



GRAND VALLEY METROPOLITAN COUNCIL

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GVMC BOARD MEETING
Agenda

June 7, 2018
8:30 a.m.

Kent County Commission Chambers
300 Monroe NW
Grand Rapids, MI

1. Quorum Call
2. Public Comment
3. Approval of Minutes – Attachment
4. Oath of Office – Megan Sall, City of Wyoming and Josh Eggleston, City of Wayland
5. Transportation Budget - Attachment
6. GVMC Board At-Large Vacancies - Attachment
7. Karen McCarthy – Consumers Power Rate Request
8. July GVMC Board Meeting & July 17 Asset Management Luncheon at 5/3 Ballpark - Attachment
9. Adjourn

GRAND VALLEY METRO COUNCIL

Board Meeting

May 3, 2018

8:30 a.m.

Kent County Commission Chambers

MINUTES

1. Call to Order

Mike DeVries called the meeting to order at 8:30 a.m.

Members Present:

Rob Beahan	Cascade Township
Thad Beard	City of Rockford
Ken Bergwerff	Jamestown Township
Rosalynn Bliss	City of Grand Rapids
Robyn Britton	Nelson Township
Wayman Britt	Kent County
Mike Burns	City of Lowell
Tom Butcher	GVSU
Dan Carlton	Georgetown Township
Mike DeVries	Grand Rapids Township
Brian Donovan	City of East Grand Rapids
Adam Elenbaas	Allendale Township
George Haga	Ada Township
Carol Hennessey	Kent County
John Hoppough	City of Greenville
Mark Huizenga	City of Walker
Diane Jones	Kent County
Greg Madura	Alpine Township
Karen McCarthy	At-Large
Brenda McNabb-Stange	City of Hastings
John Niemela	City of Belding
Steven Patrick	City of Coopersville
Julius Suchy	Village of Sparta
Cameron VanWyngarden	Plainfield Township
Mike Verhulst	City of Grand Rapids
Duane Weeks	Village of Middleville
Mike Womack	City of Cedar Springs

Members Absent:

Rick Baker	At-Large
Rob DeWard	Gaines Township
David Dewey	Village of Sand Lake
Deb Diepenhorst	Cannon Township
Jason Eppler	City of Ionia
Kevin Green	Algoma Township
Jerry Hale	Lowell Township
Brian Harrison	Caledonia Township
Holtvluer	Ottawa County
Tom Hooker	Byron Township
Steve Kepley	City of Kentwood
Mike Krygier	Courtland Township
Steve Maas	City of Grandville
Jack Poll	City of Wyoming
Al Vanderberg	Ottawa County
Patrick Waterman	City of Hudsonville
Lynee Wells	City of Grand Rapids
Open	Tallmadge Township
Open	At-Large
Open	At-Large Member
Open	City of Wayland
Open	City of Wyoming

Others Present:

John Weiss	Grand Valley Metro Council
Gayle McCrath	Grand Valley Metro Council
Abed Itani	Grand Valley Metro Council
Wendy Ogilvie	Grand Valley Metro Council
Jason Moore	Grand Valley Metro Council
Mark Rambo	City of Kentwood
Jeff Sluggett	
Chris Brown	GVMC

2. Minutes

MOTION – To Approve the March 2018 GVMC Board Minutes. MOVE – Donovan. SUPPORT – Patrick. MOTION CARRIED.

3. Public Comment

None

4. Experience Grand Rapids

Janet Korn and Kate Lieto of Experience Grand Rapids updated the group on what Experience Grand Rapids has been doing and how it is marketing and promoting not just Grand Rapids, but the region as whole. It is a regional effort expanding throughout West Michigan with the added focus of outdoor and adventure assets such as hiking and biking trail networks, water trails, and other nature based experiences

5. DAS Update

Mark Rambo and Jeff Sluggett updated the group on the DAS issue.

Early in 2016 local communities started receiving applications for the DAS antennas and determined they did not fall under the current Metro Act. Nineteen area communities came together, along with telecom providers, to work cooperatively to create a framework which included applications, fees, approvals, etc., which was supported by the MML and MTA.

Recently, SB637 has been introduced, and pushed by AT&T, which would greatly limit local authority in determining the process. The DAS consortium forwarded the work they have done to legislators in hopes of affecting the final legislation.

The bill has passed the Senate and is currently in the House Energy Committee. As stands the bill wipes out nearly everything done by the DAS committee and preempts local control of right-of-ways. Grandfathered (at this time) into the bill are already approved agreements and DAS towers, which will remain in effect until the agreements are terminated.

SB637 allows locals no say on colocation on existing poles and includes up to 20 cubic feet of equipment. It still allows for permitting of new poles.

6. REGIS Rebate Resolution

John Weiss reported on the successful turnaround of REGIS and the proposed rebate that was approved by the REGIS Board.

A total of \$150,000 will be rebated to REGIS members with each community receiving a share equal to the percentage of their total dues.

Brian Donovan thanked staff for doing a fantastic job.

MOTION – To Approve the REGIS Rebate. MOVE – Donovan. SUPPORT – McNabb-Stange. MOTION CARRIED.

7. TAMC Award

John Weiss reported that GVMC has received an award from the Transportation Asset Management Council of MDOT for the work it has done on the West Michigan Asset Management Pilot.

8. Adjourn 10:00 a.m.

MOTION – To Adjourn – Hoppough. SUPPORT – Bliss. MOTION CARRIED.



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MEMORANDUM

TO: GVMC Board

FROM: Andrea Faber, Transportation Planner

DATE: Thursday, May 10, 2018

RE: Proposed FY2019 Unified Planning Work Program Activities and Budget

The FY2019 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. The 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).

