

APPROVED

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ITEM II: ATTACHMENT A

**MINUTES**

**Grand Valley Metropolitan Council  
Transportation Division  
TRANSPORTATION PROGRAMMING STUDY GROUP  
Wednesday, December 6, 2017**

**Grand Valley Metro Council**

**678 Front Ave NW**

DeVries, chair of the TPSG Committee, called the meeting to order at 9:32 am. Everyone in attendance introduced themselves and the organization they represented.

**I. ROLL CALL AND INTRODUCTIONS**

**Voting Members Present**

Wayne Harrall (*Vice Chair*)

Mike DeVries

Scott Conners

Conrad Venema

Rick Sprague

Chris Zull

Rick DeVries (*Chair*)

Dan Strikwerda

Tim Cochran (Proxy for Bill Dooley)

Dan VanderHeide (Proxy for Tim Bradshaw)

County of Kent

Grand Rapids Township

City of Walker

ITP-The Rapid

Kent County Road Commission

City of Grand Rapids

City of Grand Rapids

City of Hudsonville

City of Wyoming

City of Kentwood

**Staff and Non-Voting Guests Present**

Michael Bulthuis

Dennis Kent

Steve Redmond

Abed Itani

George Yang

Andrea Faber

Laurel Joseph

Darrell Robinson

Mike Zonyk

ITP-The Rapid

MDOT Staff

MDOT Staff

GVMC Staff

GVMC Staff

GVMC Staff

GVMC Staff

GVMC Staff

GVMC Staff

**Voting Members Not Present**

Jerry Alkema

Sandy Ayers

Mike Burns

Sharon DeLange

Bill Dooley

Roy Hawkins

Doug LaFave

Brett Laughlin

Terry Schweitzer

Tom Stressman

Phil Vincent

David Ducat

Todd Wibright

Allendale Township

Village of Caledonia

City of Lowell

Village of Sparta

City of Wyoming

GRFIA

East Grand Rapids

Ottawa County Road Commission

City of Kentwood

City of Cedar Springs

City of Rockford

City of Cedar Springs

City of Grandville

**II. APPROVAL OF MINUTES**

DeVries entertained a motion to approve the October 20th, 2017 TPSG meeting minutes.

**MOTION by M. DeVries, SUPPORT by Conners, to approve the October 20th, 2017 TPSG meeting minutes. MOTION CARRIED UNANIMOUSLY.**

Discussion: Harrall's name was spelled wrong

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None

**IV. FY2019 CMAQ PROGRAMMING**

Referring to **Item IV: Attachment A**, Robinson noted that Hudsonville had dropped a project that had both TAP and CMAQ funding, which has left \$100,000 in federal CMAQ funding on the table to be reprogrammed. Two proposals were submitted: one from The Rapid and one from the City of Kentwood. Robinson invited The Rapid and Kentwood to explain their proposals.

Bulthuis explained that The Rapid has a vanpool program where they purchase vans to lease to carpool groups. They currently have 23 van, most of which come into Grand Rapids. However, they are always looking to expand the program and purchase new vans.

Robinson noted that since this would be adding funding to an existing process, it will be relatively easy to process

Itani asked where the vans operate, if the state has a similar program, and if The Rapid had done any studies related to demand for the vanpool program.

Bulthuis stated that the program runs in Kent, Ottawa, and Allegan counties and that the State runs a similar program in every county in the state other than these three. He said that because of gas prices being so low, demand for the program is not as high as it has been in the past and that there is no group waiting for a van, but that purchasing additional vans would enable them to market the program more effectively.

Itani stated that it would be hard to recommend this project without demand numbers.

Discussion ensued.

Venema stated that the reason The Rapid pursued this project was because of the funding opportunity and because the program hasn't been expanded in a while. However if there is a better use for the money they are open to that.

VanderHeide introduced the Kentwood project proposal. Kentwood has a project programmed in 2019 already that includes three right turn lanes; however, the same study recommended a new signal to allow the right turn lanes to operate at the same

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time as the opposing left to improve movement through the intersection. The estimated cost is \$150,000 and Kentwood is happy to overmatch the federal funding. This would be a relatively simple addition to an existing CMAQ project.

Kent stated that this project has already been identified as eligible. If adding to the scope it would have to go through committee again, but it shouldn't be bad.

Venema asked if there had been any air quality calculations.

VanderHeide stated there had been for the turn lanes, but not for the signal specifically.

Zull asked if safety elements would be included and VanderHeide stated, "Yes."

Discussion ensued.

Connors proposed recommending that the Technical and Policy committees approve the Kentwood project for the available CMAQ funding in 2019.

R. DeVries entertained the motion to recommend approval of the Kentwood CMAQ project to the Technical and Policy committees.

**MOTION by Connors, SUPPORT by Harrall, to recommend approval of the Kentwood CMAQ project to the Technical and Policy committees. MOTION CARRIED UNANIMOUSLY.**

**V. SAFETY PERFORMANCE MEASURES**

Referring to **Item V: Attachment A**, Yang introduced the topic by stating that the MPO needs to decide if we want to support the MDOT Safety targets for 2018 or make our own.

