley Metro Council
MDOT
City of Kentwood
Consumers Energy
Courtland Township

Voting Tally GVMC Board Meeting February 4, 2021

Member	Quorum	Motion on Schedule
Algoma		
Ada	X	yes
Allendale	X	yes
Alpine	X	yes
Belding	X	yes
Byron	X	yes
Caledonia		
Village of Caledonia	X	yes
Cannon	X	yes
Cascade		
Cedar Springs		
Coopersville	X	yes
Courtland		
East GR	X	yes
Gaines	X	yes
Georgetown	X	yes
GR - Mark Washington	X	
GR - Mike Verhulst	X	yes
GR - Lynee Wells	X	yes
GR Township	X	yes
Grandville	X	yes
Greenville		
Hastings	X	yes
Hudsonville	X	yes
Ionia		
Jamestown	X	yes
Kentwood	X	yes
Lowell	X	yes
Lowell Township		
Middleville	X	no
Nelson Township		
Plainfield	X	yes
Rockford	X	yes
Sand Lake		
Village of Sparta	X	yes
Tallmadge	X	yes
Walker	X	yes
Wyoming Curtis Holt	X	yes
Wyoming Jack Poll	X	yes
Wayland		
GVSU - Tom Butcher	X	yes
Ottawa County - Al Vanderberg	X	yes
Ottawa County - Jim Holtvluwer	X	yes
Kent County - Mandy Bolter		
Kent County Diane Jones	X	yes

Kent County Wayman Britt	X	yes
At Large - Brian Donovan	X	yes
At Large - Rick Baker	X	yes
At Large - Open		
At Large - Nora Balgoyen	X	yes
	Quorum Present	Motion Passed

2. Roll Call

Quorum Present

3. Public Comment

None

4. Approval of Minutes

MOTION - To Approve the December 2020 GVMC Board Meeting Minutes. MOVE - Britt. SUPPORT - Poll. MOTION CARRIED.

5. Oath of Office

The Oath of Office was administered to Dave Datema of Tallmadge Twp., Amos Tillema of Byron Twp., and Curtis Holt of Wyoming.

6. Approval of REGIS Board

MOTION - To Approve the REGIS Board as Listed in Attachment. MOVE - Cary. SUPPORT - Vanderberg. MOTION CARRIED.

7. GVMC Schedule

MOTION - To Approve the GVMC 2020/21 Board Meeting Schedule. MOVE - Maas. SUPPORT - Madura.

Discussion ensued regarding whether or not the amendment made in February 2020 to the GVMC By-Laws (as authored by GVMC legal counsel) would be sufficient to allow for fewer than monthly Board meetings and the moving of the October meeting as stated in the Articles of Incorporation.

AMENDED MOTION - To Approve the GVMC 2020/21 Board Meeting Schedule and ask Executive Director to contact the GVMC attorney for clarification on possible ambiguity regarding the number of meetings and October meeting questions as

they pertain to the By-Laws and Articles of Incorporation requirements. MOVE – Maas. SUPPORT - Britt. MOTION CARRIED.

8. Update from Executive Committee on Process for Executive Committee Nomination

Al Vanderberg drew on his 20 yrs. experience in the Metro Council and the institutional knowledge acquired over that time to reported on the history of GVMC and the methods / process of nominating Executive Committee members. See memo text below.

“I thought that the most recent GVMC Board of Directors meeting was a relatively painful meeting, not because there was dissent, but because there is apparently a significant lack of understanding of the type of organization the GMVC is, who it serves, and why membership is constituted the way it has been over the years. As Past Chair, with well over 20-years of experience working with GVMC, I think that I have a responsibility to assist with resolving this matter.

The Metro Council is a governmental services organization created under the PA 292 of 1989, Metropolitan Councils Act. GVMC exists to serve its members with services members need and desire and that are provided by decision of the Board of Directors. To emphasize this further, the GVMC is **NOT** an organization that provides services to the public directly and is **NOT** a political organization.

The membership of GVMC is not elected to the GVMC, most are elected or appointed to the counties, cities, townships, and villages that GVMC was created to serve. The counties, cities, townships, and villages make their own independent decisions on whom to appoint to the GVMC Board of Directors. Typically, leaders of these jurisdictions have been selected such as mayors, township supervisors, village presidents or manager representatives that have the authority to speak on behalf of the appointing jurisdiction. GVMC membership includes four “at-large” seats among its membership.

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

GVMC has utilized criteria or filters over the years to determine Executive Committee membership; not to say that there haven’t been exceptions but for the most part these criteria have been consistently utilized:

- **Government Type** – due to the differences in between counties, cities & villages; and townships, Executive Committee membership has been designed to have a representative balance of types of governments for many reasons which many of you know and I won’t elucidate here.

- **MPO Status** – Preference has been given to communities that are members of the MPO. The MPO represents by far the greatest share of funding and activity of GVMC. Some may not realize it but each time we are having a GVMC Meeting, we are also concurrently having an MPO meeting. Gayle does two sets of minutes for each meeting and parses out the non-MPO members vote in the minutes of the MPO meeting for those items that pertain to the MPO.
- **Geographic Balance** – cities & villages, and township representation has been taken from both Kent and Ottawa Counties in proper proportion between the two.
- **Other GVMC Agency Knowledge/Service** – Preference has been shown to GVMC Board Members whose communities are part of REGIS and/or LGROW.
- **Need for Special Talent or Expertise** – Preference has been given at times to someone with unique talent or expertise which is needed at a certain time. For example, a BDO Seidman Partner served as Treasurer for years when financial management was a greater concern than currently.

The reality is that the demographic makeup of the Executive Committee has far more to do with the people who are elected and appointed to positions at the city, township and village level and then appointed to the GVMC by their respective councils and boards and not due to the preference of the Executive Committee or GVMC Board of Directors. For example, the City of Grand Rapids decided to appoint the male City Manager to replace the female Mayor on the Executive Committee that changed the demographic makeup of the Executive Committee which had no say in the matter. Grand Rapids also could have decided to appoint one of their other GVMC Board Member appointees who is female to the Executive Committee but chose not to. In the past 3 years we went from an Executive Committee with one female member and zero African American members to an Executive Committee with zero female members and two African American members, none of which was due to any decision of the GVMC Board or Executive Committee!

I believe that we are on the right course with the mix of governmental membership on the Executive Committee. Racial and gender equity will change over the years based on who is elected and appointed to city, village, and township offices.

I think there would be value in documenting the Executive Committee appointment process in writing prior to seeking nominations later this year and offer to write a first draft if so desired.”

Discussion ensued regarding the need to follow a documented process and criteria, in a timely and transparent manner.

The Board agreed to accept Al Vanderberg’s offer to create documentation of a process and criteria to bring back to the Board.

9. Adjourn 9:40 a.m.

MOTION to Adjourn. MOVE – Carey. SUPPORT – Poll. MOTION CARRIED.



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MEMORANDUM

TO: GVMC Board Members

FROM: Laurel Joseph, Director of Transportation Planning

DATE: Thursday, April 26, 2021

RE: Proposed FY2022 Unified Planning Work Program Activities and Budget

The FY2022 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 draft FY2022 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. The work outlined in the program addresses all the federal planning factors, emphasis areas, and performance-based planning and programming requirements. The Policy Committee and GVMC Executive Committee both recommended approval of the draft FY2022 UPWP at their April meetings.

In response to feedback from members, GVMC will be leading efforts related to two special regional planning studies in FY2022: a regional transportation demand management study and an airport access study. Additionally, GVMC will be replacing the pavement data collection van, incorporating updated technology and additional capabilities developed in the 15 years since the original van was purchased. Other work highlights include a new performance monitoring subtask, development of a nonmotorized count database, and continuing implementation work related to recommendations from the 2045 MTP.

The GVMC Transportation Program receives its local match through dues assessed to the participating member agencies. While the program is expanding significantly, GVMC is planning to cover this expansion leaving dues **the same, overall, in FY2022**.

If you have any questions, please email me at laurel.joseph@gvmc.org or call me at 776-7610.



The Grand Valley Metropolitan Council

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2022

Proposed May 2021

Submitted June 2021

Mike DeVries, GVMC Board Chairperson

John Weiss, GVMC Executive Director

Terry Schweitzer, Transportation Policy Advisory Committee Chairperson

Questions regarding this document may be directed to:

Laurel Joseph, GVMC Director of Transportation Planning (616) 776-7610

Kevin Wisselink, ITP Manager of Procurement and Capital Planning (616) 774-1190

CREDIT/DISCLAIMER STATEMENT

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Introduction

The FY2022 Unified Planning Work Program (UPWP) of the Grand Valley Metropolitan Council (GVMC) defines federal and state transportation planning requirements and related tasks to be accomplished in and for the Grand Rapids Metropolitan Area, regardless of funding sources or responsible agencies during the Fiscal Year beginning October 1, 2020 and ending September 30, 2021. The FY2021 UPWP incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region during the fiscal year. The program provides a process for the coordination and collaboration of transportation planning activities in the study area and is required as a basis and condition for all federal funding assistance for transportation planning. The Grand Valley Metropolitan Council became the MPO in January 1992.

The UPWP includes the budget for all federally assisted transportation planning activities that will be undertaken by its Transportation Division, the Interurban Transit Partnership (ITP) and the Michigan Department of Transportation (MDOT). It must be submitted annually to the sponsoring federal agencies prior to October 1st. This is consistent with Section 134 Title 23, USC, Title 49, Section 613.1, "The Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule" of Wednesday, February 14, 2007 (Federal Register), and Fixing America's Surface Transportation Act (FAST Act).

The activities undertaken by the GVMC transportation department principally relate to overall transportation program management and fulfillment of federal requirements under the FAST Act and state mandated requirements. The priorities/activities for the GVMC transportation department adhere to federal and state law requirements.

The cornerstone of the FAST Act highway/transit programs is the gradual transition to a performance and outcome-based program to increase accountability and efficiency in the way federal transportation dollars are spent. The intention is that, under this performance-based planning program, states/MPOs will invest resources in projects that help to achieve individual performance targets and collectively will make progress toward national goals.

Funding for all MPO activities is provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the MPO members on an 80/20 split. The 20% local match is mandated by federal law for any MPO to receive transportation planning funds. The local match assessed to the 34 participating member agencies is based on a fair share process. The agencies appoint representatives to the Technical and Policy Committees. Recommendations from these agencies are sent to GVMC, according to the Rules of Procedure. See Figures 1 and 2.

In addition to a brief description of objectives and work products, the UPWP identifies financial participation of funding agencies and responsible agencies associated with each task. In this way the UPWP becomes the basis for documenting federal, state, and local participation in the continuing, cooperative, and comprehensive GVMC transportation planning process. The UPWP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is used to monitor the expenditure of FHWA Consolidated Planning Grants (CPG), which combine FHWA planning (PL) funds and FTA Section 5303 funds, as well as Congestion Mitigation Air Quality Program (CMAQ) funds, Surface Transportation Program (STP) funds, and Highway Infrastructure Program (HIP) funds. This UPWP also serves as an indispensable management tool, enabling the GVMC to manage and administer its planning responsibilities with available program revenues.

