POLICY COMMITTEE MEETING
Wednesday, November 18, 2020
9:30 AM
REMOTE MEETING USING GoToMEETING
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+1 (786) 535-3211 | ACCESS CODE: 992-267-229

AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES—ACTION: Policy Meeting dated November 20, 2019
   Please refer to Item II: Attachment A
   ACTION: Joint Tech/Policy Meeting dated Sept. 16, 2020
   Please refer to Item II: Attachment B

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. TIP AMENDMENTS—ACTION: On behalf of Grand Rapids, KCRC, and MDOT, amendments/modifications to the FY2020-2023 TIP are being requested.
   Please refer to Item IV: Attachment A

V. FY2021 LOCAL PROGRAM ALLOCATIONS—DISCUSSION/ACTION: The Policy Committee will be asked to vote on a strategy for addressing fiscal constraint of the programs based on updated federal allocations received from MDOT.
   Please refer to Item V: Attachment A

VI. 2021 SAFETY TARGETS—INFORMATION/DISCUSSION/ACTION: MDOT staff will present on the state’s safety targets for 2021 and GVMC staff will provide GVMC data for comparison and discussion. The Committee may choose to take action if desired.
   Please refer to Item VI: Attachment A

VII. OTHER BUSINESS

   1. MDOT:
      • ITS - Preliminary Discussion
      • MDOT Letting Schedule Changes
      • $600 million in GF/GP for road agencies and RBMP updates
      • MM2045 public survey
2. GVMC:
   - GVMC Freight Plan public survey – please take and share on social media!
   - New safety outreach materials available

VIII. ADJOURNMENT
MINUTES
Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
Wednesday, November 20, 2019
Kent County Road Commission
1500 Scribner NW, Grand Rapids, MI

Schmalzel, chair of the Policy Committee, called the meeting to order at 9:34 am. Itani introduced Brad Doane, GVMC’s new addition to the Transportation team.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present
Darrell Schmalzel, Chair
Terry Brod
Dan Burrill
Tom Hooker
Dennis Kent
Ken Krombeen
Greg Madura
Don Mayle
Josh Naramore
Terry Schweitzer
Rick Sprague
Dan Strikwerda
Steve Warren
Rod Weersing
Kevin Wisselink
Stephen Wooden

City of Walker
Cannon Township
City of Wyoming
Byron Township
City of Lowell
City of Grandville
Alpine Township
MDOT
City of Grand Rapids
City of Kentwood
KCRC
City of Hudsonville
KCRC
Georgetown Township
The Rapid
Kent County Commission

Staff and Non-Voting Guests Present
Brad Doane
Andrea Faber
Abed Itani
Laurel Joseph
Tyler Kent
Kerri Smit
Norm Sevensma
George Yang

GVMC
GVMC
GVMC
GVMC
MDOT
GVMC
RWBC/WMWAC
GVMC

Voting Members Not Present
Gail Altman
Tim Bradshaw
Mike Burns
Jamie Davies
Michael DeVries

Jamestown Township
City of Kentwood
City of Lowell
City of Rockford
Grand Rapids Charter Township
II. **APPROVAL OF MINUTES**

Schmalzel entertained a motion to approve the October 16, 2019 Policy Committee minutes.

**MOTION by Naramore, SUPPORT by Madura, to approve the October 16, 2019 Policy Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.**

III. **OPPORTUNITY FOR PUBLIC COMMENT**

None.

IV. **TIP AMENDMENTS**

Referring to **Item IV: Attachment A**, Joseph explained that MDOT; Kent County Road Commission; Grand Rapids; Wyoming; Rockford; Ottawa County Road Commission; and staff, on behalf of Lowell and Jamestown Township; are requesting to amend/modify the FY2020-2023 TIP. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary. MDOT is also requesting committee review of the S/TIP exempt project list (please see attachments).

- Kent County Road Commission is requesting to add a local bridge project to FY2020, add a 2020 regional TAP project that has received its conditional commitment, and to move two FY2019 TAP projects (one State and one GVMC) into FY2020.
The City of Grand Rapids is requesting to move a project from FY2019 to FY2020 and make subsequent changes to FY2020 and FY2021 projects to accommodate this move within the same financial constraints.

The City of Wyoming is requesting to move two FY2019 projects into FY2020. Both of these projects will utilize funding that can be rolled from one fiscal year to another, so no other projects will be impacted. The City is also requesting to move a regional TAP project from 2020 to 2022.

The City of Rockford is requesting to move a FY2020 project to 2023. The request was taken to the TPSG Subcommittee and the Technical Committee, both of which recommended the move be approved as long as an appropriate switch was made with another jurisdiction to ensure FY2020 was fully programmed and FY2023 remained fiscally constrained. A replacement project has been identified (see next request), and the federal amount for Rockford’s project will change to $373,669 to maintain fiscal constraint in FY2023.