Attached to this memo, a general outline of the FY2019 UPWP transportation tasks related to the GVMC Transportation Department and associated budget to complete these tasks. Also included is the dues structure (local match) proposed for the fiscal year 2019. **There will not be a dues increase for members in 2019.** The GVMC Transportation Program receives its local match through dues assessed to the participating member agencies.

If you have any questions please call me at 776-7603.

Recommendation: Approval of the Proposed FY2019 UPWP.

Grand Valley Metropolitan Council

Fiscal Year (FY) 2018-2019 Unified Work Program

Planning Priorities & Budget

The activities undertaken by the Grand Valley Metropolitan Council (GVMC) transportation department principally relate to overall transportation program management and fulfillment of federal requirements in the Fixing America's Surface Transportation Act "FAST Act" and state mandated requirements. The priorities/activities for the GVMC transportation department are severely restricted and prescribed by federal and state law requirements. 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 in order for any MPO to receive transportation planning funds. GVMC will manage a five billion dollar Metropolitan Transportation Plan (MTP) and an approximately sixty million dollar annual Transportation Improvement Program.

The FAST Act creates a performance-based program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation bills since 1991. The cornerstone of the FAST Act highway program is the transition to a performance and outcome-based program in an effort 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. 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 long-range 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): MAP-21, FAST Act §§1106, 1112-1113, 1201-1203; 23 USC 119, 134-135, 148-150

The FY2019 Unified Planning Work Program (UPWP) for Transportation Planning in the Grand Rapids Metropolitan Area incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from October 1, 2018 through September 30, 2019. The program provides a process for the coordination of transportation planning activities in the area and is required as a basis and condition for all federal funding assistance for transportation planning by the final planning regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration.

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 planning work program has been developed to comply with and implement anticipated changes regarding metropolitan planning as called for in the FAST Act.

The level of planning effort for the GVMC MPO is driven by the 2040 MTP and operational planning needs of the various transportation operating agencies. The MTP addresses numerous state and federal requirements, among which are MAP-21/FAST Act, the Americans with Disabilities Act, the

1990 Clean Air Act Amendments, responses to Certification Findings by FHWA, and Michigan Department of Transportation (MDOT) requirements. 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, non-motorized, and needs of the transportation disadvantaged.

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 MAP-21 planning factors remain unchanged, and two new planning factors have been added. 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 for 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

And the new factors:

- 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 FY2019, as shown on page 3:

FAST ACT PLANNING - UPWP WORK TASK MATRIX

Planning Factor UPWP Task	Economic Vitality	Increase Safety	System Security	Accessibilit y	Protect Environmen t	Integratio n of System	Efficiency	System Preservation	Resiliency & Reliability	Travel and Tourism
Land Use Coord. Demographic/Economic Pro.	X	X	X	X	X	X	X	X	X	X
Traffic Volume & Physical C.	X	X		X	X	X	X	X	X	
Geographic Info. System	X	X	X	X	X	X	X	X		
Travel Demand Model/AQ	X	X	X	X	X	X	X	X		
Metropolitan Transportation Plan Development/Update	X	X	X	X	X	X	X	X	X	X
Transportation Improvement Program Update	X	X	X	X	X	X	X	X	X	X
Technical Assistance	X	X	X	X	X	X	X	X	X	X
Clean Air Action Program	X	X		X	X		X			
Intelligent Transportation System	X	X	X	X	X	X	X	X		
Non-Motorized Planning	X	X		X	X	X	X	X	X	X
Safety Conscious Planning	X	X	X			X	X	X	X	X
Pavement Management Sys.	X			X		X	X	X	X	X
Congestion Management Sys.	X	X	X	X	X	X	X	X	X	
Asset Management	X			X		X	X	X	X	
Rideshare	X			X	X	X	X		X	
ADA Planning/Compliance	X	X	X	X	X	X				
Program Support Administration	X	X	X	X	X	X	X			
Comprehensive Operational Analysis (COA)	X	X	X	X	X	X	X		X	
Human Resources Planning	X	X	X	X		X	X			
Short Range Plan	X	X		X		X	X			
Administration	X	X	X	X	X	X	X	X		
Land Use and Transportation Coordination	X	X	X	X	X	X	X	X	X	X

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

FY 2019 Michigan Planning Program Emphasis Areas

1. Performance-Based Planning and Programming
 - a. Stay engaged in Michigan initiatives and national training opportunities
 - b. Incorporate performance measures and targets into goals and objectives
 - c. Document expected benefit of projects in TIPs and LRTPs and how they will contribute to accomplishing performance targets
 - d. Evaluate the benefits/performance of TIP and LRTP projects to determine progress toward performance goals
2. Long Range Transportation Planning
 - a. Meet requirements of new performance measure planning regulations
 - b. Improve documentation and consideration of environmental consultation with outside environmental agencies including federal, state, and local partners
 - c. Advance Environmental Justice analysis, as needed, such as the inclusion of accessibility measures
3. TIP Improvements
 - a. Meet requirements of new performance measures
 - b. Streamline the TIP development, project prioritization, and amendment process to more efficiently deliver the program
 - c. Work cooperatively to implement the next phase of JobNet development

Each of these areas is addressed through various work program tasks/subtasks included for FY2019, as shown below:

Planning Emphasis Area/UPWP Planning Task	Performance-Based Planning	Long Range Transportation Planning	TIP Improvements
Demographic & Economic Projections		X	
Traffic Volumes & Physical Conditions	X	X	X
GIS System Maintenance & Update		X	
Travel Demand/Air Quality Modeling	X	X	
2040 Metropolitan Transportation Plan	X	X	
Transportation Improvement Program	X		X
Technical Assistance	X	X	X
Clean Air Action! Program		X	
Freight Planning	X	X	X
Nonmotorized Planning	X	X	X
Safety Conscious Planning	X	X	X
Pavement Management System	X	X	X
Congestion Management System	X	X	X
Asset Management	X	X	X
Administration	X	X	X
Land Use Monitoring and Coordination		X	