FIGURE 1 GVMC STAFFING STRUCTURE

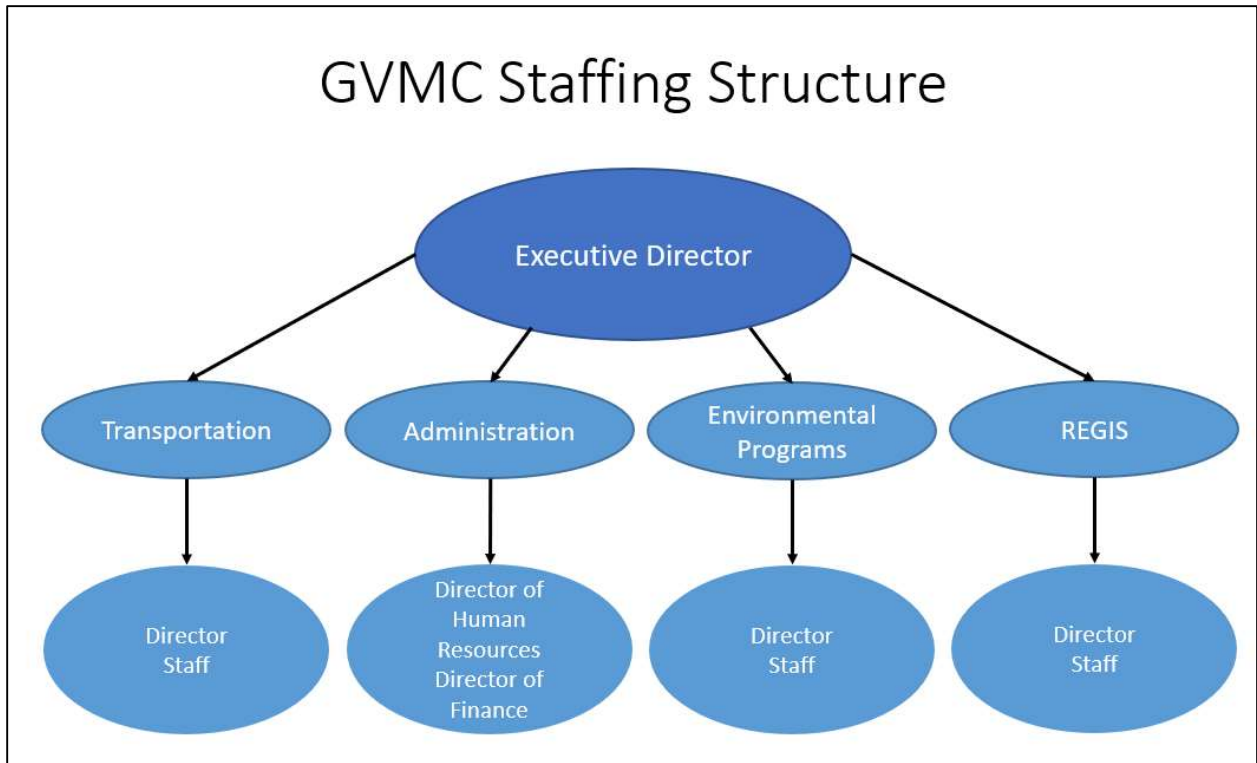
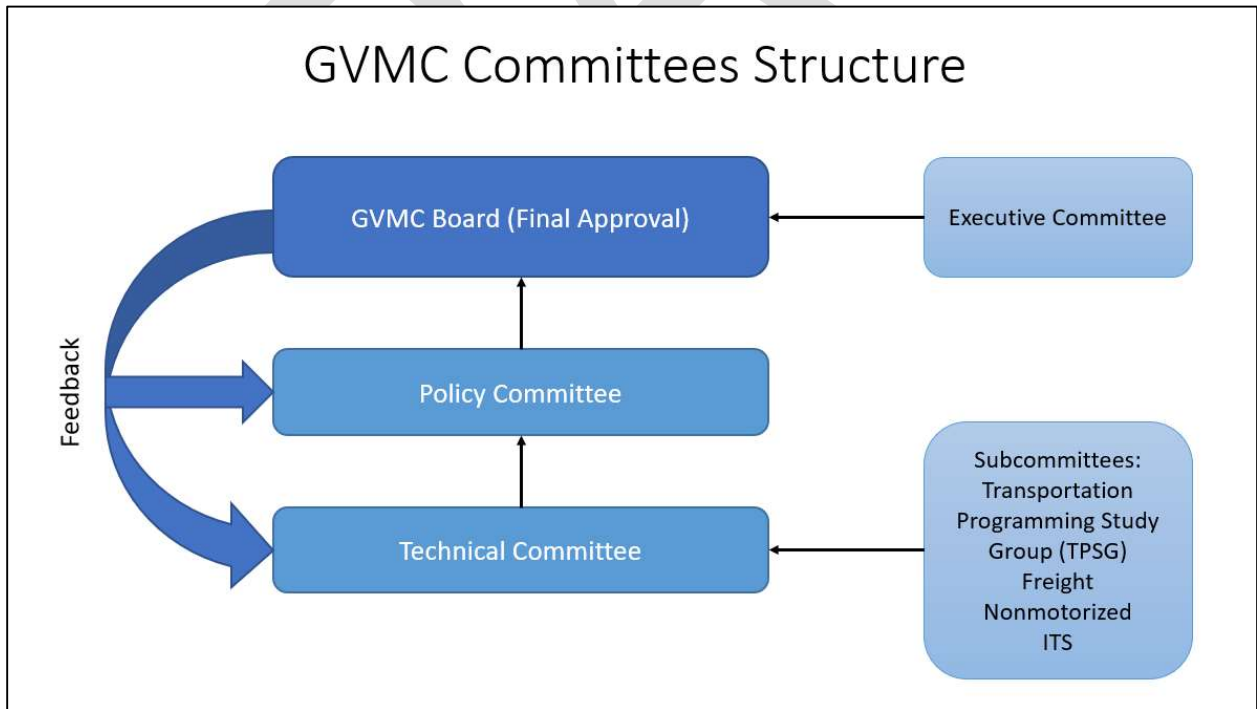


FIGURE 2 GVMC TRANSPORTATION COMMITTEES STRUCTURE



ITP is a separate transit authority that has responsibility for providing public transportation. Its mission statement is "to create, offer, and continuously improve a flexible network of regional public transportation options and mobility solutions."

The regional planning study area boundaries expanded in June of 1992 to include all of Kent County and four urban townships and the City of Hudsonville in Ottawa County. This designation was consistent with the requirements of the 1990 Clean Air Act Amendments (CAAA) and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). All future transportation plans must now include the area contained within the Metropolitan Area Boundary (MAB).

GVMC and ITP coordinate activities to carry out the federally mandated transportation planning process within the MAB. The activities undertaken in the GVMC Program principally relate to overall program management and fulfillment of federal and state requirements. Other regionally significant activities take place with the cooperation of other participating agencies. GVMC staff provides technical assistance to member communities as needed. Coordination between other modes such as transit, rail freight, rail passenger, airport development and nonmotorized transportation are also part of the program responsibilities.

The activities of ITP, the region's primary transit provider, target service improvements to the existing transit system as well as promotion of innovative ridesharing alternatives through the Rideshare Program.

MAP-21, which became effective October 1, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. The FAST Act, which became effective December 4, 2015, continues with the same planning requirements. This work program has been developed to comply with changes regarding metropolitan planning called for in the FAST Act, as stated in the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, which was published in the Federal Register on May 27, 2016. At the time of drafting this document, the FAST Act was scheduled to expire on September 30, 2021. It is expected new surface transportation legislation will be enacted or that the FAST Act will be extended and that this UPWP will adhere to federal requirements associated with the legislation in place either as drafted or modified to incorporate legislative changes.

In the FAST Act, the metropolitan transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process. Requirements for a long-range plan and a short-term Transportation Improvement Program (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The Metropolitan Transportation Plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

Statutory citation(s): FAST ACT §§1106, 1112-1113, 1201-1203; 23 USC 119, 134-135, 148-150

The metropolitan planning program under FAST Act provides funding for the integration of transportation planning processes in the MPOs into a unified metropolitan transportation planning process, culminating

in the preparation of a multimodal transportation metropolitan plan for the MPO. Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)), describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under the FAST Act, the original eight planning factors remain unchanged, and two new planning factors have been added: (1) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and (2) enhance travel and tourism. The increased focus level and activities regarding these issues is the result to the FAST Act identified ten broad planning factors. The MPO must consider these factors when developing plans and annual programs. The GVMC transportation planning activities and budget are developed to address these factors and other state and federal requirements. The ten planning factors (for both metro and statewide planning) are as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Each of these factors is addressed through various work program tasks selected for FY2021, as shown in the table below.

The UPWP outlines the objectives and products resulting from transportation planning work tasks, as well as anticipated task funding and estimated Staff hours.

In addition to the planning factors under the FAST Act, several federal and state planning emphasis areas were also considered during the development of the UPWP. These planning areas are described below:

FY2022 Michigan Planning Program Emphasis Areas

(Provided by FHWA Michigan Division and FTA Region 5 staff)

1. Administration of MPOs
 - a. Review and update **Title VI and ADA** procedures as needed.
2. Performance-Based Planning and Programming
 - a. Incorporate **performance measures** and targets into goals and objectives.
 - b. **Document** expected benefit of projects in TIPs and MTPs, and how they will contribute to accomplishing performance targets.
 - c. **Evaluate** the benefits/performance of TIP and MTP projects to determine progress towards performance targets.

- d. Consider better aligning **project selection criteria** for TIPs/MTPs with performance measure targets.
- 3. Long Range Transportation Planning
 - a. **Meet requirements** of new performance measure and planning regulations.
 - b. Improve documentation and consideration of **environmental consultation** (see contact resources developed by MDOT/FHWA in 2018 and training held in 2017).
 - c. Advance **Environmental Justice** analysis, as needed, such as the inclusion of accessibility measures (per training held in 2016).
 - d. Improve upon existing **freight planning** efforts (per training from FHWA in 2018).
- 4. S/TIP Improvements
 - a. **Begin development of the FY23-26 TIPs.**
 - b. Continue working cooperatively towards improving upon **JobNet and streamline STIP/TIP processes.**
 - c. Expand the use of **JobNet features** (e.g., mapping capabilities).
 - d. Continued efforts to improve **public involvement**, including virtual public involvement methods.

MDOT FY 2022 MPO Planning Emphasis Areas

- 1. Development of the new FY2023-2026 TIP
 - a. incorporation of performance-based planning in project selection
- 2. Maintaining FY 2020-2023 TIP in JobNet including:
 - a. four years of projects listed in TIP (for each MPO program areas);
 - b. correct utilization of GPAs, in alignment with the guidance document (should the MPO utilize GPAs).
- 3. Continued growth and expertise in JobNet application improvements.
- 4. Continue to ensure transit projects are accurately shown in the TIP and fiscally constrained, through coordination with local transit agencies and MDOT Office of Passenger Transportation.
- 5. Review, evaluate and update public participation plan (PPP):
 - a. Clear project map/data listing
 - b. Consideration of virtual options for public participation
 - c. Environmental justice and Title VI processes and connection to public involvement
 - d. Ensuring transparency and providing open access to the planning, decision making, and project evaluation & selection processes. These processes should be available to the public and easy to understand (digestible format) on the MPO website.
- 6. Ensure compliance with Transportation Performance Measures (TPM) requirements, including working with MDOT on data needed to identify how MPO is working to meet adopted targets.
- 7. Continue to focus on partnerships utilizing a continuing, cooperative, and comprehensive (3C) approach to transportation planning.

Each of these areas is addressed through various work program tasks/subtasks included for FY2021, as shown in the tables below:

TABLE 1 FEDERAL PLANNING FACTORS – UPWP TASK MATRIX

Planning Factor UPWP Task	Economic Vitality	Increase Safety	System Security	Accessibility	Protect Environment	Integration of System	Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
Data Management	X	X		X	X	X	X	X	X	X
Long-Range Planning	X	X	X	X	X	X	X	X	X	X
Short-Range Planning	X	X	X	X	X	X	X	X	X	X
Transportation Management Systems	X	X	X	X	X	X	X	X	X	
Rideshare	X			X	X	X	X		X	
Community Outreach	X	X	X	X		X	X	X	X	
Long-Range Transit Plan	X	X	X	X	X	X	X	X	X	X
Administration	X	X	X	X	X	X	X	X	X	X
Special Planning Studies	X	X	X	X	X	X	X	X	X	X

TABLE 2 FEDERAL PLANNING EMPHASIS AREAS – UPWP TASK MATRIX

Planning Emphasis Area/ UPWP Task	Performance-Based Planning	Long-Range Transportation Planning	TIP Improvements	Administration of MPOs
Data Management	X		X	
Long-Range Planning	X		X	
Short-Range Planning	X		X	
Transportation Management Systems	X			X
Rideshare				
Community Outreach				
Long-Range Transit Plan				
Administration	X		X	X
Special Planning Studies				

TABLE 3 STATE PLANNING EMPHASIS AREAS – UPWP TASK MATRIX

Planning Emphasis Area/UPWP Task	TIP Development and Maintenance	JobNet Application	Transit in the TIP	PPP	TPM Requirements	3-C Process
Data Management	X				X	X
Long-Range Planning					X	X
Short-Range Planning	X	X	X	X	X	X
Transportation Management Systems	X				X	X
Rideshare						X
Community Outreach						X
Long-Range Transit Plan						X
Administration	X	X	X	X	X	X
Special Planning Studies						X

DRAFT

Major Transportation Priorities

To meet surface transportation legislation requirements, address federal and state planning factors and emphasis areas, as well as focus on regional transportation priorities identified by GVMC member communities this work program contains funding for the following work tasks.

1.0 Data Management and Analysis

GVMC will monitor and analyze area travel characteristics and factors affecting travel such as socio-economic and land use data, transportation system data, and environmental issues and concerns. Priorities include data collection and analysis, monitoring, and evaluation, including more focus on federal performance measures, development of a nonmotorized count database and collection system, and continued advancement in GIS capabilities.

2.0 Long Range Planning

GVMC will work on identifying transportation system planning tasks related to the development of a sustainable multimodal transportation system. Priorities include maintaining and updating the travel demand model in preparation for the next update to the Metropolitan Transportation Plan (MTP), maintaining and continuing implementation work related to recommendations from the 2045 MTP, identifying long-range needs, developing multimodal investment strategies and project prioritization processes, air quality conformity, environmental justice, environmental mitigation, consultation, and linking land use decision-making and transportation planning throughout the region in a more effective way.

3.0 Short Range Planning

GVMC will identify transportation system planning tasks related to short range transportation systems planning. Priorities include the development of the FY2023-2026 Transportation Improvement Program (TIP), maintenance/update of the FY2020-2023 TIP, providing technical assistance to MPO members, freight planning, safety planning, security, public participation, air quality conformity, and managing the Clean Air Action Program.

4.0 Transportation Management Systems

GVMC will monitor area travel characteristics and factors affecting congestion and pavement conditions. Priorities include collecting and analyzing transportation system data, coordinating with MDOT and local transportation providers, developing congestion and pavement investment plans, maintenance of the congestion management process, continuing development of an asset management system, and implementation and monitoring of ITS solutions as a part of operation and management requirements.

5.0 ITP – Rideshare

The objective of the Rapid's rideshare and vanpool program (West Michigan Rideshare) is to encourage carpooling, vanpooling and other modes of alternative transportation as part of a greater effort to reduce the number of single occupancy vehicles on the road.

6.1 ITP – Community Outreach

As the Rapid plans for its future service and customer experience, community and customer data are critical to planning for what is next. The objective is to do research to determine the need for future transportation studies and initiatives to better serve the Rapid’s customers and community at large.

6.2 ITP – Long Range Transportation Planning

ITP will initiate an updated Transit Master Plan (TMP). A new TMP will maximize the value that public transportation has as an MPO Planning priority and identify the strategic direction for public transportation over the next 20 years.

7.0 Program Coordination

GVMC will continue to carry out functions required to manage the transportation planning process on a continual basis, including program administration, development, review, and reporting. Priorities include the UPWP, public involvement, environmental justice, environmental mitigation, Title IV, ADA policy, timely submittal of documents, MPO scheduled meetings, and coordination with all MPO member units. This task will also provide a platform to encourage and support regional cooperation and consolidation of regional transportation services.