Ottawa County Road Commission is requesting to move a FY2023 project up to FY2020 to coincide with the switch of Rockford’s project. OCRC was already planning to resurface part of Riley St in FY2020 with local funds and, therefore, is also requesting to extend the eastern limit to 8th Ave and increase the total budget to $1,375,000 while keeping the federal amount $396,000 (see local pending report).

Staff, on behalf of Lowell, is requesting to add a Small Urban project to FY2022 that was selected by MDOT for funding.

Staff, on behalf of Jamestown Township/OCRC, is requesting to add the Greenly Street nonmotorized path project officially to the TIP now that it has received a conditional commitment after completing the MDOT MGS review process.

Schweitzer asked about obligation authority and what happens to the funds when they expire. Itani explained the process for using obligation authority and how the funds are allocated based on population. Schweitzer also asked if there was a recommendation to the Technical Committee to consider discussing GVMC’s position on the way obligation authority is currently used at a statewide level and requested that it be added to the agenda for the next Technical and Policy meetings for discussion. Discussion ensued.

MOTION by Burrill, SUPPORT by Wooden, to approve the TIP AMENDMENT requests as presented. MOTION CARRIED UNANIMOUSLY

V. POLICIES AND PRACTICES DOCUMENT REVISION

Referring to Item V: Attachment A, Joseph explained that staff is requesting Committee review and recommendation for approval of the revised Safety and CMAQ sections of the Policies and Practices for Programming Projects document.

On October 23, 2019 the Transportation Programming Study Group (TPSG) Subcommittee met to review the recommendations from the MTP Steering Committee and develop an investment strategy for the 2045 MTP. During that discussion the subcommittee reaffirmed
the importance of safety enhancements to be included in all projects and that transit should be assured up to 50% of the annual apportionment of CMAQ funding. Based on these discussions staff has reviewed and made some modifications to the Safety and CMAQ sections of the Policies and Practices document to codify these policy recommendations. The Technical Committee recommended approval of these modifications at their November 6 meeting.

These sections of the document were included in the agenda packet for Committee review. No other sections were revised.

Naramore asked staff for detailed funding over the next few years for the TIP. Joseph advised that staff would provide the numbers.

**MOTION by Naramore, SUPPORT by Wooden, to accept the POLICIES AND PRACTICES DOCUMENT REVISIONS. MOTION CARRIED UNANIMOUSLY.**

**VI. 2045 MTP PROJECT LIST**

Referring to **Item VI: Attachment A** Faber presented the draft project list for the 2045 Metropolitan Transportation Plan (MTP) for approval. The basis for the project list was the needs analysis presented at last month’s meeting. Staff also conducted a financial analysis, which shows that $557,602,015.04 is expected in federal funding for local projects over the life of the MTP, $2,828,434,110.77 in local funding, $4,043,966,357 for transit, and $3,419,807,284 for MDOT.

To develop an investment strategy for anticipated funding, GVMC staff met with the MTP Steering Committee on Thursday, October 17. The MTP Steering Committee recommended emphasizing the following priorities in the 2045 MTP:

- Congestion Management
- Maintaining the system in a state of good repair
- Nonmotorized
- Safety
- Transit

Staff also met with the TPSG Committee on Wednesday, October 23 to further discuss the MTP Steering Committee's investment strategy and projects for the 2045 MTP. Please note that only congestion deficient expand and improve projects that are known at this time are listed on a project-level basis. Items such as preservation are included in bins of funding that will be programmed in the future.