In order to meet FAST Act requirements, the transportation annual budget contains funding for the following eight work tasks:

DATABASE MANAGEMENT- Listing the work tasks needed to 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 GIS capabilities development and update.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$35,400	\$122,592	\$0.00	\$0.00	\$0.00	\$35,034	\$193,026

LONG RANGE PLANNING - Identifying transportation system planning tasks related to the development of a sustainable multimodal transportation system. Priorities include the development/update of the Metropolitan Transportation Plan (MTP), identification of long range needs, developing multimodal investment strategies and project prioritization processes, air quality conformity, environmental justice, environmental mitigation, consultation, and updating and maintaining of the travel demand model. Staff will also update the 2040 MTP to conform with performance-based planning and programming as required by the FAST Act, if necessary.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$0.00	\$202,302	\$0.00	\$3,333	\$0.00	\$49,860	\$255,495

SHORT RANGE PLANNING - Identifying transportation system planning tasks related to short range transportation systems planning. Priorities include the development/update of the Transportation Improvement Program (TIP), providing technical assistance to MPO members, Intelligent Transportation System (ITS) planning, Management and Operations, Freight planning, Safety planning, Security, non-motorized planning, public participation, and managing the Clean Air Action Program.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$0.00	\$327,290.25	\$80,042	\$0.00	\$0.00	\$92,586	\$499,918

TRANSPORTATION MANAGEMENT SYSTEMS - Listing the work tasks needed to monitor area travel characteristics and factors affecting congestion and pavement conditions. Priorities include collecting transportation system data and analysis, coordination with MDOT and local transportation providers, development of congestion and pavement investment plans, maintenance of the congestion management process, development of an asset management system, and implementation and monitoring of ITS solutions as a part of operation and management requirements. GVMC is also involved in a statewide effort to develop, collect data, and implement Michigan's Asset Management System. GVMC, in cooperation with MDOT, FHWA, FTA, and ITP, will work toward identifying data needs for developing performance indicators and measures for assessing/monitoring and reporting the condition of the multimodal transportation system as required by the FAST Act.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$114,590.00	\$179,308.24	\$0.000	\$24,342.42	\$0.00	\$65,171.08	\$383,412

PROGRAM COORDINATION - Describing task 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, 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.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$0.00	\$274,348	\$0.00	\$0.00	\$0.00	\$60,835.95	\$335,184

LAND USE MONITORING AND TRANSPORTATION COORDINATION - Linking land use decision-making and transportation planning throughout the region in a more effective way. Priorities include monitoring the development of local land use and transportation plans and coordinating with regional partners; updating land use related socio-economic data for use in the travel demand model (TDM); ongoing meetings with GVMC membership to coordinate local plans and policies related to land use and transportation with the intention of bringing about region-wide consensus for sustainable development and providing support for the basic elements of livability, environmental protection/enhancement, economic viability and performance measures; updating socio-economic (SE) land use data for use in the travel demand model; scenario planning; other long- and short-range planning needs studies in compliance with the Planning and Environmental Linkages (PEL) process; and collaborating with REGIS to contribute to the maintenance of the regional zoning and future land use geodatabases.

FHWA STP	FHWA PL	FHWA CMAQ	SPR/ MTF	FTA Sec. 5303	Local Match	Total Funding
\$0.00	\$31,180.63	\$0.00	\$0.00	\$0.00	\$6,914.21	\$38,095

GVMC FY2019 Unified Work Program Activities

- Travel Demand Model Update/Calibration/Validation/Air Quality (MOVES)**
 GVMC will continue its responsibility to upgrade and maintain the travel demand and the air quality models. This task will include maintaining up-to-date traffic information that covers the federal aid system. GVMC will maintain the current Motor Vehicles Emissions Simulation (MOVES) model, MOVES2014a. The task will include collecting data and testing the accuracy of the MOVES2014a model. Staff will also run a travel demand model deficiencies analysis and perform travel demand forecasting for analysis of impacts of existing and future development on congestion and air quality.

- **Safety Conscious Planning and Monitoring**

Each MPO is to develop a safety profile for integrating safety planning into the metropolitan planning process. GVMC will develop a safety plan to identify the region's key safety needs and guide investment decisions to reduce fatalities and serious injuries (including pedestrian and bicyclist) on the region's highway network. The next phase is to identify the best method for area-wide integration.

Staff will continue to work with FHWA, MDOT and other member agencies to identify goals and performance targets. Staff will also continue to develop and refine the process for integrating safety considerations into the project identification and selection process, prepare regional safety data to provide to members to assist them in taking action on federally-required safety performance targets, and develop a performance report and submit it to MDOT in a timely manner.

- **Transportation Geographic Information System**

This task will provide staff training to utilize the REGIS and GIS+/TransCad platforms. This activity will enable the transportation department to migrate fully to a platform that is compatible with the state Framework and REGIS. Staff will update the regional transportation database and will input all data in GIS format. Staff will utilize the GIS system to develop performance indicators and analyze the impact of performance measures and targets on the transportation system.

- **Freight Planning and Monitoring**

MPO staff will work closely with local officials, interest groups, state, and federal transportation partners to further integrate freight planning into the transportation planning process based on FAST Act requirements and develop a freight plan. MPO staff will work with stakeholders to inventory and monitor freight routes and intermodal facilities within the metropolitan area. MPO staff will also monitor freight related issues and seek input from freight stakeholders on how to best integrate freight planning into the existing transportation process.