8.0 Special Planning Studies

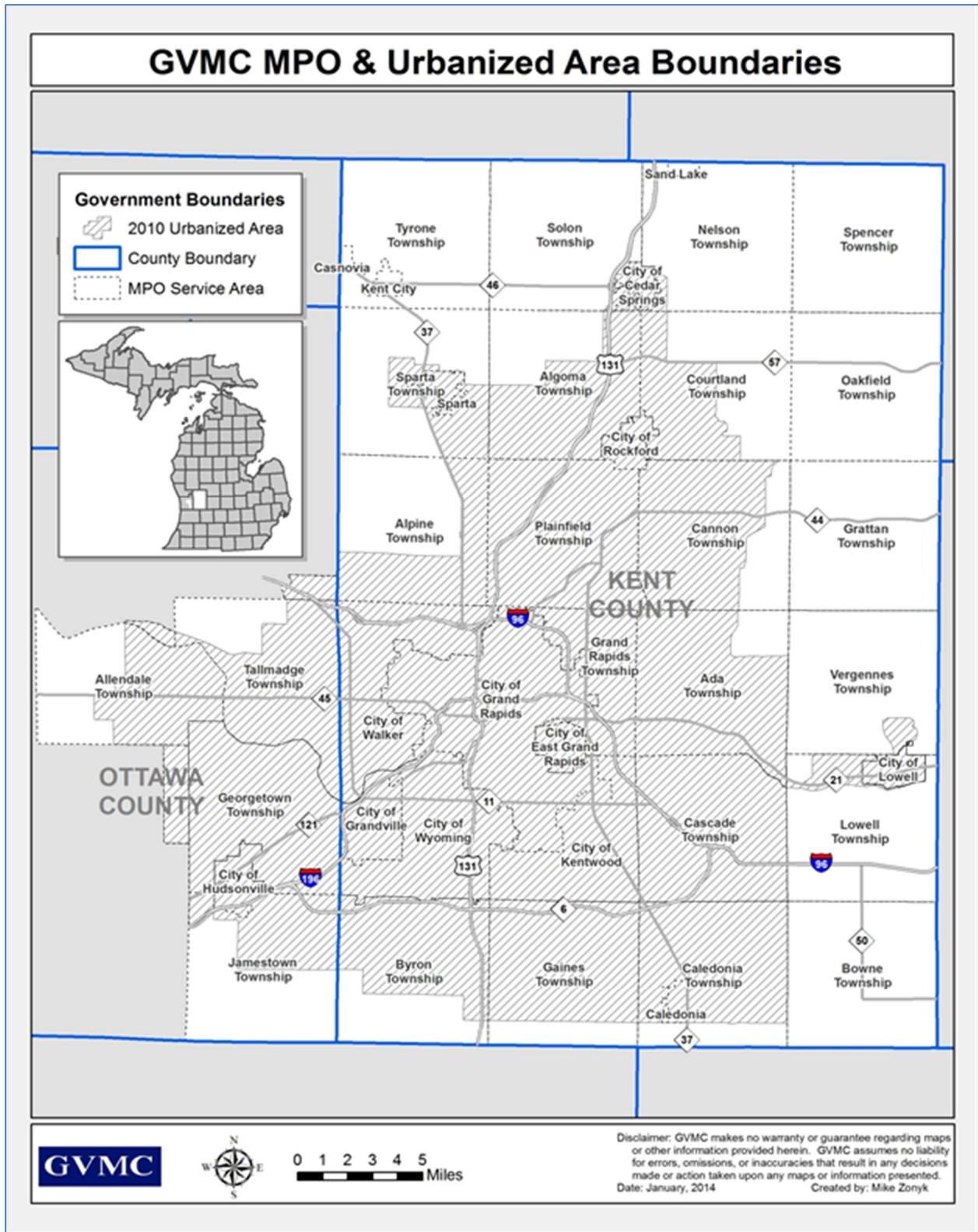
In response to member community feedback, GVMC will lead efforts related to special regional planning studies. Priorities for FY2022 include a regional Transportation Demand Management (TDM) study and an Airport Access study.

Justification for the Level of Planning Effort Designated in the UPWP

The level of planning effort for the GVMC MPO is driven by the 2045 MTP and operational planning needs of the various transportation operating agencies. The MTP addresses numerous state and federal requirements, among which are, the FAST Act, various statutes from the state and federal level, the planning process and performance- based planning and programming, the Americans with Disabilities Act, responses to Certification Findings by FHWA, and Michigan Department of Transportation (MDOT). Staff time and resources are focused to address issues such as intermodal planning, congestion management, pavement management, safety planning, transit planning and concerns, ITS, traffic operations, freight transportation planning, environmental justice, air quality, environmental quality, nonmotorized, and needs of the transportation underserved.

The increased focus level and activities regarding these issues are the result to the FAST Act identified ten broad planning factors. The MPO must consider these factors when developing plans and annual programs. The GVMC transportation budget is developed to address these factors and other state and federal requirements.

FIGURE 3 GVMC STUDY AREA



Funding Sources and Estimates for FY 2022 Planning Activities

All work, including MPO staff time and consultant studies, listed in the UPWP is funded by one or more of the following funding sources.

Consolidated Planning Grant funds (also known as “CPG” or metropolitan planning funds)

CPG funds include FHWA planning grant funds (PL) and FTA Section 5303 funds. Federal planning funds can be used for up to 81.85 percent of a project, with a required 18.15 percent match typically provided by local governments. A total of \$1,169,002 in CPG funding is budgeted for FY2022. The match is based on the 81.85/18.15 federal matching requirements.

FHWA Surface Transportation Program (STP) funds

Federal STP funds can be used for up to 81.85 percent of a project, with a required 18.15 percent match typically provided by local governments. A total of \$150,000 is budgeted for FY2022. The match is based on the 81.85/18.15 federal matching requirements.

FHWA Congestion Mitigation/Air Quality Program (CMAQ) funds

Federal CMAQ funds can be used for up to 80 percent of a project, with a required 20 percent match typically provided by local governments. A total of \$80,000 is budgeted for FY2022. GVMC will use CMAQ funds to support the Clean Air Action Program. CMAQ monies are provided, for this fiscal year, on an 80/20 matching basis, with 20 percent of the total cost from non-federal sources.

100% Federal CMAQ Funds

Continuation of rideshare services and funding are included in the FY2022 UPWP. A total budget of \$150,000 has been allocated to support rideshare services. The funding for this program is 100% federal. ITP will utilize these funds to operate the West Michigan Rideshare program in-house.

FTA Section 5307 grant funds

Section 5303 funds are federal funds designated for transit planning and research activities. FTA permits the use of Section 5307 funds not designated for operating assistance to supplement other funding in support of planning activities. Up to 80 percent of federal funds can be used for a project. Section 5307 funds must be matched with a 20 percent non-federal share. For FY2022 \$495,000 is budgeted from Section 5307. Section 5307 funds must be matched with a 20 percent non-federal share. Matching funds will be provided from MDOT funds for planning work.

Highway Infrastructure Program (HIP) – COVID Relief Funds

The Highway Infrastructure Program was created as part of the most recent surface transportation legislation. HIP funding is not guaranteed to MPOs annually, but generally has same eligibility requirements as STP funding. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 was signed into law and provided additional HIP appropriations at a 100% federal share. \$235,708 has been budgeted in this UPWP for the regional TDM study.

Michigan Transportation Fund (MTF) Program Funds

A total of \$24,000 of MTF program funds are budgeted for FY2022. MTF funds are provided at 100% by the state.

Local matching funds

All federal grant funds require at least an 18.15 percent non-federal match. The MPO receives funding from member jurisdictions on a proportionate fair share basis using population distributions published by the most recent decennial census and lane miles as defined by the national highway functional classification network approved by MDOT and FHWA. The Grand Valley Metropolitan Council MPO members will provide local match funds of \$316,723 for the related MPO activities specified in this document.

TABLE 4: FY 2022 REVENUES

	FY 2022 State/Federal	Local/State Match	Total
CPG (GVMC)	\$1,169,002	\$259,223	\$1,428,224
STP (GVMC)	\$150,000	\$37,500	\$187,500
CMAQ (GVMC)	\$80,000	\$20,000	\$100,000
MTF (GVMC)	\$24,000	\$0	\$24,000
HIP-C (GVMC)	\$235,708	\$0	\$235,708
GVMC Subtotal	\$1,658,711	\$316,723	\$1,975,432
5307 (ITP)	\$396,000	\$99,000	\$495,000
CMAQ (ITP)	\$150,000	\$0	\$150,000
ITP Subtotal	\$774,000	\$156,000	\$930,000

DRAFT

1.0 Data Management and Analysis

GVMC will monitor and analyze area travel characteristics and factors affecting travel such as socio-economic and land use data, transportation system data, and environmental issues and concerns. Priorities include data collection and analysis, monitoring, and evaluation, including more focus on federal performance measures, development of a nonmotorized count database and collection system, and continued advancement in GIS capabilities.

TABLE 5 DATA MANAGEMENT AND ANALYSIS TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
CPG	\$236,536	Person Weeks	69
GVMC Local Match	\$52,451	Salaries	\$64,142
		Fringes	\$24,374
		Direct Cost	95,000
		Indirect Cost	\$80,571
		Contractual CPG	\$24,900
Total	\$288,987	Total	\$288,987

Activities

Demographic and Economic Projections

Objectives | Procedures | Tasks

- Monitor community development; collect demographic, employment, and development information; and maintain up-to-date Traffic Analysis Zone (TAZ) records.
- Collect land use plans throughout the MPO to update any changes that may be occurring at the local level that impact the growth rates for the transportation system.
- Provide information to local units of government officials and the public as requested.
- Provide data to the travel demand model.

Multimodal Volumes and Physical Conditions

Objectives | Procedures | Tasks

- Monitor existing traffic volumes on the federal aid roadway system throughout the GVMC study area for use in project development in accordance with the PEL process.
- Schedule traffic data collection, provide technical assistance, and maintain traffic data files using the Traffic Count Database System (TCDS).
- Respond to requests from the public and the MPO members for traffic count information.
- Provide technical assistance and training to local units of government with processing and storing traffic data utilizing Jamar & MS2Soft software.
- Collect Highway Performance Monitoring System (HPMS) data, which is used for national trends and for air quality conformity monitoring.
- Develop nonmotorized count database and collection system.
- Use the data collected to support the development of technical analysis tools as required by the planning process.

- MIRE Data: Under federal reporting requirements Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) is a federal reporting requirement for safety roadway data. Work on implementation by MDOT and its vendors (CSS, Roadsoft, and ESRI) of the MIRE FDE data repository schema in MDOT Roads & Highways should be completed. Beginning in FY22, MPO and local agency participation in the MIRE data collection process will be considered part of the requirements in fulfilling Data Collection responsibilities to MDOT. The first set of MDOT MIRE FDE data and tools should be available in Roadsoft in the April 2022 release. Agencies should receive MIRE data in Roadsoft in V22 and may export changes to MDOT for V22 and beyond. The five (5) data items that MPO staff will be requested to review will be: Surface type, number of through lanes, access control, median type, and junction traffic control. MPO and MDOT staff will begin the process of meeting to discuss and plan for annual maintenance and validating these data items going forward. The end goal will be to draft a plan to fill 100% of the five MIRE data items and submit to MDOT by August of 2025.

Transportation Geographic Information System Maintenance & Update

Objectives | Procedures | Tasks

- Update and expand the GVMC database for the Transportation Geographic Information System (TGIS), which incorporates all the transportation-related databases into a TransCad/GIS platform.
- Verify that the data in the TGIS is current and as up to date as the data itself.
- Add additional information to the TGIS under this work item, such as data for the pavement and congestion management systems, and other various transportation variables.
- Work with the Regional Geographic Information System (REGIS) department to develop, build, and input all transportation data and planning tools for the Grand Rapids metro area into the REGIS system.
- Provide mapping data and manage the transportation system as a technical tool used in the planning process.
- Provide mapping capabilities for all members for use in needs studies.
- Provide mapping applications for our members and public to communicate data in a user-friendly format.

Performance Data Management

Objectives | Procedures | Tasks

- Collect and compile federal performance measure data for the regional system.
- Evaluate federal performance measure data for use in short- and long-term planning and programming efforts.

TABLE 6 DATA MANAGEMENT AND ANALYSIS TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Census Data Update	As released
GIS Data Layers	Year-long activity
Maps, charts, and reports of census and TAZ data to be presented to GVMC Committees and other interested parties	As needed
Multimodal Volume Data Collection	Primarily April through October; as needed year-long
Traffic Data Report	January
HPMS Report	May
Multimodal Volume counting supplies purchase	March-April
GIS Database Update	Year-long activity
REGIS Database Update	Monthly
Provision of data, maps, applications, reports	As needed

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2.0 Long-Range Planning

GVMC will identify transportation system planning tasks related to the development of a sustainable multimodal transportation system. Priorities include maintaining and updating the travel demand model in preparation for the next update to the Metropolitan Transportation Plan (MTP), maintaining and continuing implementation work related to recommendations from the 2045 MTP, identifying long-range needs, developing multimodal investment strategies and project prioritization processes, air quality conformity, environmental justice, environmental mitigation, consultation, and linking land use decision-making and transportation planning throughout the region in a more effective way.

TABLE 7 LONG-RANGE PLANNING TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
CPG	\$200,458	Person Weeks	68.35
GVMC Local Match	\$44,452	Salaries	\$78,736
		Fringes	\$29,919
		Direct Cost	\$27,351
		Indirect Cost	\$98,903
		Contractual CPG	\$10,000
Total	\$244,909	Total	\$244,909

Activities

Travel Demand/Air Quality Modeling

Objectives | Procedures | Tasks

- Begin the model update process in preparation for the development of the next MTP.
- Continuously increase the accuracy of the travel demand and the air quality forecasting models by updating the input data with current up-to-date information, and perform validation and simulation runs.
- Use the model to monitor/analyze system performance due to the impacts of capacity-related projects, and transportation investment/land use scenarios.
- Perform travel demand modeling tasks associated with updates to and implementation of the 2045 MTP.
- Participate in/conduct MITC-IAWG meetings, as needed, and support MDOT's air quality modeling efforts.