**Recommended Action:** Policy Committee approval of the draft 2045 MTP Project list.

**MTP Investment Priorities**

On Thursday, October 17, the MTP Steering Committee met and affirmed the following priorities for the 2045 MTP:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining the</td>
<td>● <em>Preserve the System</em> is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td><strong>Item II: Attachment A</strong></td>
<td><em><em>System in a state of good repair (includes bridge</em>)</em>*</td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>• Maintaining the system in a state of good repair (pavement and bridge) is a federal performance measure. GVMC has supported the State’s targets to show positive movement in this area.</td>
</tr>
<tr>
<td></td>
<td>• Our infrastructure is crumbling, and as repairs are delayed, they become more costly.</td>
</tr>
<tr>
<td></td>
<td>• Poor pavement condition creates a safety issue for all users of the transportation system.</td>
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<tr>
<td></td>
<td>• In order to achieve a PASER rating of 5 (fair condition), we would need a 50% increase in the annual budget by the year 2030.</td>
</tr>
<tr>
<td></td>
<td>• Our public survey showed that the public’s top priority is improving pavement condition.</td>
</tr>
<tr>
<td></td>
<td>• <em>Bridge rehabilitation activities are determined by the state and the locals.</em></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th></th>
<th><strong>Congestion Management</strong></th>
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<tbody>
<tr>
<td></td>
<td>• Enhance Safety and Reduce Congestion is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td></td>
<td>• Increasing the percentage of the person-miles traveled on the interstate and non-interstate NHS that are reliable is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area.</td>
</tr>
<tr>
<td></td>
<td>• Improving the Truck Travel Time Reliability (TTTR) Index is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area.</td>
</tr>
<tr>
<td></td>
<td>• Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicle (SOV) to transit or active modes of transportation would be beneficial in reducing congestion.</td>
</tr>
<tr>
<td></td>
<td>• Based on the deficiency analysis, there is $1.02 - $1.52 billion in identified need to improve congestion in the GVMC region.</td>
</tr>
<tr>
<td></td>
<td>• Our survey showed that the public’s second highest priority was using technology to reduce traffic congestion and delays, and the public’s third highest priority was widening busy roads and interchanges.</td>
</tr>
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<table>
<thead>
<tr>
<th></th>
<th><strong>Nonmotorized</strong></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>• Further Develop an Efficient Multimodal System is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td></td>
<td>• Ensure Equity, Access and Mobility is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td></td>
<td>• There is $80 million in unfunded need for nonmotorized projects in the GVMC region.</td>
</tr>
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<td></td>
<td>• Shifting toward nonmotorized modes of transportation can help alleviate congestion.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Safety</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Enhance Safety and Reduce Congestion is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td></td>
<td>• Reducing the number and rate of fatalities and serious injuries and nonmotorized fatalities and serious injuries on all public roads is a federal performance measure, and GVMC supported the state’s targets to show positive movement in this area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Transit</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Further Develop an Efficient Multimodal System is a goal of the 2045 MTP.</td>
</tr>
<tr>
<td></td>
<td>• Transit asset management is a federal performance measure.</td>
</tr>
<tr>
<td></td>
<td>• Increasing transit and rideshare usage means less cars on the road and reduced congestion.</td>
</tr>
<tr>
<td></td>
<td>• Our public survey showed that the public’s fourth highest priority is enhancing transit service.</td>
</tr>
</tbody>
</table>
### Funding Sources
The MTP Steering Committee agreed to fund these priorities in the following ways:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Fund Source</th>
</tr>
</thead>
</table>
| Maintaining the System in a State of Good Repair | • STP Funds  
• STP Flex  
• NHPP                                                                 |
| Congestion Management                         | **Expand and Improve Projects:**  
• STP Funds (Ottawa County Only)  
• STP Flex (EDFC) Kent County  
• NHPP  
**System Signal Operations and Intersection Improvements**  
• CMAQ (up to 50% of available funds) |
| Nonmotorized                                  | • All TAP funds                                                             |
| Safety                                        | • STP Funds ($50 million over the life of the plan proposed)                |
| Transit                                       | • CMAQ (up to 50% of all available funds)  
• FTA funds                                       |

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Eligible Work</th>
</tr>
</thead>
</table>
| STP-Urban   | • Reconstruction  
• Resurfacing  
• Safety  
• Planning Studies  
• Other eligible deficiencies  
• Expand and Improve (Ottawa County only) |
| STP FLEX    | • Reconstruction  
• Resurface  
• Safety  
• Expand and Improve (Kent County only) |
| STP-Rural   | • System preservation  
• Expand and improve |
| Small Urban | • Road and transit capital projects for urban areas between 5,000-49,999 in population (City of Lowell is the only area in GVMC’s MPO area that qualifies) |
| NHPP        | • Pavement preservation-NHS  
• Expand and improve-NHS |
| CMAQ        | • Signal System Operations  
• Intersection Improvements  
• Transit (at least 50% of available funds)  
• Other eligible projects |
| EDFC        | • Eligible projects addressing congestion |
| TAP         | • Nonmotorized |
| FTA         | • Transit |
Naramore asked about the different funding sources and wondered why STP was not used more. Itani explained the funding options to the committee. Naramore added that it is important to note the different funding options and how they can be used. Wooden confirmed that it would be helpful to have this in writing to understand. Discussion ensued.

**MOTION by Madura, SUPPORT by Burrill, to approve the 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) DRAFT PROJECT LIST, with notations to be made about the flexibility of STP-Urban funds within the document. MOTION CARRIED UNANIMOUSLY.**

**VII. 2020 SAFETY TARGETS**

Referring to Item VII: Attachment A, Yang advised that the Michigan Department of Transportation (MDOT) established the 2020 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC’s baseline condition based on the five-year rolling average from 2014-2018.