- **Clean Air Action! Program**

This task will continue the effort of the Council to educate and raise the awareness of the general public with regard to ground level ozone and PM 2.5 and their negative health impacts.

- **Congestion Management Process (CMP) and Monitoring**

To comply with this federal requirement in the FAST Act, the transportation department will continue to expand and improve the Congestion Management Process which allows us to monitor and evaluate congestion and its causes. GVMC staff will collect traffic and travel data by mode, when possible, to analyze recurring and non-recurring congestion. GVMC staff will analyze traffic accident data to identify high accident locations for future improvements. This task will enable GVMC to mitigate non-recurring congestion, reduce recurring congestion, improve day-to-day traffic operations, and improve global connectivity by enhancing freight management and operations.

- **Pavement Management System (PaMS) and Monitoring**

To assure compliance with the FAST Act, the transportation department will continue to improve the Pavement Management System which allows us to monitor pavement conditions in the most productive way and efficient fashion. GVMC will again collect pavement condition data within the MPO study area for 1,600 miles of federal aid. Staff will work with MDOT to determine the performance indicators, measures, and targets for the NHS system.

- **Asset Management Data Collection**
Staff will continue to collect data on behalf of the Asset Management Council within the MPO study area.
- **Transportation/Land Use Regional Coordination**
This activity will continue our coordination with land use planning departments within the MPO study area. Staff will continue to develop and update the social economic data for use in the travel demand forecasting model and transportation mobility access and corridor studies.
- **2040 Metropolitan Transportation Plan (MTP) Development/Update**
Staff will continue to monitor and update the 2040 MTP. Staff will be working with the MPO communities to update/amend the MTP during this fiscal year. Staff will be working with elected officials, Policy, and Technical Committee members to meet regional goals and objectives in order to improve mobility and reduce congestion and vehicle emissions. Staff will continue to work with MDOT and FHWA to address FAST Act performance based planning and programming requirements. Staff will also begin to develop the 2045 MTP.
- **2017-2020 Transportation Improvement Program (TIP) Update & Monitoring**
Staff will monitor 2017-2020 TIP projects and develop the 2020-2023 TIP.
- **Intelligent Transportation System (ITS) Implementation**
The transportation department will continue its effort to complete the ITS deployment activities as recommended by the ITS study.
- **Non-Motorized Plan**
Staff will continue to work on updating the Non-Motorized Plan and amending any changes to the Metropolitan Transportation Plan.
- **Environmental Justice Process**
Staff will continue to address EJ as part of the MTP and the TIP throughout the MPO study area.
- **Environmental Mitigation Process**
Staff, in coordination with MDOT, FHWA, FTA, MDEQ, and ITP, will continue to assess environmental impacts resulting from the MTP and TIP projects.
- **Transportation Accessibility Process**
Staff, in coordination with MDOT, FHWA, FTA, and ITP, will continue to evaluate mobility accessibility within the MPO study area as required by the FAST Act.
- **Consultation Process**
Staff, in coordination with MDOT, FHWA, FTA, and ITP, will continue to implement and update the consultation process adopted by the MPO for the development of the MTP and TIP. The process provides feedback from the public, transportation interest groups, and state and federal agencies.
- **Visualization Process**
Staff, in coordination with MDOT, FHWA, FTA, and ITP, will continue to apply the visualization process throughout the MPO process as required by the FAST Act.
- **Transit Planning & Coordination**
Staff will continue to coordinate with ITP, FTA, FHWA and MDOT on all transit related needs, such as the transit model, MTP, TIP, and transit studies.

- **State and Federal Coordination and Cooperation**
Staff will continue to meet on a regular basis with FHWA, FTA, MDOT, and MDEQ to address transportation needs and issues.
- **Public Involvement/Information**
Staff will continue to improve public involvement in the transportation process as required by the FAST Act.
- **Technical Assistance**
Staff will continue to provide technical assistance on various projects as requested from the MPO members.

Funding Sources for FY2018-2019 Planning Activities

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

FHWA Planning grant funds (also known as “PL” or metropolitan planning 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.

FHWA State Planning and Research (SPR) grant funds

SPR funds are federal dollars from the State Planning & Research Program administered by the Michigan Department of Transportation. Some SPR funds may be allocated to the MPO to help with planning studies. A 20 percent match is required that is provided by MDOT.

FTA Section 5303 and 5307 grant funds

Section 5303 funds are federal funds designated for transit planning and research activities. Up to 80 percent federal funds can be used for a project. The remaining 20 percent match is typically provided by local governments.

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.

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.

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.

<u>GVMC FY2018-19 MPO Revenue Estimates</u>	
STP-U	\$150,000
CMAQ	\$80,000
SECTION-5303	\$0.00
PL-112	\$1,134,212
SPR	\$0.00
State Asset Management	\$25,000
Local Match Required	\$305,402
TOTAL	\$1,694,614

Staffing

Work load and federal funding is available to support seven (7) full time and one part time staff positions. The proposed staffing model is as follows:

Transportation Director
Senior Transportation Planner (2)
Transportation Planner (4)
Part time Interns (1)

Director of Transportation Planning: Responsible for administration of the transportation planning program, development of the Council's transportation Unified Planning Work Program and policies, the Transportation Improvement Program, the Metropolitan Transportation Plan, establishment of project budgets, management of the transportation staff, management of the transportation department budget, staff coordinator of GVMC Transportation Committees, and coordinates with state and federal agencies.

Senior Transportation Planner: Duties will include travel demand modeling, traffic impact studies, GIS data development and updates, updating the Transportation Management Systems (CMS, PMS and SMS), and updating the 2040 Metropolitan Transportation Plan.