2045 Metropolitan Transportation Plan

Objectives | Procedures | Tasks

- Maintain the 2045 Metropolitan Transportation Plan (MTP).
- Work to achieve progress on recommendations identified in 2045 MTP.
- Monitor and ensure compliance with all federal performance measures.
- Begin preliminary work for 2050 MTP.
- Improve upon environmental justice (EJ) and accessibility study efforts.
- Review and update (if necessary) GVMC's Title VI and LEP plans.
- Continue to participate in the development of the State Long Range Transportation Plan

Land Use and Transportation Coordination

Objectives | Procedures | Tasks

- Link land use decision-making and transportation planning throughout the region in a more effective way, through monitoring the development of local land use and transportation plans and coordinating with regional partners.
- Use updated land use related socio-economic data to develop potential land use scenarios for analysis in the MTP update process.
- Through collaboration with REGIS, contribute to the maintenance of the regional zoning and future land use geodatabases.
- Review regional land use changes stimulated by transportation investments and transportation investments stimulated by regional land use changes, with the goal of ensuring better integration of transportation planning and land use.

Nonmotorized Planning

Objectives | Procedures | Tasks

- Help promote and enhance nonmotorized activities within the MPO planning process.
- Develop/update the nonmotorized plan (bike and pedestrian) as a part of the Metropolitan Transportation Plan.
- Research/develop a regional nonmotorized count program and uniform standards in accordance with existing local, state, and national standards.
- Study of regional non-motorized wayfinding needs and uniform standards that can be applied to address these needs.
- Supplement GVMC ongoing activities and responsibilities regarding multi-modal transportation planning in accordance with the FAST Act.

TABLE 8 LONG-RANGE PLANNING TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Model Technical Report	Year-long activity
Maps & Data, including Air Quality Data	Year-long activity
Participate in MITC-IAWG meetings	As needed
MTP Update/Amendment	Year-long activity
MTP Process Update	Year-long activity
Expanded Consultation Process	Year-long activity
Expanded Environmental Justice and Accessibility Efforts	Year-long activity
Review and update Title VI, ADA, and LEP documents	As needed
Begin initial work for 2050 MTP	Year-long activity
Engagement and Coordination with MPO Members	Ongoing
Land Use TDM Scenario Development	Year-long activity
Nonmotorized Subcommittee Meetings	As needed
An up-to-date regional bicycle and pedestrian plan	Year Long Activity
Up-to-date nonmotorized project list	Year-long activity

3.0 Short-Range Planning

GVMC will identify transportation system planning tasks related to short range transportation systems planning. Priorities include the development of the FY2023-2026 Transportation Improvement Program (TIP), maintenance/update of the FY2020-2023 TIP, providing technical assistance to MPO members, freight planning, safety planning, security, public participation, air quality conformity, and managing the Clean Air Action Program.

TABLE 9 SHORT-RANGE PLANNING TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
CPG	\$376,333	Person Weeks	118.78
CMAQ	\$80,000	Salaries	\$140,321
GVMC Local Match	\$103,450	Fringes	\$53,322
		Direct Cost	\$154,879
		Indirect Cost	\$176,261
		Contractual CPG	\$10,000
		Contractual CMAQ	\$25,000
Total	\$559,783	Total	\$559,783

Activities

Transportation Improvement Program (TIP)

Objectives | Procedures | Tasks

- Develop the FY2023-2026 TIP
- Maintain and update, as needed, the FY2020-2023 TIP as required by the FAST Act in cooperation with ITP, MDOT, FHWA, and FTA.
- Monitor the progress of FY2022 projects throughout the year to assure that federal funds returned to the area will be spent in a timely manner.
- Continue working cooperatively toward improving upon JobNet and streamline the STIP/TIP processes.
- GVMC and Transit Authority staff will review annual capital equipment and facilities needs in relation to previous and current programs, including short-range transit planning efforts.
- Update the FY2020-2023 TIP to assure continued FAST Act compliance based on the latest performance-based planning requirements.
- Participate in/conduct MITC-IAWG meetings, as needed, to ensure that TIP amendments are air quality compliant.
- Conduct environmental justice (EJ) analyses and consultation in support of the federal fundamental EJ principles and in accordance with the GVMC Public Participation Plan. MPO staff will review and update the Public Participation Plan, as necessary, and work to expand and improve the consultation process.

Technical Assistance

Objectives | Procedures | Tasks

- Provide technical assistance to GVMC member communities and MDOT as requested, to improve traffic flow and safety and/or to assess the traffic impact of proposed developments on major corridors.
- Participate in Corridor Advisory Boards, WESTRAIN, and other boards/committees as requested.
- Provide trainings as requested.
- Review and respond to air quality conformity guidelines being issued by the EPA and Michigan Department of Environment, Great Lakes, and Energy.
- Participate, as needed, in the US-131/I-96 Corridor Planning and Environmental Linkages (PEL) Analysis.
- Conduct activities needed to proactively address rulemakings and guidance resulting from the enactment of the FAST Act/current surface transportation legislation.
- Produce technical memorandums and processes, as needed, that communicate how to address federal planning requirements.

Clean Air Action Program

Objectives | Procedures | Tasks

- Provide public education and information regarding climate change and reduction of greenhouse mobile emissions.
- Promote educational information programs for K-12 curriculum.
- Encourage voluntary actions to help maintain seasonal ozone air quality levels and annual fine particulate matter standards in Kent and Ottawa Counties.
- Participate in EPA Advance program for ground-level ozone and PM2.5, finalize our Advance Plan, and work to achieve the objectives of the Plan.
- Contract with media outlets to promote public education to help get the Clean Air Action message out correctly.
- Coordinate with ITP regarding free bus rides and the WMTOC to get notices up on the DMS signs on the highway when Clean Air Action Days are called.
- Attend community events to promote the program.
- Maintain our social media presence, the website and phone hotline.
- Rotate the display between member jurisdictions and other organizations.
- Supplement GVMC/MDOT/MDEGLE ongoing activities and responsibilities regarding air quality planning under the Clean Air Act Amendments of 1990 and the FAST Act.

Freight

Objectives | Procedures | Tasks

- Finalize and maintain a regional Freight Plan.
- Coordinate with local officials and the area chambers of commerce to identify and monitor freight needs and routes, including first- and last-miles challenges, curb management, and delivery services.
- Work closely with local officials and interest groups to inventory and integrate freight routes and intermodal facilities within the metropolitan area.

- Assess freight movement and reliability to comply with FAST Act/current surface transportation legislation requirements, including performance-based planning requirements.
- Determine ways to provide freight data and information to members throughout the year, especially during project selection processes.

Public Involvement

Objectives | Procedures | Tasks

- Investigate new ways to improve and expand outreach to underserved communities and the public at large.
- Continue to expand and improve upon the consultation process.
- Maintain and update, as necessary, the consultation plan.
- Review and update, as necessary, the Public Participation Plan.
- Continue to build partnerships with organizations to help promote GVMC's work products.
- Review and update, as necessary, the Limited English Proficiency Plan and Title VI Plan.

Safety Conscious Planning

Objectives | Procedures | Tasks

- Update GVMC's safety plan to identify the region's key safety needs and add the latest crash facts data to guide investment decisions to reduce fatalities and serious injuries.
- Provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and nonmotorized users per federal requirements.
- Achieve road safety improvements through measurable changes targeted at the whole network.
- Investigate new and emerging safety data tools.
- Integrate safety considerations into the transportation planning processes at all levels.
- Continue to develop and expand safety outreach campaign activities which may include lunch and learns with a safety theme, school talks, promotional giveaways, videos, media campaigns, and resource materials.

TABLE 10 SHORT-RANGE PLANNING TASK/PRODUCT TIMELINE

Activity/Product	Timeline
TIP Updates	Bi-Monthly
Annual listing of obligated TIP projects	December
Revised Public Participation Plan, LEP Plan, Title VI Plan, consultation plan	As necessary
An up-to-date four-year FY2020-2023 TIP	Year-long activity
FY2023 -2026 TIP	September
Participate in/conduct MITC-IAWG meetings	As needed
Performance Measures Development and Updates	Year-long activity
Policies, practices, and procedures document reflecting the new performance-based planning and programming process as required by federal legislation	Updated as needed
Trainings	As needed
Technical assistance with studies, committee, etc.	Year-long activity
Finalize Advance Plan	October-January
Achieve objectives of Advance plan	Year-long activity
CAA Media campaign	June-August
Promotional events	Year-long activity
Summary of activities undertaken during the previous year	September
Finalizing and maintaining a Freight Plan incorporating MDOT's updated Freight Plan	Year-long activity
A map and report that demonstrate the National Highway Freight Network (FN), critical urban/rural FN, GVMC regional FN and GVMC locally designated freight routes created with assistance with MDOT staff and local jurisdictions	Year-long activity
Meetings with Freight Committees	Year-long activity
Updated Safety Plan	Year-long activity
Identification and Mapping of High Crash Locations	Year-long activity
Safety goals, performance measures, targets, and monitoring	Year-long activity
Safety Outreach Campaign	Year-long activity

4.0 Transportation Management Systems

GVMC will monitor area travel characteristics and factors affecting congestion and pavement conditions. Priorities include collecting and analyzing transportation system data, coordinating with MDOT and local transportation providers, developing congestion and pavement investment plans, maintenance of the congestion management process, continuing development of an asset management system, and implementation and monitoring of ITS solutions as a part of operation and management requirements.

TABLE 11 TRANSPORTATION MANAGEMENT SYSTEMS TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
CPG	\$162,076	Person Weeks	33.65
MTF	\$24,000	Salaries	\$39,058
GVMC Local Match	\$35,940	Fringes	\$14,842
		Direct Cost	\$106,554
		Indirect Cost	\$49,062
		Contractual CPG	\$12,500
Total	\$222,016	Total	\$222,016

Activities

Pavement Management Systems

Objectives | Procedures | Tasks

- Update the Pavement Management System for GVMC member agencies that covers all the federal aid roadway system and portions of the local network.
- Provide the tools and data to prioritize resurfacing and reconstruction projects for the federal aid system.
- Coordinate with State and Federal partners on the implementation of pavement performance measures and targets.
- Metro Council will replace the Pavement Data Collection Van with updated computer hardware and software to ensure collection of data related to federal performance measures. Reimbursement schedule is based on a five-year depreciation timeline and included as a direct cost.
- Contract the services of the Data Collection Van from the Metro Council. Expenses associated with data collection equipment rental are included in the contractual budget.

Congestion Management System

Objectives | Procedures | Tasks

- Update and maintain the Congestion Management Process for GVMC member agencies using the information/data collected by the GVMC, MDOT and other available sources.
- Coordinate with local units of government to develop congestion mitigation strategies and prioritize the improvements on the federal aid system.
- Review and update Intelligent Highway System (ITS) solutions/projects according to the ITS deployment plan developed for the region and evaluate ITS implementation strategies in the region.

- Participate in any updates to the regional ITS architecture and deployment plan.

Asset Management

Objectives | Procedures | Tasks

- Use the resources allocated to the Metropolitan Planning Organization (MPO) from the Transportation Asset Management Council (TAMC) annual budget to assist in the completion of the TAMC Work Program.

The resources allocated to the Metropolitan Planning Organization (MPO) from the Transportation Asset Management Council (TAMC) annual budget shall be utilized to assist in the completion of the TAMC Work Program. Staff will Prepare a draft status report of Public Act 51 agency Asset Management activities and plans within the MPO boundary by September 30 of each year and will create an Annual Report of Asset Management program activities as well as a summary of annual PASER condition data by local agency, functional classification, and Public Act 51 Legal System; provide links to the Regional Annual Report on agency website; and submit copies to the TAMC Coordinator by April 1 of each year.

All work shall be consistent with the policies and priorities established by the TAMC. All invoices submitted for reimbursement of Asset Management activities shall utilize Michigan Department of Transportation (MDOT) standard invoice forms and include the required information for processing. The MPO shall complete the required products and perform tasks according to the timeframes and directives established within TAMC's data collection policies, which are located on the TAMC website (<http://tamc.mcgi.state.mi.us/TAMC/#/aboutus>). The MPO will emphasize these tasks to support the top 125 Public Act 51 agencies (agencies that certify under Public Act 51 a minimum of 100 centerline miles of road) within the planning area when resources are limited. The activities eligible for TAMC reimbursement are listed below.

ELIGIBLE ACTIVITIES

- Training Activities
 - Attendance at training seminar(s) on the use of Pavement Surface Evaluation and Rating (PASER) and Inventory-based Rating System for unpaved roadways.
 - Represent MPO/RPO at TAMC-sponsored conferences and seminars, including attending either the spring or fall TAMC Conference.
 - Attend TAMC-sponsored Investment Reporting Tool (IRT) training seminars.
 - Attend TAMC-sponsored Asset Management Plan Development training seminars.
- Data Collection Participation and Coordination
 - Federal Aid System:
 - Organize schedules with Public Act 51 agencies within MPO/RPO's boundary for participating in Federal Aid data collection efforts; ensure all participants of data collection have access to State of Michigan travel reimbursement rates.
 - Coordinate, participate and facilitate road surface data collection on approximately one-half of the Federal Aid System in accordance with the TAMC Policy for the Collection of Roadway Condition Data on Federal Aid Eligible Roads and Streets.
 - Collect unpaved roadway condition data on approximately half of any unpaved Federal Aid eligible roadways using the Inventory-based Rating System developed by the Michigan Technological University's Center for Technology and Training.