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>987.4</td>
<td>999.4</td>
<td>67</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 million VMT</td>
<td>0.99</td>
<td>0.97</td>
<td>0.97</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>5,415.6</td>
<td>5,520.4</td>
<td>412.8</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 million VMT</td>
<td>5.41</td>
<td>5.34</td>
<td>5.96</td>
</tr>
<tr>
<td>Number of Non-Motorized (Pedestrians and Bicycle) Fatalities &amp; Serious Injuries</td>
<td>742.4</td>
<td>735.8</td>
<td>65.8</td>
</tr>
</tbody>
</table>

MDOT’s safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year-old’s, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either:
1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or
2. Committing to a quantifiable target for the performance measures for their metropolitan planning area.

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT has published its safety targets on August 31, 2019, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2020 no later than February 27, 2020.

The Technical Committee and Policy Committee approved of supporting MDOT’s state safety targets for calendar year 2018 and 2019. GVMC’s action of supporting the 2020 MDOT safety targets or establishing its own targets is needed by February 27th, 2020.

Naramore asked what the current numbers are and how the State and Regional Targets are set. Naramore also asked how the safety targets are being monitored and if the funding was being tracked. Itani explained how the system works for the State Safety Projects. Naramore then requested that staff list the details in the safety plan.

**MOTION by Naramore, SUPPORT by Schweitzer, to approve supporting the state safety targets for FY2020. MOTION CARRIED UNANIMOUSLY**

**VIII. DRAFT CONSULTATION PLAN**

Referring to Item VIII: Attachment A, Faber presented the draft Consultation Plan for approval. While GVMC has always had a process for consulting with stakeholder organizations, such as agencies responsible for economic development, freight movement, environmental and historical preservation, etc., during the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP), this information had been included in a chapter of the document instead of in a formal plan. At GVMC’s last certification review, it was recommended that GVMC develop a consultation plan that outlines the process for consulting with these stakeholder organizations. GVMC is federally required to adhere to a consultation process during the development of the TIP and the MTP.

The Consultation Plan was open for public comment through Thursday, October 31. No comments were received from the public or stakeholder agencies. However, FHWA asked that we lengthen the comment period from 21-28 days to 30-45 days to accommodate agencies requiring more time to review documents, which we have done. Once approved, GVMC will use the process outlined in the draft Consultation Plan to conduct consultation on the project list for the 2045 MTP.

Wooden asked when open house meetings for consultation agencies would be an option. Faber advised the committee that there were open house/public meetings offered to consultation agencies in the past; however, no one would attend, so now it is only as an option. Wooden also asked if staff could reference specific planning documents from other agencies in the plan. Itani stated that staff would discuss planning documents with member agencies during jurisdiction-specific meetings when socio-economic data is updated before the development of the next MTP. Warren suggested to add why the federal government requires the MTP to go so far out (FY2045). Discussion ensued.

**MOTION by Naramore, SUPPORT by Krombeen, to approve the Draft Consultation Plan. MOTION CARRIED UNANIMOUSLY.**

**IX. ELECTION OF OFFICERS**
The two-year terms for the Committee’s chair and vice chair will expire at the end of the year, so the Committee will need to elect a new chair and vice chair. The committee selects Terry Schweitzer for Chair and Josh Naramore for Vice Chair.

**MOTION by Naramore, SUPPORT by Krombeen, to recommend Terry Schweitzer for the Policy Committee Chair. MOTION CARRIED UNANIMOUSLY.**

**MOTION by Hooker, SUPPORT by Wooden, to recommend Josh Naramore for the Policy Committee Vice Chair. MOTION CARRIED UNANIMOUSLY.**

**X. OTHER BUSINESS**

None

**XI. ADJOURNMENT**

Schmalzel entertained a motion to adjourn the November 20, 2019 Policy Committee meeting.

**MOTION by Madura, SUPPORT by Naramore, to adjourn the November 20, 2019 Policy Committee meeting at 10:33 am. MOTION CARRIED UNANIMOUSLY.**
Schweitzer, Policy Committee chair, called the meeting to order at 9:31 am. No introductions were necessary as all motions would be called to question by a roll call vote.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terry Schweitzer</td>
<td>City of Kentwood</td>
</tr>
<tr>
<td>Sue Becker</td>
<td>Alpine Township</td>
</tr>
<tr>
<td>Ken Bergwerff</td>
<td>Jamestown Township</td>
</tr>
<tr>
<td>Scott Conners</td>
<td>City of Walker</td>
</tr>
<tr>
<td>Mike DeVries</td>
<td>Grand Rapids Township</td>
</tr>
<tr>
<td>Karyn Ferrick</td>
<td>City of Grand Rapids</td>
</tr>
<tr>
<td>Jim Ferro</td>
<td>Ada Township</td>
</tr>
<tr>
<td>Jeff Franklin</td>
<td>MDOT</td>
</tr>
<tr>
<td>Tim Haagsma</td>
<td>Gaines Township</td>
</tr>
<tr>
<td>George Haga</td>
<td>Ada Township</td>
</tr>
<tr>
<td>Wayne Harrall</td>
<td>Kent County</td>
</tr>
<tr>
<td>Russ Henckel</td>
<td>City of Wyoming</td>
</tr>
<tr>
<td>Brian Hilbrands</td>
<td>Cascade Charter Township</td>
</tr>
<tr>
<td>Dennis Kent</td>
<td>Proxy for Mike Burns</td>
</tr>
</tbody>
</table>