Senior Transportation Planner: Duties will include work on updating the 2040 Metropolitan Transportation Plan, the Transportation Improvement Program, development and management of a regional non-motorized plan, developing non-motorized projects for future funding and inclusion in the TIP, participation in early transit route planning and services with the transit providers, collecting traffic data, air quality conformity analysis and land use activities.

Transportation Planner: Duties will include assistance in preparing agendas for the Transportation Programming Study Group, Technical and Policy Committee meetings, updating traffic and demographic data files, assisting in Clean Air Action Program activities, coordinating with the transit agency, involvement in the development of the freight plan, managing the Metropolitan Transportation Plan, preparing annual reports, and other administrative tasks.

Transportation Planner: Duties will include work on developing a regional safety plan as a part of the Metropolitan Transportation Plan, involvement in the ITS program, assist in the development of SMS and updating of the PaMS, collecting traffic data, coordinating efforts with MDOT and FHWA regarding safety issues, and providing technical assistance to local units of government.

Transportation Planner: Duties will include work on developing and managing the Transportation Improvement Program, traffic count program, managing enhancement and CMAQ projects, HPMS updates, collecting traffic data, GIS data updates, air quality conformity analysis for the TIP and the Metropolitan Transportation Plan, and coordination with MDOT, FHWA, transit providers and local units of government.

It is assumed that all staff time will be charged to MPO transportation related activities.

Staff Responsibilities

	Activity	Duration
George Yang	Travel Demand Modeling	Year Long
	Safety Planning and Monitoring	Year Long
	Congestion Management Process	Year Long
	Air Quality Analysis	During MTP and TIP Development
	Technical Assistance	Year Long
	Congestion Performance Monitoring	Year Long
	Safety Performance Monitoring	Year Long

	Activity	Duration
Darrell Robinson	TIP Development/Management	Year Long
	TAP Management	Year Long
	Asset Management	6 Months
	Financial Estimates	Year Long
	Technical Assistance	Year Long
	Performance Measures Reporting	Year Long

	Activity	Duration
Michael Zonyk	Traffic Count Program	Year Long
	Asset Management	6 Months
	GIS Transportation Data	Year Long
	Technical Assistance	Year Long
	Performance Measures Reporting	Year Long
	Environmental Justice	Year Long

	Activity	Duration
Andrea Faber	Clean Air Action Program	Year Long
	Freight Planning	Year Long
	Public Involvement/Consultation	Year Long
	Transportation Plan updates	Year Long
	Technical Assistance	Year Long
	MTP Performance Measures Reporting	3 Months
	Environmental Justice/Accessibility	Year Long

	Activity	Duration
Michael Brameijer	GVMC/Transportation IT	Year Long
	Asset Management	Year Long
	Performance Measures Reporting	6 Months
	HPMS	3 Months
	Technical Assistance	Year Long
	Traffic Counts	Year Long
	Public Involvement/Website	Year Long

	Activity	Duration
Laurel Joseph	Freight Planning	Year Long
	Transit Planning/Coordination	Year Long
	MTP Performance Measures	6 Months

	Development/Reporting	
	Transit Modelling	3 Months
	Technical Assistance	Year Long
	Land Use/SE Data	Year Long
	Non-Motorized Plan	Year Long

FY2019		FY2017	FY2018	FY2019
<u>MPO Membership Dues Estimates</u>	<u>Population</u>	<u>Dues</u>	<u>Dues</u>	<u>Dues</u>
Kent Co Rd Comm Urban		\$39,512	\$39,512	\$39,524
Kent Co Rd Comm Rural		\$6,196	\$6,196	\$6,259
Ada	13,142	\$1,987	\$1,987	\$1,998
Algoma	9,932	\$1,501	\$1,501	\$1,510
Alpine	13,336	\$2,016	\$2,016	\$2,028
Byron	20,317	\$3,071	\$3,071	\$3,089
Caledonia	10,821	\$1,636	\$1,636	\$1,645
Cannon	13,336	\$2,016	\$2,016	\$2,028
Cascade	17,134	\$2,590	\$2,590	\$2,605
Courtland	7,678	\$1,161	\$1,161	\$1,167
Gaines	25,146	\$3,801	\$3,801	\$3,823
Grand Rapids	16,661	\$2,519	\$2,519	\$2,533
Plainfield	30,952	\$4,679	\$4,679	\$4,706
Lowell	5,949	\$899	\$899	\$904
Nelson	4,764	\$0	\$0	\$724
	Subtotal	\$189,168	\$73,585	\$74,544
Ottawa Co Rd Comm Urban		\$11,830	\$11,830	\$12,005
Ottawa Co Rd Comm Rural		\$381	\$381	\$366
Allendale	20,708	\$2,870	\$2,870	\$3,029
Georgetown	46,985	\$6,511	\$6,511	\$6,872
Jamestown	7,034	\$975	\$975	\$1,029
Tallmadge	7,575	\$1,050	\$1,050	\$1,108
	Subtotal	82,302	\$23,617	\$24,408
Cities/Villages				
Cedar Springs	3,509	\$721	\$721	\$767
Caledonia	1,512	\$0	\$0	\$474
East Grand Rapids	10,694	\$2,126	\$2,126	\$2,259
Grand Rapids	188,040	\$39,429	\$39,429	\$40,957
Grandville	15,378	\$4,699	\$4,699	\$5,038
Hudsonville	7,116	\$1,848	\$1,848	\$1,976
Kentwood	48,707	\$11,260	\$11,260	\$11,508
Lowell	3,783	\$906	\$906	\$967
Rockford	5,719	\$1,371	\$1,371	\$1,463
Sand Lake Village	492	\$345	\$345	\$374
Sparta Village	4,140	\$0	\$692	\$755
Walker	23,537	\$6,727	\$6,727	\$7,203
Wyoming	72,125	\$17,551	\$17,551	\$18,137
	Subtotal	382,748	\$86,986	\$91,878
Other Transportation Members				
ITP	N/A	\$14,500	\$14,500	\$14,500
Gerald R. Ford Airport	N/A	\$1,500	\$1,500	\$1,500
MDOT	N/A	\$0	\$0	\$0
	Subtotal	\$16,000	\$16,000	\$16,000
Kent County	602,622	\$3,000	\$3,000	\$3,000
Ottawa County	89,418	\$1,476	\$1,476	\$1,476
	Subtotal	\$4,476	\$4,476	\$4,476
GVMC		\$50,000	\$50,000	\$55,000
	Total	\$254,664	\$255,356	\$266,306