- Non-Federal Aid System:
 - The RPO/MPO may allocate reimbursements for Non-Federal Aid data collection to Public Act 51 agencies according to the resources available to them in the manner that best reflects the priorities of their area and supports the TAMC work.
 - Coordinate Non-Federal Aid data collection cycles with Public Act 51 agencies with an emphasis on the top 125 agencies.
 - Ensure all participants of data collection understand procedures for data sharing with TAMC as well as TAMC policy and procedures for collecting Non-Federal Aid data.
 - Participate and perform data collection with Public Act 51 agencies on an as-needed basis for the data collection of Non-Federal Aid roads when requested.
- Equipment
 - Ensure rating teams have the necessary tools to complete the federal aid data collection activity by maintaining a laptop compatible with the Laptop Data Collector and Roadsoft programs, a functioning Global Positioning System (GPS) unit, and other required hardware in good working order.
 - Communicate any equipment needs and purchases with the TAMC Coordinator; laptops are eligible for replacement on a three-year cycle.
- Data Submission
 - Develop and maintain technical capability to manage regional Roadsoft databases and the Laptop Data Collector program; maintain a regional Roadsoft database that is accurate and consistent with local agency data sets.
 - Coordinate Quality Assurance/Quality Control activities and data submission tasks according to protocols established in TAMC Data Collection Policies for Federal Aid and Non-Federal Aid Roads.
 - Monitor and report status of data collection efforts to TAMC Asset Management Coordinator through monthly coordinator calls and/or monthly or quarterly program updates that are mailed with invoices.
 - Provide links on agency websites and reports to the TAMC website, interactive maps and dashboards for the dissemination of roadway data.
- Asset Management Planning
 - Participate and attend TAMC-sponsored training and workshops in order to provide technical support for Asset Management Plan development activities.
 - Provide an annual reporting of the status of Public Act 51 agency Asset Management Plans and keep abreast of the status of these plans for updates and revision.
 - Provide technical assistance and training funds to Public Act 51 agencies during the development of local Asset Management Plans using TAMC templates when applicable; coordinate these tasks with an emphasis on the Top 125 agencies.
- Technical Assistance
 - Provide technical assistance to local agencies in using the TAMC reporting tools for planned and completed infrastructure investments or any other TAMC Work Program Activity.
 - Integrate PASER ratings and asset management into project selection criteria:

- Analyze data and develop road preservation scenarios.
- Analyze performance of implemented projects.

TABLE 12 TRANSPORTATION MANAGEMENT SYSTEMS TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Pavement management data collected by staff for the federal aid system	April through September
Deficiency and monitoring report produced by staff	January-February
Procedural guidelines, and a priority needs list produced by staff	December
System condition goals(s); System condition performance measure(s)	January-February
Congestion Management Data Files and Updates	Year-long activity
System Operation Goals and Performance Measures	Year-long activity
Congestion Management Process Report	Year-long activity
RoadSoft files	October
PASER data for Federal Aid System submitted to TAMC via the IRT	December
PASER data for Non-Federal Aid System submitted to TAMC via the IRT	December
Annual Report of Asset Management program activities and summary of annual PASER condition data	February-March
Draft status report of Public Act 51 agency Asset Management activities and plans within MPO boundary	September

5.0 ITP-Rideshare

The objective of the Rapid’s rideshare and vanpool program (West Michigan Rideshare) is to encourage carpooling, vanpooling and other modes of alternative transportation as part of a greater effort to reduce the number of single occupancy vehicles on the road. West Michigan Rideshare offers transportation resources for employers in Kent, Ottawa and Allegan Counties, including free online carpool matching and coordination of vanpool formation. The alternative transportation options offered result in a reduced number of single occupancy vehicles on the roadways, reduced traffic congestion, fuel consumption and improved air quality while promoting sustainability initiatives.

TABLE 13 RIDESHARE TASK BUDGET

Funding Source	Funding Amount	Performing Agency – ITP/The Rapid	
CMAQ	\$150,000	Salaries, Fringes, Direct, Indirect	\$150,000
		Contractual	\$0
Total	\$150,000	Total	\$150,000

Procedures | Tasks

- Administration of Fhe Rapid Van program, including fleet management, recruitment, and support for program participants.
- Collaborate with local employers, professional associations, non-profits and media outlets, in order to increase the level of interest in rideshare opportunities throughout the region.
- Develop education toolkits and strategies for educating the public on the benefits of alternate modes of transportation, particularly vanpool and rideshare.
- Oversee the online rideshare matching platform RidePro. Analyze statistics available through RidePro and all current rideshare programs, to determine trends related to savings and environmental benefits that can help develop products to ultimately increase the number of active site users.
- Engage in extensive grassroots outreach to public and key stakeholders throughout the region, especially in areas underserved by fixed route and other public transportation options.

TABLE 14 RIDESHARE TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Identification of areas for program growth, prioritizing opportunities for increasing vanpool and rideshare activities along heavy traffic corridors	Year-long activity
Brand audit and cohesive outreach strategy	Year-long activity
User-friendly rideshare platform	Year-long activity

6.1 ITP-Community Outreach

As the Rapid plans for its future service and customer experience, community and customer data are critical to planning for what is next. The objective is to do research to determine the need for future transportation studies and initiatives to better serve The Rapid’s customers and community at large. Non-rider community member data, customer perceptions, ridership insight, and other key information will drive our community outreach, education, awareness, and best determine our most critical transit needs. The data gained through this research will be used to determine the best use of operational funds as the agency works to shape messages and a cohesive community strategy to convey the benefits of public transportation and continue to meet the everchanging needs of the community. Agency staff will work in conjunction with consultant assistance to achieve these objectives.

TABLE 15 COMMUNITY OUTREACH TASK BUDGET

Funding Source	Funding Amount	Performing Agency – ITP/The Rapid	
FTA Section 5307	\$144,000	Direct, Indirect	\$36,000
MDOT Match	\$36,000	Contractual	\$144,000
Total	\$180,000	Total	\$180,000

Procedures | Tasks

- Conduct market research to understand general community perceptions.
- Survey customers for perceptions of services and customer experience.
- Analyze past and present ridership and community insights to assess the need for certain transportation studies and initiatives to advance the agency’s mission.
- Utilize research to develop outreach products designed to attract choice riders, enhance customer experience for transit-dependent customers, and provide comprehensive information to stakeholders and the community at large promoting the benefits of public transportation.

TABLE 16 RIDESHARE TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Conduct surveys	Year-long activity
Generate quantitative and qualitative insights to plan for future studies and initiatives, drive communications strategy, produce community information assets, guide operational fund usage, and establish community programs	Year-long activity

6.2 ITP-Long-Range Transportation Planning

Initiate an updated Transit Master Plan (TMP). A new TMP will maximize the value that public transportation has as an MPO Planning priority and identify the strategic direction for public transportation over the next 20 years. In addition to the existing TMP being over ten (10) years old, the emergence from the pandemic will require a comprehensive and exhaustive assessment to provide an up-to-date blueprint for the most effective and efficient regional transit provisions. Combining this TMP with other updated regional smart growth strategies will ensure the greatest impact public transportation can have for our region with our unified commitment to competitive and sustainable growth. This will be a multi-year work item.

TABLE 17 ITP LONG- RANGE TRANSPORTATION PLANNING TASK BUDGET

Funding Source	Funding Amount	Performing Agency – ITP/The Rapid	
FTA Section 5307	\$252,000	Direct, Indirect	\$63,000
MDOT Match	\$63,000	Contractual	\$252,000
Total	\$315,000	Total	\$315,000

Procedures | Tasks

- Identify a scope of work with all MPO stakeholders.
- Form a Project Management Team composed of staff from ITP, municipal planning (land-use and transportation), GVMC, and MDOT.
- Establish a TMP Task Force composed of regional community leaders to guide the project process and recommendations.
- Assemble a Technical Advisory Committee – an expanded form of the Project Management Team composed of additional technical staff from the partnering regional study area.
- Compose a Project Management Plan that will identify the process to achieve the desired outcomes.
- Analyze all data related to housing, jobs, mobility, economic development, land-use planning, and other key measurable elements within the region to produce an existing condition report that identifies system strengths, challenges, and opportunities for optimizing the future transit needs.
- Create a finance plan to guide the TMP outcome into successful implementation.
- Establish a robust Public Involvement Plan to provide a vast array of public feedback opportunities.
- Develop an action plan for implementation.

TABLE 18 RIDESHARE TASK/PRODUCT TIMELINE

Activity/Product	Timeline
TMP report with implementation plan	Year-long activity

7.0 Program Coordination

GVMC will continue to carry out functions required to manage the transportation planning process on a continual basis, including program administration, development, review, and reporting. Priorities include the UPWP, public involvement, environmental justice, environmental mitigation, Title IV, ADA policy, timely submittal of documents, MPO scheduled meetings, and coordination with all MPO member units. This task will also provide a platform to encourage and support regional cooperation and consolidation of regional transportation services.

TABLE 19 TRANSPORTATION MANAGEMENT SYSTEMS TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
CPG	\$193,599	Person Weeks	47.1
GVMC Local Match	\$42,930	Salaries	\$84,036
		Fringes	\$31,934
		Direct Cost	\$14,999
		Indirect Cost	\$105,560
Total	\$236,529	Total	\$236,529

Administration

Objectives | Procedures | Tasks

- Direct staff planning efforts under the FY2022 Unified Planning Work Program.
- Provide reports on program activities and expenditures to the ITP Board, Metro Council, GVMC transportation Committees, MDOT, and FTA.
- Provide a platform to encourage regional cooperation and consolidation of transportation to achieve savings and be more efficient.
- Prepare monthly and year-end progress and billing reports to MDOT on CPG, STP-U, HIP, MTF, and CMAQ funded planning activities.
- Provide reports on program work to the ITP Board and GVMC Committees.
- Participate in meetings and processing of correspondence with MDOT and FHWA/FTA related to oversight of the planning program.
- Participate in meetings throughout the MPO study area to facilitate regional cooperation and consolidation of transportation services.
- Educate MPO members and stakeholders about the federal planning requirements and benefits.
- Direct the implementation of federal planning requirements.

TABLE 20 PROGRAM COORDINATION TASK/PRODUCT TIMELINE

Activity/Product	Timeline
Progress Reports	Monthly
Year-end Report	December
Committee Meetings	Monthly
UPWP Development	February through May
Billings	Monthly
Other MPO member and Stakeholder Meetings	As needed

8.0 Special Planning Studies

In response to member community feedback, GVMC will lead efforts related to special regional planning studies. Priorities for FY2022 include a regional Transportation Demand Management (TDM) study and an Airport Access study.

TABLE 21 SPECIAL PLANNING STUDIES TASK BUDGET

Funding Source	Funding Amount	Performing Agency - GVMC	
STP-U	\$150,000	Person Weeks	11.25
GVMC Local Match	\$37,500	Salaries	\$14,484
HIP-COVID Relief	\$235,708	Fringes	\$5,504
		Direct Cost	\$7,471
		Indirect Cost	\$18,194
		Contractual STP-U	\$162,555
		Contractual HIP-C	\$215,000
Total	\$423,208	Total	\$423,208

Activities

Airport Access Study

Objectives | Procedures | Tasks

- In coordination with regional planning partners, contract with a consultant team to complete an Airport Area Access Study.
- Identify needs, evaluation access options, and assess impacts to the local and state transportation network.
- Consider airport growth, land use and travel pattern changes, and multi-modal cargo transportation needs.
- Identify options for improved connections and access to the airport to support economic development and vitality, enhancing the global competitiveness of the region, and enhancing travel and tourism.

Regional Transportation Demand Management (TDM) Study

Objectives | Procedures | Tasks

- In coordination with regional planning partners, contract with a consultant team to complete regional TDM Study.
- Develop a coordinated regional TDM strategy that includes recommended funding sources, lead agencies, and realistic mode shift goals.
- Outline potential implementation strategies for local communities and The Rapid to implement.

TABLE 22 SPECIAL PLANNING STUDIES TASK/PRODUCT TIMELINE

Activity/Product	Timeline
RFP development and advertisement	October-November
Solidify consultant teams	December
Coordination with regional planning partners and stakeholders	Year-long activity
Reports to Committees on study progress	Quarterly
Airport Access Study Report	September
TDM Study Report	September

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Appendix A: Budget by Performing Agency

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**GRAND VALLEY METROPOLITAN COUNCIL/TRANSPORTATION DIVISION
FY2022 UNIFIED PLANNING WORK PROGRAM**

