



GRAND VALLEY METROPOLITAN COUNCIL

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TRANSPORTATION PROGRAMMING STUDY GROUP

Tuesday, March 2, 2021

1:00 PM

REMOTE MEETING USING ZOOM

<https://zoom.us/j/91006278012?pwd=VIZFNkRjWnJlVtZlRjN3pRUes4Zz09>

Webinar ID: 910 0627 8012 | Passcode: 814729

+1 301.715.8592 | ACCESS CODE: 814729

AGENDA

- I. **ROLL CALL AND INTRODUCTIONS**
- II. **APPROVAL OF MINUTES—ACTION:** Dated March 4, 2020
Please refer to Item II: Attachment A
- III. **OPPORTUNITY FOR PUBLIC COMMENT**
- IV. **FY2020 STP-URBAN AND STATE EDC ADDITIONAL FUNDS —**
DISCUSSION/ACTION: The Subcommittee will be tasked with discussing and making a recommendation regarding additional available FY2020/FY2021 funds in the STP-Urban and HIP funding categories.
Please refer to Item IV: Attachment A
- V. **OTHER BUSINESS**
- VI. **ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Wednesday March 4, 2020
Kent County Road Commission
1500 Scribner NW
Grand Rapids, MI**

Bradshaw, Vice Chair of the TPSG Committee, called the meeting to order at 9:00 am. Everyone in attendance introduced themselves and the organization they represented.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Kristin Bennett	City of Grand Rapids
Tim Bradshaw (Vice Chair)	City of Kentwood
Scott Conners	City of Walker
Rick DeVries	City of Grand Rapids
Michael DeVries	City of East Grand Rapids
Terry Schweitzer	City of Kentwood
Rick Sprague	Kent County Road Commission
Julius Suchy	Village of Sparta
Charlie Sundblad	City of Grandville
Steve Warren	Kent County Road Commission
Kevin Wisselink	The Rapid

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Laurel Joseph	GVMC Staff
Dennis Kent	MDOT
Tyler Kent	MDOT
George Yang	GVMC Staff
John Weiss	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Township
Bill Dooley	City of Wyoming
Adam Elenbaas	Allendale Township
Wayne Harrall	County of Kent
Roy Hawkins	GRFIA
Russ Henckel	City of Wyoming
Nicole Hofert	City of Wyoming
Doug LaFave	East Grand Rapids
Bill LaRose	City of Cedar Springs
Brett Laughlin (<i>Chair</i>)	Ottawa County Road Commission
Don Mayle	MDOT

ITEM II: ATTACHMENT A

Dan Strikwerda
Jeff Thornton
Conrad Venema
Phil Vincent

City of Hudsonville
Village of Caledonia
ITP-The Rapid
City of Rockford

I. APPROVAL OF MINUTES

Bradshaw entertained a motion to approve the November 6, 2019 TPSG meeting minutes.

MOTION by Conners, SUPPORT by Bennett, to approve the November 6, 2019 TPSG Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

II. OPPORTUNITY FOR PUBLIC COMMENT

None.

III. FY2020 STP-URBAN AND STATE EDC ADDITIONAL FUNDS

Please refer to Item IV: Joseph explained that the state has come forward with \$113K more STP-URBAN funds and \$135K EDC that needs to be allocated. Joseph also presented a report with projects not obligated as potential candidates and opens the floor for discussion.

Joseph mentioned that 3 projects are programmed and not obligated for STP-Urban that would be a Clean process to add funding to. In EDC there is one 2020 project as well as one with Kentwood.

Conners suggested that splitting the STP-Urban is typically our practice to get projects closer to 80/20 when these type of funds become available. The three projects are identified as two OCRC projects (Port Sheldon & Riley Street) and one for Grand Rapids (Lake Drive)

Wayne stated that Laughlin might want to get creative with the funds for the two projects identified by OCRC for using these funds giving them the liberty to choose where they want the funds to go.

MOTION by Conners, SUPPORT by Sundblad to approve the selected projects to be sent to the Technical Committee to committee for STP-Urban funds to be split between the projects presented.

Bradshaw started the conversation saying that they are interested in adding a project for consideration to use some of the EDC funds for a 2021 project on 32nd Street.

Harrall suggested that Kentwood get \$80K and Kentwood gets \$33K for the EDC funds that have been presented. Bradshaw agrees to this and considers a motion.

MOTION by Suchy, SUPPORT by Mike DeVries to approve the selected projects to be sent to the Technical Committee to committee for EDC funds to be split between the two projects presented.

ITEM II: ATTACHMENT A

IV. OTHER BUSINESS

None.

V. ADJOURNMENT

Motion by Conners Supported by Harrall for adjournment at 9:15am.



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MEMORANDUM

DATE: February 23, 2021

TO: TPSG Subcommittee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2020/FY2021 Funding Programming Discussion**

At the next TPSG meeting, which will take place on March 2, 2021 at 1:00 pm over Zoom, the Subcommittee will be tasked with discussing and making a recommendation regarding additional available FY2020 and FY2021 funds in the Highway Infrastructure Program (HIP) and STP-Urban funding categories. The amounts of additional federal funds are listed below.