Non-Voting Guests Present

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
</tr>
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<tbody>
<tr>
<td>Janet Arcuicci</td>
<td>MDOT OPT</td>
</tr>
<tr>
<td>Brad Doane</td>
<td>GVMC Staff</td>
</tr>
<tr>
<td>Andrea Faber</td>
<td>GVMC Staff</td>
</tr>
</tbody>
</table>
Laurel Joseph  
Tyler Kent  
Norm Sevensma  
Steve Waalkes  
George Yang  
Mike Zonyk  

GVMC Staff  
MDOT  
WMEAC-RWBC  
Michigan Concrete Association  
GVMC Staff  
GVMC Staff  

**Voting Members Not Present**  
Gail Altman  
Kristin Bennett  
Tim Bradshaw  
Terry Brod  
Mike Burns  
Dan Burrill  
Jamie Davies  
Robert DeWard  
Rick DeVries  
Adam Elenbaas  
Rachel Gokey  
Kevin Green  
Tim Grifhorst  
Jerry Hale  
Bryan Harrison  
Nicole Hofert  
Jim Holtvluwer  
Tom Hooker  
Andrew Johnson  
Ken Krombeen  
Doug LaFave  
Bill LaRose  
Brett Laughlin  
Matt McConnon  
Jim Miedema  
Robert Miller  
Clint Nemeth  
Tom Noreen  
Rob Postema  
Casey Ries  
Darrel Schmalzel  
Rick Solle  
Dan Strikwerda  
Julius Suchy  
Charlie Sundblad  
Ben Swayze  
Jeff Thornton  
Toby VanEss  
Steve Warren  
Mike Womack  
Cameron Van Wyngarden  

Jamestown Township  
City of Grand Rapids  
City of Kentwood/Caledonia Twp.  
Cannon Township  
City of Lowell  
City of Wyoming  
City of Rockford  
Gaines Charter Township  
City of Grand Rapids  
Allendale Township  
Village of Sand Lake  
Algoma Township  
Tallmadge Township  
Lowell Township  
Caledonia Charter Township  
City of Wyoming  
Ottawa County  
Byron Township  
ITP The Rapid  
City of East Grand Rapids  
Cedar Springs  
Ottawa County Road Commission  
Courtland Township  
Ottawa County Road Commission  
City of Hudsonville  
GFIAA  
Nelson Township  
City of Wyoming  
GFIAA  
City of Walker  
Plainfield Township  
City of Hudsonville  
Village of Sparta  
City of Grandville  
Cascade Charter Township  
Village of Caledonia  
Tallmadge Township  
Kent County Road Commission  
City of Cedar Springs  
Plainfield Township
II. APPROVAL OF MINUTES

Schweitzer entertained a motion to approve the May 20, 2020 joint Technical/Policy Committee minutes.

MOTION by Haagsma, SUPPORT by Naramore, to approve the May 20, 2020 joint Technical/Policy Committee minutes as corrected. MOTION CARRIED UNANIMOUSLY by roll call vote.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the TIP amendments that were being requested, which are as follows:

- Grand Rapids is requesting to change the work type of a FY2021 project from a reconstruct to a resurfacing, which lowered the total and local portions of the budget. The federal funding amount did not change. Grand Rapids also increased the local participating costs on a second FY2021 project, which also changed the non-participating amount.
- MDOT is requesting the amendments/modifications to the TIP project list in the attached TIP Amendments/Modifications Summary. These include phase budget changes, phase additions, and construction length changes. Some of these changes have triggered GPA threshold increases. These increase requests are also attached for Committee review.

Kent explained the reasons why the MDOT projects were shown in the amendment. Additional information was provided in the agenda packet.

Schweitzer entertained a motion to approve the TIP amendments, as requested.

MOTION by Naramore, SUPPORT by Bergwerff, to approve the TIP amendments requested by the City of Grand Rapids and MDOT. MOTION CARRIED UNANIMOUSLY by roll call vote.

V. Administrative Modification to GVMC FY2021 UPWP

Referring to Item V: Attachment A, Joseph explained that MDOT has recently awarded GVMC $25,000 in State Planning & Research funds for GVMC’s work on the US-131/I-96 Corridor Study in FY2021. While this funding was not identified originally in the FY2021 UPWP, the work associated with this task had been included in the document. Because the amount of additional funding is minor compared to the overall Federal Approved...
FY2021 UPWP value and because the task description for the study remains unchanged, MDOT is considering this an administrative modification to the FY2021 UPWP. MDOT has approved the modification and submitted letters to our federal partners notifying them of the change.