Work Item	GYMC EXPENDITURES					GYMC REVENUES							
	CONTRACT	SALARY	FRINGES	DIRECT	INDIR. ALLOC.	TOTAL	STP	CPG	CHAQ	MTF	HIP-C	LOCAL MATCH	TOTAL
1.0 DATA BASE MANAGEMENT													
Demographic & Economic Projections		\$ 9,362	\$ 3,557	\$ 5,000	\$ 11,759	\$ 29,678		\$ 24,292				\$ 5,387	\$ 29,678
Traffic Volumes & Physical Conditions		\$ 25,611	\$ 9,732	\$ 80,000	\$ 32,170	\$ 147,513		\$ 120,739				\$ 26,774	\$ 147,513
Performance Data Management		\$ 16,899	\$ 6,422	\$ 5,000	\$ 21,227	\$ 49,548		\$ 40,555				\$ 8,993	\$ 49,548
Geographic Information System Maintenance & Update		\$ 12,271	\$ 4,663	\$ 5,000	\$ 15,414	\$ 37,348		\$ 30,569				\$ 6,779	\$ 37,348
Contractual Services	\$ 24,900					\$ 24,900		\$ 20,381				\$ 4,519	\$ 24,900
SUBTOTAL	\$ 24,900	\$ 64,142	\$ 24,374	\$ 95,000	\$ 80,571	\$ 288,987		\$ 236,536				\$ 52,451	\$ 288,987
2.0 LONG RANGE PLANNING													
Travel Demand/Air Quality Modeling		\$ 20,677	\$ 7,857	\$ 5,000	\$ 25,972	\$ 59,506		\$ 48,706				\$ 10,800	\$ 59,506
Contractual Services	\$ 10,000					\$ 10,000		\$ 8,185				\$ 1,815	\$ 10,000
MTP, LU, NM		\$ 58,059	\$ 22,063	\$ 22,351	\$ 72,930	\$ 175,403		\$ 143,568				\$ 31,836	\$ 175,403
SUBTOTAL	\$ 10,000	\$ 78,736	\$ 29,919	\$ 27,351	\$ 98,903	\$ 244,909		\$ 200,458				\$ 44,451	\$ 244,909
3.0 SHORT RANGE PLANNING													
Transportation Improvement Program (TIP)		\$ 26,321	\$ 10,002	\$ 40,000	\$ 33,063	\$ 109,386		\$ 89,533				\$ 19,854	\$ 109,386
Technical Assistance		\$ 30,388	\$ 11,547	\$ 25,000	\$ 38,171	\$ 105,106		\$ 86,030				\$ 19,077	\$ 105,106
Contractual Services													
Clean Air Action Program		\$ 26,160	\$ 9,941	\$ 6,039	\$ 32,860	\$ 75,000			\$ 60,000			\$ 15,000	\$ 75,000
Contractual Services	\$ 25,000					\$ 25,000			\$ 20,000			\$ 5,000	\$ 25,000
Freight		\$ 13,810	\$ 5,248	\$ 25,000	\$ 17,347	\$ 61,405		\$ 50,260				\$ 11,145	\$ 61,405
Contractual Services													
Public Involvement		\$ 16,620	\$ 5,936	\$ 35,000	\$ 19,621	\$ 76,176		\$ 62,350				\$ 13,826	\$ 76,176
Contractual Services													
Safety Conscious Planning		\$ 28,022	\$ 10,648	\$ 23,840	\$ 35,199	\$ 107,708		\$ 88,159				\$ 19,549	\$ 107,708
SUBTOTAL	\$ 35,000	\$ 140,321	\$ 53,322	\$ 154,879	\$ 176,261	\$ 559,783		\$ 376,333	\$ 80,000			\$ 103,450	\$ 559,783
4.0 TRANSPORTATION MANAGEMENT SYSTEMS													
Pavement Management System		\$ 15,759	\$ 5,988	\$ 70,000	\$ 19,795	\$ 111,543		\$ 91,298				\$ 20,245	\$ 111,543
Contractual Services	\$ 12,500					\$ 12,500		\$ 10,231				\$ 2,269	\$ 12,500
Congestion Management System		\$ 15,821	\$ 6,012	\$ 32,266	\$ 19,874	\$ 73,973		\$ 60,547				\$ 13,426	\$ 73,973
Contractual Services													
Asset Management***		\$ 7,478	\$ 2,842	\$ 4,288	\$ 9,393	\$ 24,000				\$ 24,000			\$ 24,000
SUBTOTAL	\$ 12,500	\$ 39,058	\$ 14,842	\$ 106,554	\$ 49,062	\$ 222,016		\$ 162,076	\$ -	\$ 24,000	\$ -	\$ 35,940	\$ 222,016
5.0 RIDESHARE													
Rideshare													
SUBTOTAL													
6.1 COMMUNITY OUTREACH													
Community Outreach													
SUBTOTAL													
6.2 LONG-RANGE TRANSIT PLAN													
Long-Range Transit Plan													
SUBTOTAL													
7.0 PROGRAM COORDINATION													
Administration		\$ 84,036	\$ 31,934	\$ 15,000	\$ 105,560	\$ 236,529		\$ 193,599				\$ 42,930	\$ 236,529
SUBTOTAL		\$ 84,036	\$ 31,934	\$ 15,000	\$ 105,560	\$ 236,529		\$ 193,599				\$ 42,930	\$ 236,529
8.0 Special Planning Studies													
Airport Access Study		\$ 7,242	\$ 2,752	\$ 5,854	\$ 9,097	\$ 24,945	\$ 19,956					\$ 4,989	\$ 24,945
Contractual Services	\$ 162,555					\$ 162,555	\$ 130,044					\$ 32,511	\$ 162,555
Regional TDM Study		\$ 7,242	\$ 2,752	\$ 1,617	\$ 9,097	\$ 20,708				\$ 20,708		\$ 20,708	
Contractual Services	\$ 215,000					\$ 215,000				\$ 215,000		\$ 215,000	
SUBTOTAL	\$ 377,555	\$ 14,484	\$ 5,504	\$ 7,471	\$ 18,194	\$ 423,208	\$ 150,000			\$ 235,708	\$ 37,500	\$ 423,208	
TOTALS	\$ 459,955	\$ 420,777	\$ 159,895	\$ 406,255	\$ 528,551	\$ 1,975,432	\$ 150,000	\$ 1,169,002	\$ 80,000	\$ 24,000	\$ 235,708	\$ 316,722	\$ 1,975,432

**GRAND VALLEY METROPOLITAN COUNCIL/TRANSPORTATION DIVISION
FY2022 UNIFIED PLANNING WORK PROGRAM**

Work Item	ITP EXPENDITURES					ITP REVENUES								
	CONTRACT	SALARY	FRINGES	DIRECT	TOTAL	CMAQ	CMAQ MATCH	FTA SEG 5339	FTA-5339 MATCH	FTA SEG 26(c)	FTA SEC 5307	CTF MATCH	ITP MATCH	TOTAL
1.0 DATA BASE MANAGEMENT														
Demographic & Economic Projections														
Traffic Volumes & Physical Conditions														
Performance Data Management														
Geographic Information System Maintenance & Update														
Contractual Services														
SUBTOTAL														
2.0 LONG RANGE PLANNING														
Travel Demand/Air Quality Modeling														
Contractual Services														
MTP, LU, NM														
SUBTOTAL														
3.0 SHORT RANGE PLANNING														
Transportation Improvement Program (TIP)														
Technical Assistance														
Contractual Services														
Clean Air Action! Program														
Contractual Services														
Freight														
Contractual Services														
Public Involvement														
Contractual Services														
Safety Conscious Planning														
SUBTOTAL														
4.0 TRANSPORTATION MANAGEMENT SYSTEMS														
Pavement Management System														
Contractual Services														
Congestion Management System														
Contractual Services														
Asset Management***														
SUBTOTAL														
5.0 RIDESHARE														
Rideshare	\$ -			\$ 150,000	\$ 150,000	\$ 150,000								\$ 150,000
SUBTOTAL	\$ -			\$ 150,000	\$ 150,000	\$ 150,000								\$ 150,000
6.1 COMMUNITY OUTREACH														
Community Outreach	\$ 144,000			\$ 36,000	\$ 180,000					\$ 144,000		\$ 36,000		\$ 180,000
SUBTOTAL	\$ 144,000			\$ 36,000	\$ 180,000					\$ 144,000		\$ 36,000		\$ 180,000
6.2 LONG-RANGE TRANSIT PLAN														
Long-Range Transit Plan	\$ 480,000			\$ 120,000	\$ 600,000					\$ 480,000		\$ 120,000		\$ 600,000
SUBTOTAL	\$ 624,000			\$ 156,000	\$ 780,000					\$ 624,000		\$ 156,000		\$ 780,000
7.0 PROGRAM COORDINATION														
Administration														
SUBTOTAL														
8.0 Special Planning Studies														
Airport Access Study														
Contractual Services														
Regional TDM Study														
Contractual Services														
SUBTOTAL														
TOTALS	\$ 624,000			\$ 306,000	\$ 930,000	\$ 150,000				\$ 624,000		\$ 156,000		\$ 930,000

GRAND VALLEY METROPOLITAN COUNCIL/TRANSPORTATION DIVISION						
FY2022 UNIFIED PLANNING WORK PROGRAM						
Work Item	MDOT		MDOT			AGENCY
	EXPENDITURES	SPR	REVENUES MATCH	TOTAL		GRAND TOTAL
1.0 DATA BASE MANAGEMENT						
Demographic & Economic Projections	\$ 4,159	\$ 3,327	\$ 832	\$ 4,159		\$ 32,178
Traffic Volumes & Physical Conditions	\$ -	\$ -	\$ -	\$ -		\$ 147,513
Performance Data Management	\$ -	\$ -	\$ -	\$ -		\$ 49,548
Geographic Information System Maintenance & Update	\$ 2,033	\$ 1,626	\$ 407	\$ 2,033		\$ 37,348
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ 25,900
SUBTOTAL	\$ 6,192	\$ 4,954	\$ 1,238	\$ 6,192		\$ 292,487
2.0 LONG RANGE PLANNING						
Travel Demand/Air Quality Modeling	\$ 35,979	\$ 28,783	\$ 7,196	\$ 35,979		\$ 77,206
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ 10,000
MTP, LU, NM	\$ 43,704	\$ 34,963	\$ 8,741	\$ 43,704		\$ 185,403
SUBTOTAL	\$ 79,683	\$ 63,746	\$ 15,937	\$ 79,683		\$ 272,609
3.0 SHORT RANGE PLANNING						
Transportation Improvement Program (TIP)	\$ 13,213	\$ 10,570	\$ 2,643	\$ 13,213		\$ 115,886
Technical Assistance	\$ 13,213	\$ 10,570	\$ 2,643	\$ 13,213		\$ 111,606
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ -
Clean Air Action! Program	\$ -	\$ -	\$ -	\$ -		\$ 75,000
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ 25,000
Freight	\$ 20,327	\$ 16,262	\$ 4,065	\$ 20,327		\$ 71,405
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ -
Public Involvement	\$ -	\$ -	\$ -	\$ -		\$ 82,676
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ -
Safety Conscious Planning	\$ -	\$ -	\$ -	\$ -		\$ 107,708
SUBTOTAL	\$ 46,753	\$ 37,402	\$ 9,351	\$ 46,753		\$ 589,283
4.0 TRANSPORTATION MANAGEMENT SYSTEMS						
Pavement Management System	\$ 7,114	\$ 5,691	\$ 1,423	\$ 7,114		\$ 115,043
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ 12,500
Congestion Management System	\$ 6,099	\$ 4,879	\$ 1,220	\$ 6,099		\$ 76,973
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ -
Asset Management***	\$ -	\$ -	\$ -	\$ -		\$ 24,000
SUBTOTAL	\$ 13,213	\$ 10,570	\$ 2,643	\$ 13,213		\$ 228,517
5.0 RIDESHARE						
Rideshare	\$ -	\$ -	\$ -	\$ -		\$ 165,454
SUBTOTAL	\$ -	\$ -	\$ -	\$ -		\$ 165,454
6.1 COMMUNITY OUTREACH						
Community Outreach	\$ -	\$ -	\$ -	\$ -		\$ 66,950
SUBTOTAL	\$ -	\$ -	\$ -	\$ -		\$ 75,000
6.2 LONG-RANGE TRANSIT PLAN						
Long-Range Transit Plan	\$ -	\$ -	\$ -	\$ -		\$ -
SUBTOTAL	\$ -	\$ -	\$ -	\$ -		\$ 141,950
7.0 PROGRAM COORDINATION						
Administration	\$ 40,655	\$ 32,524	\$ 8,131	\$ 40,655		\$ 256,529
SUBTOTAL	\$ 40,655	\$ 32,524	\$ 8,131	\$ 40,655		\$ 256,529
8.0 Special Planning Studies						
Airport Access Study	\$ -	\$ -	\$ -	\$ -		\$ 29,945
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ 162,555
Regional TDM Study	\$ -	\$ -	\$ -	\$ -		\$ -
Contractual Services	\$ -	\$ -	\$ -	\$ -		\$ -
SUBTOTAL	\$ -	\$ -	\$ -	\$ -		\$ 192,500
TOTALS	\$ 186,496	\$ 149,197	\$ 37,299	\$ 186,496		\$ 2,139,330

Appendix B: Replacement Pavement Data Collection Van Depreciation Schedule

Total Budget: \$200,000

Useful Life: 5 Years

Depreciation Method: Straight Line

Period	Beginning	Depreciation	Ending
Year 1 – 2022	\$200,000	\$40,000	\$160,000
Year 2 – 2023	\$160,000	\$40,000	\$120,000
Year 3 – 2024	\$120,000	\$40,000	\$80,000
Year 4 – 2025	\$80,000	\$40,000	\$40,000
Year 5 – 2026	\$40,000	\$40,000	\$0

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Appendix C: FY2022 UPWP Resolution

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Appendix D: GVMC Transportation Planning Process Certification

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Grand Valley Metropolitan Council the Metropolitan Planning Organization for the Grand Rapids urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR part 405.334;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)). (Note--only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary).

Grand Valley Metropolitan Council
Metropolitan Planning Organization

Michigan Department of Transportation

John Weiss

Signature

Executive Director

Title

Title

05/06/2021

Date

Date

Appendix E: Certificate of Indirect Costs

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year starting October 1, 2021 to establish billing or final indirect costs rates for fiscal year ending September 30, 2022 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR part 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A 87). Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Grand Valley Metropolitan Council

Signature: _____

Name of Official: John Weiss

Title: Executive Director

Date of Execution: 05/06/2021

Appendix F: Public Involvement

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Appendix G: MPO Technical and Policy Committee Membership

Ada Township

Policy Committee Representative: Julius Suchy (jsuchy@adatownshipmi.com)

Technical Committee Representative: Jim Ferro (jferro@adatownshipmi.com)

7330 Thornapple River Dr.—PO Box 370

Ada, Michigan 49301

Phone (616) 676-9191

Algoma Township

Policy Committee Representative: Kevin Green (supervisor@algomatwp.org)

Technical Committee Representative: Kevin Green

10531 Algoma NE

Rockford, Michigan 49341

Phone (616) 866 -1583

Allendale Township

Policy Committee Representative: Adam Elenbaas (supervisor@allendale-twp.org)

Technical Committee Representative: Adam Elenbaas

6676 Lake Michigan Drive, PO Box 539

Allendale, Michigan 49401

Phone (616) 895-6295

Alpine Township

Policy Committee Representative: Greg Madura (g.madura@alpinetwp.org)

Technical Committee Representative: Sue Becker (s.becker@alpinetwp.org)

5255 Alpine Ave NW

Comstock Park, Michigan 49341

Phone (616) 784-1262

Byron Township

Policy Committee Representative: Amos "Don" Tillema (Amos@byrontownship.org)

Technical Committee Representative: Don Tillema

8085 Byron Center SW

Byron Center, Michigan 49315

Phone (616) 878-1222

Caledonia Township

Policy Committee Representative: Bryan Harrison (bharrison@caledoniatownship.org)

Tim Bradshaw - alternate

Technical Committee Representative: Tim Bradshaw (bradshawt@progressiveae.com)

8495 Woodland Forest

Alto, Michigan 49302

Phone (616) 891-0070

Caledonia, Village of

Policy Committee Representative: Jeff Thornton (manager@villageofcaledonia.org)

Technical Committee Representative: Jeff Thornton

250 S. Maple

Caledonia, MI 49316-9434

Phone 616-891-9384

Cannon Township

Policy Committee Representative: Terry Brod (tbrod@cannontwp.org)

Technical Committee Representative: Terry Brod

6878 Belding Rd.

Rockford, Michigan 49341

Phone (616) 874-6966

Cascade Township

Policy Committee Representative: Ben Swayze (bswayze@cascadetwp.com)

Steve Peterson-alternate (speterson@cascadetwp.com)

Technical Committee Representative: Brian Hilbrands (bhilbrands@cascadetwp.com)

Steve Peterson-alternate

2865 Thornhills SE

Grand Rapids, MI 49546

Phone (616) 949-1500

Cedar Springs, City of

Policy Committee Representative: Mike Womack (manager@cityofcedarsprings.org)

Bill LaRose-alternate

Technical Committee Representative: Bill LaRose (dpw@cityofcedarsprings.org)

66 S. Main St.—PO Box 310

Cedar Springs, Michigan 49319

Phone (616) 696-1330

Courtland Township

Policy Committee Representative: Matt McConnon (mattmccnonn@gmail.com)

Technical Committee Representative: Matt McConnon

7450 14 Mile Rd.