Grand Valley Metropolitan Council 6/2018

Executive Committee: Mike DeVries - Chair; Brian Donovan - Vice Chair; Jack Poll - Secretary;
Patrick Waterman - Treasurer; George Haga; Rob Beahan; Wayman Britt; Rosalynn Bliss; Jack Poll

Rick Baker

At-Large
Grand Rapids Area Chamber of
Commerce
111 Pearl Street NW
Grand Rapids, MI 49503
616-771-0322
bakerr@grandrapids.org

Rob Beahan

Cascade Charter Township
2865 Thornhills Ave SE
Grand Rapids, MI 49546-7192
949-1500
rbeahan@cascadetwp.com

Thad Beard

City of Rockford
P.O. Box 561
Rockford, MI 49341-0561
866-1537
tbeard@rockford.mi.us

Ken Bergwerff

Jamestown Township
PO Box 88
Jamestown, MI 49427
896-8562-H
kbergwerff@twp.jamestown.mi.us

Rosalynn Bliss

City of Grand Rapids
300 Monroe Ave. NW
Grand Rapids, MI 49503
456-3168
Rbliss@grcity.us

Wayman Britt

Kent County
300 Monroe Ave. NW
Grand Rapids, MI 49503
Phone: (616) 632-7577
wayman.britt@kentcountymi.gov

Robyn Britton

Nelson township
2 Maple St. Box 109
Sand Lake, MI 49343
supervisor@nelsontownship.org

Michael Burns

City of Lowell
301 East Main Street
Lowell, MI 49331
616.897.8457 mburns@ci.lowell.mi.us
us

Tom Butcher

Grand Valley State University
260 Lake Michigan Hall
Allendale, MI 49401
331-2067
butchert@gvsu.edu

Dan Carlton

Georgetown Charter Township
1515 Baldwin Street, PO Box 769
Jenison, MI 49429
457-2340
dcarlton@georgetown-mi.gov

Michael DeVries

Grand Rapids Charter Township
1836 East Beltline Avenue, NE
Grand Rapids, MI 49525-4514
361-7391
mdevries@grandrapiddstwp.org

Rob DeWard

Gaines Charter Township
8555 Kalamazoo Avenue, Southeast
Caledonia, MI 49316
616-541-0339 ex. 16
robert.deward@gainestownship.org

David Dewey

Village of Sand Lake
2 East Maple Street Box 139
Sand Lake, MI 49343
616-636-8854
deweydavid5@hotmail.com

Deb Diepenhorst

Cannon Township
6878 Belding Rd. NE
Rockford, MI 49341
874-6966
ddiepenhorst@cannontwp.org

Brian Donovan

City of E. Grand Rapids
750 Lakeside Dr. SE
E. Grand Rapids, MI 49506
949-2110
bdonovan@eastgr.org

Joshua Eggleston

City of Wayland
103 S. Main Street
Wayland, MI 49348
269-792-2265
jeggleston@cityofwayland.org

Adam Elenbaas

Allendale Township
P.O. Box 539
Allendale, MI 49401-0539
895-6295 ex. 12
supervisor@allendale-twp.org

Jason Eppler

City of Ionia
114 N. Kidd St., P.O. Box 496
Ionia, MI 48846-1496
527-4170
jeppler@ci.ionia.mi.us

Kevin Green

Algoma Township
10531 Algoma Avenue, NE
Rockford, MI 49341-9136
866-1583
supervisor@algotatwp.org

George Haga

Ada Township
7330 Thornapple River Dr. Box 370
Ada, MI 49301-0370
676-9191
ghaga@adatownshipmi.com

Jerry Hale

Lowell Township
2910 Alden Nash
Lowell, MI 49331
897-7600
Supervisor@twp.lowell.mi.us

Bryan Harrison

Caledonia Charter Township
250 Maple, PO Box 288
Caledonia, MI 49316
891-0070
brotherbryanmail@yahoo.com

Carol Hennessy

Kent County Board
300 Monroe Ave. NW
Grand Rapids, MI 49503
(616)453-9167
cmhenn@aol.com

James Holtvlwuer

Ottawa County
Holland, MI 49424
(616) 669-6523
jholtvlwuer@miottawa.org

Grand Valley Metropolitan Council 6/2018

Executive Committee: Mike DeVries - Chair; Brian Donovan - Vice Chair; Jack Poll - Secretary;
Patrick Waterman - Treasurer; George Haga; Rob Beahan; Wayman Britt; Rosalynn Bliss; Jack Poll

Tom Hooker

Byron Township
8085 Byron Center Avenue, SW
Byron Center, MI 49315-9401
878-1222
tomhooker@byrontownship.org

John Hoppough

City of Greenville
411 S. Lafayette St.
Greenville, MI 48838
hopoj@yahoo.com

Mark Huizenga

City of Walker
3343 Peach Ridge NW
Walker, MI 49544
mark.huizenga@ci.walker.mi.us