VI. OTHER BUSINESS

Faber stated that GVMC has launched a safety outreach program and has been distributing bike lights to the public through several organizations and local agencies. Local agencies and organizations are encouraged to contact Faber if there is a need of bike lights to be distributed to the public for the upcoming events. Joseph added that GVMC staff is working to get other safety items for distribution to improve safety of pedestrians and bicyclists.

Joseph stated that all GVMC projects in the fiscal year 2020 have been obligated or in the process of obligating and GVMC is continuing to push hard for project obligation for next fiscal year since the obligation authority seems to run out quicker.

Joseph also announced that GVMC will have separate technical and policy meeting in November after last three joint Tech/Policy meeting.

Sheeran asked if there is a way to include video in the meetings for the sake of collaboration and connection for the members. Joseph explained that there is a video option in the platforms such as GoToMeeting and Microsoft Teams so it is possible to include video in the future.

Wooden asked if Kent County Community Action is notified about GVMC’s safety outreach program. Faber stated she didn’t contact the organization yet but she will get in touch with the organization.

Dennis Kent stated that the US131 corridor study has been impacted by COVID-19, but MDOT is working on a virtual public involvement process, and local advisory committee members will get back together soon to have discussions on the project. Kent also stated that MDOT just had a virtual public meeting about the I-196 work for the fiscal year 2021. Kent also explained that MDOT will work with GVMC staff about ITS expansion plan in the Grand Rapids metro region.

Tyler Kent updated the committee members with information about the ongoing Michigan State Long Range Plan. There were several statewide virtual meetings with good attendance and great comments, and the SLRP will be wrapped up next July.

Schweitzer asked Kent about the state funding for next year. Dennis Kent explained that there was an agreement at high level but there was no more specifics.

Bergwerff asked from chat pod the anticipated fully operational time for I-96 & M-6 and 32nd Ave. interchange. Tyler Kent stated that he will contact the project manager to get
more information. Dennis Kent added that it is expected to be completed by the middle of November.

Discussion ensued.

VII. **ADJOURNMENT**

Schweitzer adjourned the September 16, 2020 joint Technical/Policy Committee meeting at 10:00 am.
MEMORANDUM

DATE: November 10, 2020
TO: Policy Committee
FROM: Laurel Joseph, Director of Transportation Planning
RE: FY2020-2023 Transportation Improvement Program

On behalf of MDOT, the Kent County Road Commission, and Grand Rapids, the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary, which includes adding a project to the FY2022 Trunkline Road GPA, which has triggered a threshold amendment. MDOT is also requesting committee review of the S/TIP exempt project list. Many of the projects on this S/TIP exempt list have been reviewed by the Committees in the past, but MDOT staff may highlight a few of note during the meeting (please see attachments).

- Kent County Road Commission is requesting to add two local bridge projects to FY2022. These projects are not yet programmed in JobNet but will likely trigger a FY2022 Local Bridge GPA threshold amendment. KCRC is also requesting to replace a FY2021 project (deleting Division Ave resurfacing from 68th to 76th) with one from the illustrative list (68th St resurfacing from Division to Eastern) and add a second project from the illustrative list (Fruitridge Ave), which they will be funding with purchased STP Flex funds from Newaygo CRC. They are also requesting to increase the federal portion of a FY2021 project using funds purchased from Newaygo CRC (please see attachment).

- The City of Grand Rapids is requesting to increase the total and local budget for a FY2021 project to incorporate the replacement of a water main (no change in federal funding levels). Staff, on behalf of Grand Rapids, is also requesting to
add a FY2022 TAP project to the TIP that was previously recommended by the Committees for funding, but just received its conditional commitment from MDOT. Adding this project has triggered a GPA threshold amendment for the FY2022 Local Livability and Sustainability GPA (please see attachments).

If you have any questions, please do not hesitate to contact me at (616) 776-7610.
## FY 2020-2023 Transportation Improvement Program

### November 2020 Amendments/Modifications

<table>
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<tr>
<th>Fiscal Year</th>
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<th>GPA Type</th>
<th>Responsible Agency</th>
<th>Project Name</th>
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### S/TIP EXEMPT - REVERSIBLE JOBS

**Fiscal Year(s):** 2021, 2022, 2023

#### Total Job Phases Reported: 22

- **Report Format:** Standard
- **FISCAL Year(s):** 2021, 2022, 2023
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- **County:** ALL
- **Prosperity Region:** ALL
- **MDOT Region:** ALL
- **STIP Cycle:** ALL
- **STIP Status:** Approved, Pending
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- **Job Type:** Trunkline, Local, Multi-Modal
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- **Amendment Type:** ALL
- **Templates:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL
- **Finance System:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL

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**Grand Total:**
- **S/TIP EXEMPT - REVERSIBLE JOBS**
- **Job # Schedule Let Date:** 10/28/2020

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- **Finance System:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL

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- 2021, 2022, 2023

### MPO/Non-MPO:
- Grand Valley Metropolitan Council (Grand Rapids)

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### Prosperity Region:
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### MDOT Region:
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- Approved, Pending
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  - (AP - Programmed, AC - Active, CP - Completed)

### Amendment Type:
- ALL

### Templates:
- Trunkline - ALL, Local - ALL, Multi-Modal - ALL

### Finance System:
- Trunkline - ALL, Local - ALL, Multi-Modal - ALL
October 28, 2020

Ms. Laurel Joseph  
Grand Valley Metro Council  
678 Front Ave., NW, Suite 200  
Grand Rapids, MI 49504

Re: 2020 – 2023 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the 2020 - 2023 TIP be amended to include the following projects:

**Knapp Street Bridge over the Grand River (2022)**
- Work: Bridge Preservation  
- Location: 500 Feet east of Grand River Drive  
- Length: 550 Feet  
- Federal Bridge Funds = $399,000 (Local Bridge Funds)  
- Total Bridge Estimate = $420,000  
- Local Share = $21,000

**18 Mile Road Bridge over the Rogue River (2022)**
- Work: Bridge Rehabilitation  
- Length: 200 Feet  
- Federal Funds = $439,850 (Local Bridge Funds)  
- Local Match = $23,150  
- Total Cost = $463,000

**Fruit Ridge Avenue (2021)**
- Work: Asphalt Resurfacing  
- Location: 4 Mile Road to 6 Mile Road  
- Length: 2 Miles  
- Federal STP Flex Funds = $640,000 (Purchased from Newaygo CRC)  
- Total Cost = $800,000

**100th Street (JN 206871 - 2021)**
- Work: Reconstruction  
- Location: Kalamazoo Avenue to East 1 Mile  
- Length: 1 Mile  
- Federal STP Rural: Increase Federal $231,428 (Purchased from Newaygo CRC)  
- Local Match: $273,572  
- Total Cost = $1,400,000
Ms. Laurel Joseph  
October 28, 2020  
Page two

Please call me at (616) 242-6914 if you have any questions or need any additional information.

Sincerely,

Wayne A. Harrall, P.E.  
Deputy Managing Director – Engineering

WAH:kII

C: Steve Warren  
   Jerry Byrne  
   Tom Byle  
   Tim Haagsma  
   Rick Sprague  
   George Haga - Ada Township  
   Julius Suchy - Ada Township  
   Robert Sarachman – Tyrone Township  
   Greg Madura – Alpine Township  
   Robert DeWard – Gaines Township
October 29, 2020

Ms. Laurel Joseph, AICP
Grand Valley Metro Council
678 Front Ave., NW, Suite 200
Grand Rapids, MI 49504

Re: 2020 - 2023 TIP AMENDMENT

Dear Laurel:

Due to recent improvements to South Division Avenue between 76th St. and 68th St., the Kent County Road Commission is requesting to remove the following 2021 project from the TIP:

South Division Avenue - (JN205705)
Location: 76th St. to 68th St.
Work Type: Asphalt Milling & Paving
Federal NHPP Funds = $717,000
Total Project Cost = $900,000

We request moving the following Illustrative list project to backfill the 2021 Division Avenue project:

68th Street
Location: Division Avenue to Eastern Avenue
Work Type: Asphalt Milling & Paving
Length: 1 Mile
Federal NHPP Funds = $717,000
Total Project Cost = $900,000

Please call me at (616) 242-6914 if you have any questions or need any additional information regarding this request.

Sincerely,

Wayne A. Harrall, P.E.
Deputy Managing Director – Engineering
October 3, 2020

Dear Mr. Zonyk,

The City of Grand Rapids is scheduled to receive Surface Transportation Program – Urban (STPU) grant funds for Lake Eastbrook Boulevard – East Beltline Avenue to 28th Street in FY2021.

The City is submitting the program application and will be submitting plans, specifications and estimate for a grade inspection to the Michigan Department of Transportation. During the design, the scope of the project has changed to include water main replacement and the project costs have increased. We ask that the following change be made to the project information in the Transportation Improvement Program:

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Please let us know if you have any questions. Thank you for your assistance.