Itani stated that the Federal Government developed all the performance measures to see how our projects are impacting the system. Now the MPO has to adopt safety targets by the end of February. The State had a year to develop theirs and then MPOs had 6 months after that to review the State's and determine whether to support the State's or develop a regional target. Staff has been attending meetings about the performance measures; the State ran the analysis and came up with targets and are now asking us to look at it. There was good discussion at the committee meetings, and staff was asked to run the analysis for our facilities to compare to the state. Our region's fatality and serious injury rates are higher than the state rates. Itani continued that staff is proposing that the committee adopt what the state has developed, at least for the first run. There is no penalty that will be imposed on the MPO if targets aren't reached. Safety will be part of the planning and program processes for the MTP and TIP. Each deficient facility will get a safety rating, pavement, etc.

Kent stated that GVMC can do more stringent targets or goals for the region even if it officially supports the State's; this is just for reporting.

Discussion ensued.

Zull expressed concern about the fact that the GVMC region averages are higher than the state as a whole because of how urbanized the region is and that this region won't be able to achieve the State's target.

Discussion ensued.

Joseph asked Kent to verify that we wouldn't be adopting the state target as the target to achieve in our region, but that we would be making a resolution of support indicating our safety program will support the State's efforts to achieve their target.

Kent indicated yes, GVMC would have to show we are making a reasonable effort to reduce fatalities and injuries.

Discussion ensued.

Harrall entertained a motion to recommend supporting the State's safety targets for 2018 with the understanding that we will review them over the next two years for local appropriateness.

**MOTION by Venema, SUPPORT by Conners to recommend supporting the State's safety targets for 2018. MOTION CARRIED UNANIMOUSLY.**

## **VI. FY2018-2020 TAP PROJECTS DISCUSSION**

Joseph introduced the topic stating that staff wanted to revisit the discussion from the last TPSG Committee meeting regarding the TAP program to provide the committee with the opportunity for further discussion and to come to a general consensus for moving forward. The main outcomes from the last meeting were that all FY2019 and FY 2020 projects in the TAP list should be submitted in MGS as soon as possible; reviewed projects will be awarded based the review findings and added to the TIP in the appropriate fiscal year in line with financial constraints. GVMC staff will touch base with applicants quarterly to see how things are going, pass along MDOT resources as they become available, and work with MDOT to provide another TAP training – hopefully in February.

Robinson added that if a jurisdiction has a project in 2019 or 2020 in MGS and it doesn't get funded in one of those years, it won't go away. It will get funded eventually.

Discussion ensued.

Itani suggested that staff can develop a guide based on what our members know and what problems they are encountering. This could help address the majority of the issues, and could be especially helpful for smaller jurisdictions. He also asked the committee to over program TAP moving forward.

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Conners suggested having a luncheon meeting to help develop some TAP resources based on members' experiences. Itani concurred.

Redmond stated that it would be helpful to have both Amy Matisoff and Bruce Kadzban at that meeting as well.

Herrall stated that there are moments of opportunity where something gets hung up and it makes sense to have a cue of projects ready to go that have gone through review.

Robinson noted that staff needs general acceptance of this process in order to educate our members moving forward. The committee concurred.

**VII. OTHER BUSINESS**

Robinson introduced the topic stating that the City of Hudsonville had submitted an item that should get the subcommittee's attention.

Kent stated that MDOT has had some discussions with Hudsonville about issues on 32nd Ave at 196, and some discussion internally about if it would be better, where possible, to make improvements for operations while they are constructing a different project in the vicinity.

Strikwerda reiterated that the proposal came about with working with MDOT on the improvements they're making. He stated that the left turn southbound at 32<sup>nd</sup> Ave is big problem.

Robinson stated that Hudsonville is trying to make this happen in the same year as the MDOT project (2020). When the FY17-20 TIP was developed, about \$400,000 was left on the table for 2020. However, in order to program that it would need to be opened up for other communities and there would be public involvement and EJ implications to consider.

Itani stated that the TIP will be updated in 2019 for FY2020-2023 and suggested waiting until that time to program this project. Additionally, he suggested using CMAQ funding instead of STP.

Harrall asked if all the 2020 CMAQ funds had been programmed already. Robinson responded, yes.

Robinson asked if Hudsonville would have enough time for design if programming didn't happen until the next TIP development process and if Hudsonville could move forward with design without a commitment at this point. Kent stated they would have to have to work that out, but that they could potentially design it with the risk of it not being funded.

Strikwerda stated that Hudsonville doesn't want to circumvent the process, and also that it makes sense to do the improvements on 32<sup>nd</sup> Ave when MDOT does their project.

Itani suggested sending the project proposal to the list of people who have projects in

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2020 and then we can figure out how much money is left 2020. He asked if the committee would consider the Hudsonville project as a priority next time around.

Harrall said that staff should send the list out and put it on the agenda as a discussion item at the next Technical Committee meeting to see what that group says. Then Hudsonville could move forward with engineering at least.

Discussion ensued.

**VIII. ADJOURNMENT**

Harrall adjourned the Wednesday, December 6, 2017 TPSG Committee meeting at 11:07 am.