Diane Jones

Kent County
300 Monroe
Grand Rapids, MI 49503
Dianecjones2005@yahoo.com

Steve Kepley

City of Kentwood
4900 Breton
Kentwood, MI 49508
554-0771
mayor@ci.kentwood.mi.us

Mike Krygier

Courtland Township
7450 - 14 Mile Rd
Rockford, MI 49341
866-0622
mkrigier@courtlandtpw.org

Steve Maas

City of Grandville
3195 Wilson Ave. SW
Grandville, MI 49418
530-4982
maass@cityofgrandville.com

Greg Madura

Alpine Township
5255 Alpine Avenue, NW
Comstock Park, MI 49321-9768
784-1262
g.madura@alpinetwp.org

Karen McCarthy

At-Large
Consumers Energy
Grand Rapids, MI
616.530.4333
Karen.mccarthy@cmsenergy.com

John Niemela

City of Belding
120 South Pleasant Street
Belding, MI 48809-1698
616.292.6589
JNiemela@ci.belding.mi.us

Brenda McNabb-Stange

City of Hastings
201 E. State Street
Hastings, MI 49058
stangebmc@sbcglobal.net

Steven Patrick

City of Coopersville
289 Danforth Street, P.O. Box 135
Coopersville, MI 49404
616-997-9731
spatrick@cityofcoopersville.com

Jack Poll

City of Wyoming
1155 28th St. SW
Wyoming, MI 49509-0905
530-7238
pollj@wyomingmi.gov

Megan Sall

City of Wyoming
1155 28th St. SW, PO Box 905
Wyoming, MI 49509
530-7238

Julius Suchy

Village of Sparta
156 E Division
Sparta, MI 49345
887.8251
jsuchy@spartami.org

Al Vanderberg

Ottawa County Administrator
12220 Fillmore Street, Room 310
West Olive, MI 49460
616-738-4068
avanderberg@miottawa.org

Cameron VanWynyarden

Plainfield Township
6161 Belmont Ave, NE
Belmont, MI 49306-9609
vanwynyardenc@plainfieldmi.org

Mike Verhulst

City of Grand Rapids
Rockford Construction
616.485.6618
601 First Street NW
Grand Rapids, MI 49504
mverhulst@rockfordconstruction.com

Patrick Waterman

City of Hudsonville
3275 Central Blvd.
Hudsonville, MI 49426
669-0200
pwaterman@hudsonville.org

Duane Weeks

Village of Middleville
101 E Main St., PO Box 69
Middleville, MI 49333
269-795-3385
weeksd@villageofmiddleville.org

Lynee Wells

Grand Rapids GVMC Citizen
1451 Robinson Rd
Grand Rapids, MI 49506
lyneewells@yahoo.com

Mike Womack

City of Cedar Springs
66 S. Main St. Box 310
Cedar Springs, MI 49319
manager@cityofcedarsprings.org

Open

Tallmadge Township
0-1451 Leonard St. NW
Grand Rapids, MI 49544
677-1248
tvanness@tallmadge.com

Open

At-Large - 2

6/2018

GVMC Board Member Directory 6-2018

Consumers Energy Rate Case U-20134

On May 14, 2018 Consumers Energy filed a request to increase electric rates with the MPSC. The changes, if approved, would result in an overall increase to electric rates of 1.5% for Consumers-provided service (excluding Customer Choice rates). Details of the filing show that several individual rate increases will have a much greater impact on municipal customers.

The General Service Primary Rate (known by code GP) is proposed to increase 3.4%. This rate is used for high demand loads, and is often the rate assigned to water and wastewater treatment and pumping facilities. As electric usage is typically one of the highest costs at these facilities, an increase of 3.4% could impact water and sewer rates substantially.

Of particular concern are substantial increases in the rates applied to street lighting. The chart below indicates the rate types, usage, and proposed increases.

Rate	Typical Usage	Proposed Rate Increase
Metered Lighting (GML)	Customer-Owned Street Lights of All Types	15.8%
Unmetered Lighting (GUL)	Consumers-Owned Traditional (HPS or MV) Street Lights	9.9%
Experimental Lighting (GU-XL)	Consumers-Owned LED Street Lights	61.8%

Testimony included in the filing indicates that much of the increase to the street lighting rates is centered on a Consumers policy shift, designed to substantially increase the capital costs included in the unmetered lighting rate structure, made up of three main components:

- The remaining Mercury Vapor (MV) lights in the State can be upgraded to LED, rather than to High Pressure Sodium (HPS), at no cost to the customer. Previously, upgrades to HPS were at no charge but LED fixtures required participation by the customer. This change accounts for about half of the increased capital costs being built into the rates.
- Failed fixtures (not including burned out bulbs) will be replaced with LED fixtures rather than with like fixtures. This change accounts for about 37% of the increased capital costs.
- New street light prices will be revised to provide parity for LED fixture installations compared to other fixture types. This change makes up the remaining 13% of the increased capital costs in the rates.

LED fixtures are more energy efficient and require less maintenance since there is no bulb to replace. This is reflected in the filing, as operation and maintenance costs are shown to decline over the projection period. By including the capital cost of the conversion in the rate structure, however, the advantages of that efficiency are negated. The experimental rate for the most common street light type and wattage, after the increase, is approximately equal to the traditional rate for the equivalent fixture.

By financing the capital cost of LED fixtures into the rates, Consumers proposes to eliminate the savings that should be passed on to the customer community.



STATE OF MICHIGAN
EXECUTIVE OFFICE
LANSING

RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

May 22, 2018

John Weiss, Executive Director
Grand Valley Metro Council
678 Front Ave NW Suite 200
Grand Rapids, MI 49504

Dear Executive Director Weiss:

Thank you for participating in the Regional Asset Management Pilot and for furthering the culture of asset management within the State of Michigan. One year ago, the Regional Asset Management Pilot was tasked with determining a roadmap for the state to establish a statewide integrated asset management system in order to provide safe and reliable infrastructure for Michigan citizens and reduce costs for communities and users. The Pilot has accomplished this and so much more.