Sincerely,

Rick DeVries, P.E.
Assistant City Engineer

cc: Laurel Joseph      Eric DeLong      Karyn Ferrick      Josh Naramore
    Kristin Bennett    Tim Burkman      Breese Stam
MEMORANDUM

DATE: November 10, 2020
TO: Policy Committee
FROM: Laurel Joseph, Director of Transportation Planning
RE: FY2021 Local Program Funding Allocations

MDOT recently provided the MPOs with updated FY2021 local program funding allocations that reflect updated budget projections, which indicate federal revenues will be flat rather than increasing by 2% as originally projected (see attachment). This update has resulted in reductions in federal revenue in the NHPP, Rural STP, STP Flex, and STP-U programs. However, in FY2020 $662,688 in HIP funds were allocated to GVMC to be spent by FY2023. These funds are almost as flexible as STP funds and can be used to supplement the reductions in the other funding areas. Staff analyzed which projects could be impacted in each program and how much federal expenditures need to be reduced to maintain fiscal constraint in the TIP and developed a potential strategy, which was presented to the Technical Committee for feedback. After discussion and follow up with impacted locals, the following is recommended for implementation for Policy Committee consideration:

- **NHPP**: One KCRC project in FY2021 is funded with NHPP funds. Therefore, the federal budget for this project needs to be reduced by $32,712 to maintain fiscal constraint. Staff and the Technical Committee recommend supplementing this reduction with HIP funds to maintain the current local share.

- **Rural STP**: Two KCRC projects are funded with Rural STP funds in FY2021. The federal target needs to be reduced by $7,025 in the program. The KCRC has requested to make the switch to supplement HIP funds on their 100th Street project from Kalamazoo to 1 mile east in conjunction with their request to add some STP Rural funds to the project that they are purchasing from Newaygo CRC.
• **STP Flex**: Two KCRC projects are funded with STP Flex funds in FY2021. The federal target needs to be reduced by $42,905 in the program. KCRC has requested applying the switch to supplement HIP funds on their 7 Mile Rd project from Alpine Ave to Pine Island Drive, maintaining the current local share.

• **STP-Urban**: Overall, federal expenditures in this program for FY2021 need to be reduced by $77,317. The Technical Committee reviewed the list of STP-Urban projects at their November meeting, and the City of Grand Rapids volunteered to have the $77,317 switch in STP-Urban to HIP funds applied to their Lake Eastbrook Blvd project, which will already be undergoing a TIP amendment this cycle.

While this would typically be taken to TPSG prior to the Technical and Policy Committees, MDOT will be entering the new revenue targets into JobNet by the end of November, so that timeline dictates that a decision be made this month. It is not anticipated that any of these budget changes will result in needing a TIP amendment but can be handled via administrative modification.

After these changes are implemented, staff will schedule a meeting with the TPSG Subcommittee to begin programming the remaining HIP funds.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.
Listed below are the FY 2021 federal allocations. Based on FHWA and MDOT calculations. Subject to change.

**Grand Valley Metro Council**

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<td>$9,030,683</td>
<td>$684,288</td>
</tr>
<tr>
<td>Difference</td>
<td>$77,317</td>
<td>$32,712</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Urban County</th>
<th>Rural STP</th>
<th>Federal STP Flex</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Target</td>
<td>$895,000</td>
<td>$1,232,000</td>
</tr>
<tr>
<td>New Target</td>
<td>$887,975</td>
<td>$1,189,095</td>
</tr>
<tr>
<td>Difference</td>
<td>$7,025</td>
<td>$42,905</td>
</tr>
</tbody>
</table>
DATE: November 18, 2020

TO: Policy Committee

FROM: George Yang, Senior Transportation Planner

RE: Support of MDOT Safety Targets for Calendar Year 2021

The Michigan Department of Transportation (MDOT) has established the 2021 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC’s baseline condition based on the five-year rolling average from 2015-2019.

Michigan State Safety Targets for Calendar Year 2021

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>1000.4</td>
<td>968.6</td>
<td>66.4</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 million VMT</td>
<td>0.998</td>
<td>0.982</td>
<td>0.91</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>5,559.6</td>
<td>5,533.6</td>
<td>446</td>
</tr>
<tr>
<td>Rate of Serious Injury per 100 million VMT</td>
<td>5.518</td>
<td>5.609</td>
<td>6.10</td>
</tr>
<tr>
<td>Number of Non-Motorized (Pedestrians and Bicycle) Fatalities &amp; Serious Injuries</td>
<td>768.8</td>
<td>771.2</td>
<td>70.0</td>
</tr>
</tbody>
</table>
MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year-old’s, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either:

1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or

2. Committing to a quantifiable target for the performance measures for their metropolitan planning area

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT is required to report to FHWA its safety targets before August 31, 2020, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2020 no later than February 27, 2021.

The Technical Committee approved of supporting MDOT’s state safety targets for calendar year 2021 at their meeting on November 4, 2020. GVMC’s action of supporting the 2021 MDOT safety targets or establishing its own targets is needed by February 27, 2021.

**Recommended Action:** Staff is recommending that the Policy Committee approve of supporting the MDOT safety targets for the safety performance measures.

Please contact me with any comments or questions at (616) 776-7696.