Rockford, Michigan 49341

Phone (616) 866-0622

East Grand Rapids, City of

Policy Committee Representative: Doug LaFave (dlafave@eastgr.org)

Technical Committee Representative: Doug LaFave

750 Lakeside Dr. SE

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Brett Laughlin – alternate

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Technical Committee Representative: Rachel Gokey

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DRAFT



GRAND VALLEY METROPOLITAN COUNCIL

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ATTACHMENT C

RESOLUTION FOR APPROVAL OF
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, the proposed FY2022 UPWP addresses all federal planning factors and Michigan Planning Program Emphasis Areas; and

WHEREAS, the Transportation Policy Committee and the 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 2022.

At the Board Meeting held on May 6, 2021 a motion was made by _____ supported by _____ to approve adoption of the FY2022 UPWP. The vote was _____ yes to _____ no. Motion _____.

Michael DeVries
Chair, Grand Valley Metro Council

Date



GRAND VALLEY METROPOLITAN COUNCIL

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Attachment D

2019-20
Audit Acceptance Resolution

Whereas, The Grand Valley Metropolitan Council (GVMC) is organized as a Council of Governments, and

Whereas, GVMC receives funds from a variety of federal, state, local and philanthropic sources, and

Whereas, in order to meet the requirements of these sources an official audit must be conducted on an annual basis, and

Whereas, in accordance with Government Auditing Standards issued by the Comptroller General of the United States and conducted by Vredeveld Haefner, LLC.

Now Therefore Be It Resolved that the Board of Directors of GVMC hereby accepts the audit for the fiscal year ending September 30, 2020.

May 6, 2021

Richard M. Wilson, Jr.
Douglas A. Donnell⁵
Daniel R. Kubiak
Scott E. Dwyer
William A. Horn⁶
Mark A. Van Allsburg
Neil L. Kimball
George V. Saylor, III
Elizabeth K. Bransdorfer
John C. Arndts
James F. Scales

Ross A. Leisman
Neil P. Jansen
Andrea D. Crumback
Daniel J. Parmeter, Jr.
Mark E. Nettleton³
Nathaniel R. Wolf
Jennifer A. Puplava
Benjamin A. Zaina
Christopher D. Matthyse
Ronald M. Redick
Kimberly M. Large¹

Nikole L. Canute⁴
Daniel J. Broxup
Joshua D. Beard
Bradley A. Fowler
Michael J. Huff
Benjamin C. Dilley
Regina M. Gilmour²
Curtis L. Underwood
Dominic T. Clolinger
Alexander P. Henderson

Of Counsel
James R. Brown
John M. DeVries
Michael C. Haines
David R. Fernstrum
James K. White
Fredric N. Goldberg
John H. Gretzinger
David S. Lefere

Also Admitted in
¹Delaware
²Florida
³Illinois
⁴New York
⁵Ohio
⁶Wisconsin

March 24, 2021

Mr. John W. Weiss, Executive Director
Grand Valley Metropolitan Council
678 Front Avenue, NW, Suite 200
Grand Rapids, MI 49504

Re: GVMC Articles and Bylaws; Council Regular Meetings

Dear John:

In your recent email, you asked that I review and comment on (1) the resolution adopted by the Council on February 6, 2020, whereby Section 1.2 of the Council Bylaws was amended to change the Council's regular meeting schedule from one meeting each month to at least four meetings per year; (2) the provision(s) under the Articles of Incorporation whereby this Bylaws amendment was authorized; and (3) other relevant provisions in the Articles and Bylaws pertaining to the adoption of the February 2, 2020 resolution to amend Section 1.2 of the Bylaws.

I am pleased to respond to your request as follows:

A. The Council Resolution of February 6, 2020

As you know, the Council's resolution of February 6, 2020 amends Section 1.2 of the Bylaws by deleting the previous requirement that the Board of Directors (the Council) meet regularly at least once a month, and instead provides that "the Council shall meet regularly in at least four (4) meetings in each calendar year at locations determined by the Council."

B. Articles XVII and IX of the Articles of Incorporation

Article XVII of GVMC's Articles of Incorporation grants to the Council "the right to adopt and amend bylaws governing its procedures and functions provided that the bylaws are not in conflict with these Articles, the Act [the Metropolitan Councils Act of 1989], or any other

applicable statute.” Article XVII also specifies how votes to adopt or amend bylaws are to be calculated as between weighted votes and Member votes.

Article IX of the Articles states that the Council “shall convene regular meetings at least once each month,” but grants the Council the authority to change that requirement “as may be provided in the Council’s Bylaws.”

Article IX also assigns other significant matters for determination in the Bylaws, including the convening of special meetings of the Council; the compensation of Members for attendance at Council meetings and “for other designated services”; and the reimbursement of Members for their expenses in Council matters and “for performing services as delegated by the Council.”

C. Other Relevant Provisions in the Articles and the Bylaws

In other respects, the Articles of Incorporation demonstrate a pattern of assigning significant matters for inclusion in the Bylaws, even though they could have been included in the Articles. Undoubtedly, this was chosen as a way of Council decision-making that could be accomplished by a vote of the Members themselves, rather than by the votes of each of the member municipal Units, a time-consuming process, at best.

For example:

- Under Article XII, the duties of the Executive Director are to “be prescribed in the Council Bylaws”;
- Under Article XIII.C, important details about Executive Committee matters are to be specified in the Bylaws, including the convening of Committee meetings, voting by Committee members and “other matters pertaining to the functions of the Executive Committee”;
- Under Article XV, the Council may establish Committees “in accordance with the Council’s Bylaws”; and
- Under Article XVI, the Council may establish Agencies “in accordance with the Council’s Bylaws.” “The method of delegating powers and responsibilities to an Agency shall be set forth in the Bylaws.”

D. The Metropolitan Councils Act

The provisions of the Articles and the Bylaws noted above are in accord with the Council’s foundational statute, the Metropolitan Councils Act of 1989, Act 292 of the Michigan Public Acts of 1989. The Act provides at Section 21(1)(a) that a metropolitan council may . . . “adopt bylaws for the administration of the council.” With respect to the times and frequency of Council

Mr. John W. Weiss, Executive Director
March 24, 2021
Page 3

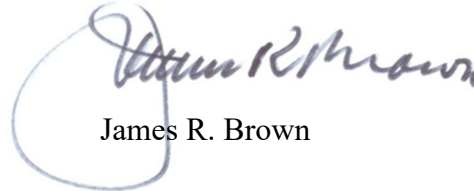
meetings, it is significant that Section 7 of the Act, which lists the required contents of the Articles of Incorporation, does not include any provision about Council meetings. Rather, Section 15(1) states that “meeting times and places shall be fixed by the council.” Thus, the Act requires only that the Council decide what its meeting times and places shall be, but provides the option of making that decision in either the Articles or the Bylaws, or a combination of the two, as is the case with GVMC’s documents.

E. Conclusion

Accordingly, in my opinion, the Council’s February 6, 2020 resolution to amend the Bylaws to change the number of required Council regular meetings per year was fully authorized by (1) Article IX of the Articles of Incorporation, which grants authority for a change in the regular meetings per year to “be provided in the Council’s Bylaws” and (2) the Metropolitan Councils Act, which at Section 15(1) enables the Council to determine the number of its regular meetings per year by provisions in the Articles, the Bylaws or a combination of the two.

If questions arise, or if I can assist further, please let me know.

Yours very truly,

A handwritten signature in blue ink, appearing to read "James R. Brown", is written over a circular blue ink stamp or seal.

James R. Brown

bjm
By email



Attachment F

FOR IMMEDIATE RELEASE
March 16, 2021

Contact: [Ron Leix](#), Treasury, 517-335-2167

Michigan Infrastructure Council Debuts Public and Private Infrastructure ‘Dig Once’ Coordination Tool

‘The Portal’ Provides Real-Time Project Mapping for Infrastructure Project Collaboration, Communications

LANSING, Mich. – Infrastructure owners across water, transportation, utilities and communications now have a new tool to document future construction after a new “dig once” project portal was released today by the Michigan Infrastructure Council (MIC).

Known as “The Portal,” this new tool enables infrastructure owners in both public and private infrastructure sectors to document future construction. Using Geographic Information Systems (GIS) technology, The Portal alerts owners of overlapping projects and provides contact information, enabling the opportunity for a “dig once” approach at a work site.

“The Portal is an essential step in ensuring our state’s infrastructure is managed seamlessly,” Gov. Gretchen Whitmer said. “Since the first day of my administration, I have prioritized fixing our state’s roads and bridges and ensuring all Michiganders have access to safe, clean drinking water. Public and private partners who use this tool will be able to communicate on how to best approach a work site, allowing them to save money and time, while enhancing collaboration on specific projects.”

Often, infrastructure projects are done independently with little or no coordination with other work site stakeholders. This means a road may be torn up repeatedly at different times to address different types of work site infrastructure, like water, utility lines and broadband.

When a road is repaired or a right-of-way is opened for water line or utility maintenance, The Portal provides infrastructure owners an opportunity to take advantage of that construction process to inspect, repair and replace other infrastructure at the same time.

Benefits of collaboration include costs savings, efficient use of resources and reduced burden on residents near a work site.

“This tool is the hub for our spoke-and-wheel approach to enabling infrastructure owners across the state to work together,” MIC Chairperson John Weiss said. “Knowing what major public and private infrastructure owners are going to be working on is exciting because it enables everyone to collaborate. If a road is being reconstructed, water and other utilities can inspect and address projects at the same location.”

The MIC hopes The Portal will help shift Michigan’s infrastructure focus from reactive response toward strategic long-term asset management.

“We are always looking for opportunities to improve service to our customers and reduce the cost of our projects,” said Marco Bruzzano, Vice President of Corporate Strategy for DTE and MIC voting member. “Having a portal that provides greater visibility of infrastructure projects in our service territory will allow us to better coordinate construction, limit traffic interruptions and look for savings opportunities as we work with our regional partners.”

The Michigan Economic Development Corporation (MEDC), along with Lt. Governor Garlin Gilchrist II, is helping lead the Connecting Michigan Taskforce, which advises and assists in improving coordination among stakeholders in addressing broadband and technology access and adoption issues in the state.

“Building and strengthening broadband infrastructure throughout Michigan will be a driver of economic recovery efforts statewide and The Portal will be an invaluable tool in helping to increase new broadband development and removing barriers to construction,” said Sarah Tennant, Sector Development Director at the MEDC. “COVID-19 has highlighted the incredible need for fast and reliable broadband technologies to ensure every Michigan resident is able to fully participate in our economy – whether that is through remote work, telehealth or virtual learning. The Portal will get us one step closer to achieving that goal.”

For more information about The Portal, go to the MIC’s website at www.Michigan.gov/MIC.

The Michigan Infrastructure Council brings together local utility and infrastructure owners, regional representatives, finance and policy experts, and state department leaders to coordinate infrastructure-related goals and develop a long-term strategy for Michigan’s infrastructure assets



GRAND VALLEY METROPOLITAN COUNCIL

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Attachment G

March 4, 2021

Lot Kwarteng
Office of Senator Debbie Stabenow
731 Hart Senate Office Building
Washington, D.C. 20510

Dear Mr. Kwarteng,

We write to express Grand Valley Metropolitan Council's (GVMC) priorities for a surface transportation reauthorization bill as they relate to the programs that fall under the jurisdiction of the Senate Committee on Environment and Public Works. Thank you for providing us with this opportunity.