Over 200 communities, regional entities, and private utilities engaged in at least one area of the pilot process. Data collection necessary for the pilot to succeed covered a geography of 158 communities with submissions of over 15,000 miles of drinking water data, 13,000 miles of wastewater data and 6,000 miles of storm water data. This information has helped demonstrate how a statewide asset management database will allow better decision-making about where and how much we invest in the vital resources necessary for the long-term success of our state.

Michigan is quickly establishing itself as becoming the first state in the nation to create a comprehensive asset management data collection and planning process to drive efficiencies and coordination across all infrastructure asset types. However, our work is not done. Through the creation of the Michigan Infrastructure Council to oversee the implementation of the Pilot's final recommendations and the creation of a statewide asset management database, we will have a holistic, integrated, and comprehensive strategy for our vital infrastructure. This will put us on a path toward a sound and modern infrastructure system the people of Michigan deserve and that our economy requires.

Again, thank you for your participation in the Pilot program and your dedication to the residents of Michigan. This comprehensive pilot would not have been possible without your participation and I look forward to your continued support through the Michigan Infrastructure Council.

Sincerely,

A handwritten signature in black ink that reads 'Rick Snyder'.

Rick Snyder
Governor



Michigan
Transportation Asset
Management Council

FOR IMMEDIATE RELEASE

FRIDAY, MAY 25, 2018

CONTACTS: Joanna I. Johnson, TAMC Chair
269-381-3170 ext. 220 jjohnson@kalamazoocountyroads.com

Roger Belknap, TAMC Coordinator
517-230-8192 belknapr@michigan.gov

Michigan Transportation Asset Management Council Honors the 21st Century Asset Management Pilot Project with 2018 TAMC Organization Award

May 25, 2018 -- The Michigan Transportation Asset Management Council (TAMC) has honored three of Michigan's regional planning agencies and Governor Rick Snyder's Administration with the 2018 TAMC Organization Award. Awards were presented to Therese Empie from Governor Snyder's Executive Office, John Weiss of the Grand Valley Metropolitan Council (GVMC), Carmine Palombo of the Southeast Michigan Council of Governments (SEMCOG) and Erin Kuhn of the West Michigan Shoreline Regional Development Commission (WMSRDC) for their work on the 21st Century Asset Management Infrastructure Pilot project. The awards were presented by TAMC Chair Joanna Johnson and other members of the council at the 2018 Transportation Asset Management Spring Conference held Tuesday, May 22, in Traverse City, Michigan.

While presenting the award TAMC member Jon Start shared, "Of particular interest to TAMC is the extent to which agencies involve the public, their elected and/or appointed officials, and other community stakeholders in their program. The 21st Century Asset Management Infrastructure Pilot Project, is hereby recognized for the comprehensive approach to Asset Management implementation."

The purpose of the TAMC Organization Award is to recognize leadership and setting forth a path of improvement for public agencies in response to the needs of their transportation network and infrastructure. TAMC established the Organization Award in 2009 to acknowledge those agencies that have incorporated the principles of asset management and adopted an asset

management plan to help guide their investment decisions. The 21st Century Asset Management Pilot project covered 55 percent of Michigan's urban, suburban and rural population. Lessons learned from this effort will help formulate recommendations on how the state can establish a statewide integrated asset management system that will safeguard Michigan residents preserve our critical infrastructure well into the future. The project's nomination for the award was brought forth by Joanna Johnson, Chair of the TAMC and supported by members of the TAMC and support staff at the Michigan Department of Transportation.

Transportation asset management is a process of managing public assets, such as roads and bridges, based on the long-range condition of the entire transportation system. TAMC, created in 2002 by the Michigan Legislature, promotes the concept that the transportation system is unified, rather than separated by jurisdictional ownership. Its mission is to recommend an asset management strategy to the State Transportation Commission and the Michigan Legislature for all of Michigan's roads and bridges.



Erin Kuhn (WMSRDC), John Weiss (GVMC), Carmine Palombo (SEMCOG) and Therese Empie (Office of Governor Snyder) receive 2018 TAMC Organization Award *photo by Tim Burke, MDOT*

Chair: Joanna Johnson, CRA; **Vice-Chair:** Bill McEntee, CRA; Bob Slattery, MML; Gary Mekjian, MML; Jon Start, MTPA; Dave Wresinski, MDOT; Brad Wieferich, MDOT; Don Disselkoe, MAC; Derek Bradshaw, MAR; Jennifer Tubbs, MTA; Rob Surber, MCSS

###

View road and bridge conditions, interactive dashboards and learn more about Michigan Transportation Asset Management Council: www.michigan.gov/tamc



YOU ARE INVITED DATE!

ASSET MANAGEMENT PILOT LUNCHEON

JULY 17, 2018
NOON

FIFTH THIRD BALLPARK
4500 West River Drive, Comstock Park, MI

Join us as GVMC Executive Director John Weiss, WMSRDC Executive Director Erin Kuhn, and representatives of the Governor's statewide project present on the very successful West Michigan Asset Management Pilot and give insights into the next steps.

For the past 18 months, stakeholders from throughout West Michigan have put a tremendous amount of time and energy into Governor Snyder's 21st Century Infrastructure Asset Management pilot program. Sixty-one communities representing the 13-county Region 4 area submitted transportation, public works, and broadband data, coordinating with the State of Michigan team to create an asset management program that would help local and State officials make better decisions in the planning, upgrading and maintenance of public assets.

Space is limited.

RSVP to Gayle McCrath at mccrathg@gvmc.org by July 9, 2018