In 2020 GVMC completed our latest Metropolitan Transportation Plan (MTP), a process that took over a year and involved extensive public outreach, including a survey that asked the public to identify their top priorities for transportation system investment. The survey received a large number of responses from all parts of the Metropolitan Planning Organization (MPO) planning area with the top priorities being identified as:

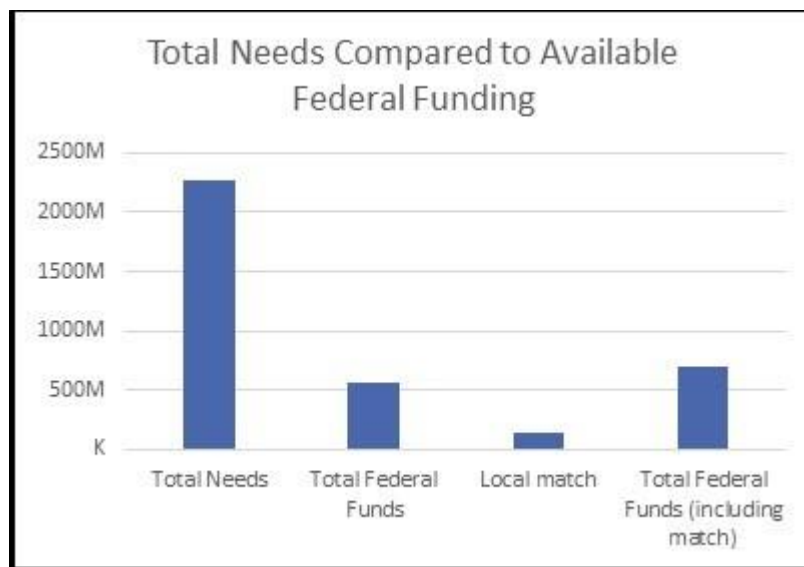
- Improve roadway pavement condition
- Use technology to reduce traffic congestion and delays
- Widen busy roads and interchanges □ Enhance transit service

The MTP development process also included stakeholder engagement, analysis of regional transportation needs, development of potential solutions to meet those needs, and a financial analysis that showed how the cost of identified local needs for pavement, congestion, safety, transit, and nonmotorized projects compared to available funding. Out of this process, four key recommendations emerged:

1. Work to increase transportation funding in GVMC's MPO area
2. Work to improve safety for all users of the transportation system
3. Work to improve the condition and operation of the existing transportation system
4. Work to create a mode shift from single occupancy vehicles to more active forms of transportation

These recommendations represent key transportation priorities for our agency and the communities in our region and thus apply as priorities for an upcoming surface transportation reauthorization bill as well.

As depicted in the graph that follows, the results of the MTP financial analysis shows an astounding difference between the funds we need to address identified deficiencies on our transportation system and the federal funding that will likely be available to our region based on historical funding levels and current projections.



Our infrastructure is crumbling, and the longer these repairs are delayed due to lack of funding, the more costly they become. Based on the current federal funding levels, we are unable to make a significant improvement in the state of our system. Despite an annual investment averaging \$41 million in local, state, and federal funds, 60% of our regional system continues to be in poor physical condition and this condition is declining statewide. Other priorities, such as nonmotorized transportation and transit, also have lengthy lists of worthy, yet unfunded, projects that could help create a regional mode shift away from single occupancy vehicles in combination with regional transportation demand management strategies; and there is over a billion dollars in unfunded needs over the length of the plan for projects that are congestion and/or safety deficient in our region. The only way to improve these areas of the system is to secure additional funding.

In reviewing the suballocation tables provided, additional funding would potentially be most beneficial in the Surface Transportation Block Grant Program (STBGP) Transportation Management Area (TMA) sub-allocation and Transportation Alternatives Program (TAP) setaside for TMAs. The flexibility of this type of funding allows for its application to a broad spectrum of projects through the continuing, cooperative, and comprehensive regional performance-based planning process. Currently, the STBGP apportionment is about half that of the National Highway Performance Program, and while we would not downplay the importance of our National Highway System (NHS) and the higher cost of NHS projects compared to some

local projects, it constitutes only about one third of the federal aid system in our region. This leaves a significantly smaller amount of funding available to maintain and improve a substantially larger proportion of the regional transportation system. Increasing the STBGP allocations directly to TMAs by at least 50% would help fill this gap and increase our ability to improve the safety, condition, and operation of the whole system. This is our main recommendation for improving the effectiveness of existing federal transportation programs within the Senate Committee's authority.

Thank you again for reaching out and giving us this opportunity to share our regional transportation priorities. We are committed to the work of improving our transportation system and look forward to continuing these efforts with our federal, state, and local partners.

Sincerely,



John Weiss
Executive Director
Grand Valley Metropolitan Council
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Grand Rapids, MI 49504
616.776.7604
john.weiss@gvmc.org



Laurel Joseph, AICP
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MiBiz

Biden plan could provide major funding influx for Michigan infrastructure plans

BY [ANDY BALASKOVITZ](#) Sunday, April 11, 2021 05:00pm



President Biden’s recently proposed \$2.25 trillion infrastructure plan comes as state officials and local planning experts make gains in plotting investment needs across Michigan.

Last month, the **Michigan Infrastructure Council** announced a new online portal that tracks where and when projects including utilities, roads and water and sewers will take place. It’s part of a broad attempt to coordinate hundreds of public and private entities planning more than 10,000 infrastructure projects across Michigan in the coming years and decades.

“We’ve all known there has been a disinvestment over the last couple of decades in infrastructure. Our state certainly has suffered from that,” said John Weiss, chairman of the Michigan Infrastructure Council and executive director of the **Grand Valley Metropolitan Council**.

With so many infrastructure projects in the queue — ranging from road repairs to sewer replacement to broadband internet — state officials say a roadmap is critical to avoid overlapping or duplicative projects. For example, the project aims to address the question of whether utility distribution infrastructure could be replaced while a road is torn up.

The Michigan Infrastructure Council’s “dig once” portal launched in mid-March and already has more than 10,000 planned projects statewide. It’s the latest in an ongoing attempt to “maintain a long-term emphasis on infrastructure and changing the culture in Michigan,” Weiss said.

American Jobs Plan

After a years-long focus on infrastructure spanning several governors, Michigan officials are now examining a concrete federal proposal, albeit one that’s subject to change.

Biden’s American Jobs Plan includes more than \$600 billion for roads, bridges and highways; \$85 billion for public transit; \$174 billion for electric vehicles and charging infrastructure; \$100

billion for high-speed broadband internet; \$100 billion to invest in the power grid; and \$300 billion to invest in the manufacturing supply chain.

Following Biden's announcement, Amtrak issued a map of proposed projects that included potential enhancements to commuter rail between Grand Rapids and Chicago, as well as new routes connecting Detroit to Toledo and Detroit to Toronto.

Biden's plan also calls for \$45 billion to replace U.S. lead pipes and service lines and \$10 billion to monitor and remediate per- and polyfluoroalkyl substances (PFAS) in drinking water.

"Anytime you can bring more construction activity in a community like ours it will have a huge benefit for communities," said Ryan Bennett, business manager for the **West Michigan Plumbers Fitters and Service Trades Local 174** and president of the **West Michigan Building Trades Council**. He cited the former Obama administration's American Recovery and Reinvestment Act of 2009 for helping to spur construction at an LG Chem battery plant in Holland.

"We're anticipating shovel-ready projects like that looking for federal funding to push it over the edge," Bennett said. "We've been neglecting investments in wastewater, sewers and potholes. (The Biden plan) calls out the replacement of lead service lines — that's going to be a lot of plumbing and pipefitting work."

Weiss said local and state governments and private entities that own infrastructure have spent years identifying needs and, just as importantly, how to pay for them.

"If more funding becomes available, more projects can be done off those lists at a faster rate, which will help us to avoid some problems we had in the past of waiting too long or waiting for a crisis," Weiss said of the Biden proposal. "To get on top of this planning curve is part of the reason that whatever money becomes available, it will help us to move faster to what we know are already identified needs."

Business apprehension

Funding Biden's \$2.25 trillion remains clouded with uncertainty. The administration proposes to increase the federal corporate income tax rate from 21 percent to 28 percent. The rate was reduced from 35 percent to 21 percent four years ago during the Trump administration.

The tax increase already has generated strong opposition from GOP leaders and apprehension from some key Democrats, who hold slim majorities in the U.S. House and Senate.

Based on initial feedback from its members, "There's a little bit of concern about how much is being lumped in there, but mostly going away from user fees and raising the corporate income tax hasn't been well received," said Joshua Lunger, senior director of government affairs with the **Grand Rapids Area Chamber of Commerce**.

Lunger said the Grand Rapids Chamber is “typically pro-infrastructure,” but favors funding models based on user fees over tax increases.

“We need to do something,” Lunger said of infrastructure projects. “We’re very supportive of the idea of infrastructure investments, but so far there’s just a lot of questions and concerns over the methodology of generating revenue.”

Lunger added that raising corporate income taxes in the wake of a now year-long pandemic runs counter to economic recovery efforts. Bennett and other supporters of the Biden plan are skeptical of business groups’ stance.

“The argument that it’ll somehow cost us jobs or be a negative for the economy hasn’t really proven to be the case,” Bennett said of raising corporate income taxes. He also noted that his personal taxes increased after former Trump administration policies. “The money’s got to come from somewhere.”

In remarks last week, Biden said he’s “open to good ideas and good-faith negotiations” with GOP opponents, but noted that “inaction simply is not an option.” Democratic congressional leaders have said they hope to move the plan later this summer or fall.

Although business groups are opposed to the corporate tax increase to pay for the infrastructure, Weiss said the business community is “reacting positively” and becoming more closely involved in the Michigan Infrastructure Council’s work around a project roadmap.

While federal funding details and project priorities are still unclear, any potential plan would leave it to public planners to “use whatever funds we can in the most efficient manner,” Weiss said.

“Any effort that takes place at the federal, state or local level to get on top of this infrastructure crisis we’re currently facing will help us as a country be more stable in the future,” Weiss said. “It’s a need that’s been out there. It’s very expensive, but it’s also very expensive to do nothing.”



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

GRETCHEN WHITMER
GOVERNOR

RACHAEL EUBANKS
STATE TREASURER

March 23, 2021

Dear [Name],

Congratulations! It is our pleasure to welcome you into the spring 2021 Michigan Infrastructure Council (MIC) Asset Management (AM) Champion Program. You have been selected to join a statewide cohort of talented individuals who will help strengthen and “champion” best practice asset management across Michigan’s complex infrastructure environment.

As a Champion, you will **develop knowledge** around fundamental asset management principles and their implementation, **build awareness** and become a resource for Michigan’s growing culture of asset management, and **establish community** with peer leaders across the state.

The spring 2021 AM Champion Program will kick-off in mid-April and run through early-June. The Program will consist of asynchronous learning modules, three 90-minute discussions facilitated by asset management experts, and peer-to-peer interactions. A limited scholarship opportunity, covering all program expenses, has been made available by the MIC. To accept this scholarship, please review and sign the attached Letter of Commitment (LOC) acknowledging your agreement to adhere to the program guidelines and requirements for completion.

Please direct any questions to mic@michigan.gov. The signed LOC may also be returned to mic@michigan.gov.

Again, please accept our congratulations and warm welcome into the MIC AM Champion Program! We encourage you to share this letter and accolade with your leadership.

Best Regards,

A handwritten signature in blue ink, appearing to read 'John W. Weiss'.

John W. Weiss
MIC Chairperson

BECOME AN ASSET MANAGEMENT CHAMPION

The Michigan Infrastructure Council (MIC) is welcoming a cohort of 100 leaders into the Asset Management (AM) Champion Program. This program will establish a network of talented individuals and organizations to help strengthen and “champion” best practice asset management across Michigan’s complex infrastructure environment.



AM Champion Objectives

- **Build Awareness:** Build AM Champions to foster a culture of asset management best practices across Michigan.
- **Develop Knowledge:** Develop AM Champions who understand and promote the value of asset management aligned with the five topics in the MIC Asset Management Readiness Scale (AMRS) - [Michigan.gov/MIC](https://michigan.gov/MIC) – Readiness Assessment Scale Tab.
- **Establish Community:** Establish a community of AM champions to seed peer relationships and build a network of asset management leaders across the state and across infrastructure silos.


The AM Champion Program is a fast-paced and interactive training curriculum that delivers a comprehensive foundation to AM principles through asynchronous education, facilitated discussion, peer interactions, and industry learning. The program will run from April through June 2021 and will require approximately 20 hours to complete.



AM Champion Program Structure

- **Asynchronous Modules:** 9 lessons featuring asset management content and interactive activities. All material aligns with the 5 topic areas in the MIC AMRS.
- **Facilitated Discussion and Peer Interaction:** Three 90-minute, in-depth thematic discussion sessions with peers and industry leaders.
- **Industry Learning:** Access to a comprehensive library of webinars and presentations from the Canadian Network of Asset Managers (CNAM) and newly developed case studies from Michigan Infrastructure owners.

Funding is available for the first 100 AM Champions! If you are a local, regional, or state government employee, public-sector asset owner, or leader from an industry organization, please send an email to michigan@michigan.gov to request registration.



Become an AM Champion!

Registration is limited to 100 participants. Consideration will be given to socio-economic and system variation, statewide geographic representation, and organizational diversity.

Last Name	First Name	Affiliation	Region	Recommended By	Committed?
Burkman	Tim	City of Grand Rapids	WMRPC	John Weiss	Yes
Gallagher	Shay	Village of Sparta	WMRPC	John Weiss	Yes
Joseph	Laurel	GVMC	GVMC/WN	John Weiss	Yes
La Fave	Doug	City of East Grand Rapids	WMRPC	John Weiss	Yes
Laughlin	Brett	Ottawa County Road Commission	WMRPC	John Weiss	Yes
McCarter	John	City of Wyoming	WMRPC	John Weiss	Yes
Miller	Robert	City of Hudsonville	WMRPC	John Weiss	Yes
Rambo	Mark	City of Kentwood	WMRPC	John Weiss	Yes
Rivette	Carrie	City of Grand Rapids	WMRPC	John Weiss	Yes
Sagorski-Munsell	Lindsay	City of Grand Rapids - Water System	WMRPC	John Weiss	Yes
Seyferth	Jonathan	City of Coopersville	WMRPC	John Weiss	Yes
Sprague	Rick	Kent County Road Commission	WMRPC	John Weiss	Yes
Suchy	Julius	Ada Township	WMRPC	John Weiss	Yes
Swayze	Ben	Cascade Township	WMRPC	John Weiss	Yes
Cameron	Van Wyngard	Plainfield Township	WMRPC	John Weiss	
Vis	Aaron	City of Wyoming	WMRPC	John Weiss/Curtis Holt	Yes
Davis Jr	Vester	City of Springfield	SCMPC	Mark Rambo	Yes
Foster	Mitchell	City of Ludington	WMSRDC	Mark Rambo	Yes
Wolff	Timothy	Village of Lake Isabella	EMCOG	Mark Rambo	Yes