- FY 2021 STP-Urban: \$218,881 (from City of Grandville project)
- FY 2020 HIP General: \$502,729 (must be obligated by 9/30/23, typical 80/20 or 81.85/18.15 required split)
- FY 2021 HIP General: \$540,111 (must be obligated by 9/30/24, typical 80/20 or 81.85/18.15 required split)
- FY 2021 HIP COVID Relief: \$3,693,347 (must be obligated by 9/30/24, 100% federal – no local match required)

The STP-Urban funds must be obligated within this fiscal year. One option to accomplish this would be to increase the federal funding for one or more existing FY2021 STP-Urban projects that have not been obligated yet.

For reference and to aid in the discussion, attached is a spreadsheet that includes all the FY2021 STP-Urban projects that are programmed but not obligated yet with the current percentage of local funding programmed.

For the HIP funding, a call for projects was sent out, and several proposals were submitted for consideration. These proposals have been compiled and attached. More information summarizing performance measure data for each proposed project will be assembled by staff and provided at the meeting. Also included in this packet for subcommittee consideration are some of the regional planning studies proposed as part of the illustrative list of planning projects – these studies would also be eligible for HIP funding.

It is anticipated that the recommendations made by the TPSG Subcommittee will be included on the Technical and Policy Committee agendas for their April meetings.

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

TPSG Subcommittee Meeting - March 2, 2021
 Unobligated STP- Urban Projects (as of 2/23/21)

Fiscal Year	Job Type	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Local Share Percent	Fund Source
2021	Local	205545	S/TIP Line items	Caledonia	Kinsey Ave SE	Main Street to Maple Street	0.341	Reconstruction	Asphalt Reconstruct with sidewalk	CON	Programmed	\$283,111	\$0	\$91,889	\$375,000	24.50%	STU
2021	Local	130608	Local Road	Grand Rapids	Ottawa Ave	Fulton Street to Michigan Street	0.532	Road Rehabilitation	Rotomill and Resurface	CON	Programmed	\$254,813	\$0	\$1,608,964	\$1,863,777	86.33%	STU
2021	Local	205512	Local Road	Grand Rapids	E Fulton St	Benjamin to Wallinwood	0.459	Road Rehabilitation	Resurfacing	CON	Programmed	\$537,910	\$0	\$1,234,367	\$1,772,277	69.65%	STU
2021	Local	205519	S/TIP Line items	Grand Rapids	Lake Eastbrook Blvd SE	East Beltline to 28th Street	0.799	Reconstruction	Asphalt Reconstruct	CON	Programmed	\$584,465	\$0	\$2,567,805	\$3,152,270	81.46%	STU
2021	Local	205523	S/TIP Line items	Grand Rapids	Valley Ave NW	4th Street to Walker Avenue	0.520	Reconstruction	Asphalt Reconstruction	CON	Programmed	\$481,288	\$0	\$2,081,758	\$2,563,046	81.22%	STU
2021	Local	205548	Local Road	Grandville	Wilson Ave SW	Rivertown Parkway to South City Limits	0.642	Road Rehabilitation	Milling and Asphalt Resurface	CON	Programmed	\$218,881	\$0	\$71,119	\$290,000	24.52%	STU
2021	Local	205539	Local Road	Kent County	Whitneyville Ave SE	I-96 to Cascade Road	0.957	Road Rehabilitation	Crush & Shape Asphalt Resurfacing	CON	Programmed	\$188,740	\$0	\$111,260	\$300,000	37.09%	STU
2021	Local	205524	S/TIP Line items	Kent County	84th St SE	Breton Avenue to Hanna Lake Aveneue	0.989	Reconstruction	Asphalt Reconstruct	CON	Programmed	\$981,450	\$0	\$318,550	\$1,300,000	24.50%	STU
2021	Local	205541	Local Road	Ottawa County	48th Ave	Bauer Road to Pierce Street	2.499	Road Rehabilitation	Resurface 30 foot width	CON	Programmed	\$839,895	\$0	\$272,605	\$1,112,500	24.50%	STU
2021	Local	205542	Local Road	Ottawa County	8th Ave	Jackson Street to Port Sheldon Street	2.286	Road Rehabilitation	Resurface 42 Foot Width	CON	Programmed	\$694,565	\$0	\$225,435	\$920,000	24.50%	STU

GVMC Construction Project Proposal Form

Project Name: Kinsey Street Improvements **Submitted by (Name and Agency):** Jeff Thornton, Village of Caledonia

Project Description:

This project involves reconstruction of Kinsey Street from Main Street to 100th Street in the Village of Caledonia, along with non-participating sanitary sewer improvements. The Village requested funding for a \$1,250,000 reconstruction project in the 2020-2023 TIP Call for Projects but was limited to \$300,000, resulting in a change of scope to end the project at Maple Street. That amount was subsequently further reduced to \$283,111 by funding shortfalls. The Village has begun design and with value engineering been able to reduce the estimated participating project cost for the originally planned project to 100th Street to the current amount requested. HIP funding is requested to bring the total funding amount to 80% of the \$960,000 requested (\$768,000), or an increase of \$484,889.

Total Project Cost: \$960,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

Kinsey Street has one of the lowest PASER ratings in the GVMC region. The road condition between Lake Street and Main Street is intolerable, and that portion services a high volume of agricultural traffic related to the Caledonia Farmers Elevator complex. The improvements proposed will convert this section of poor pavement to good for a number of years with a modern pavement design. Caledonia Township recently completed extension of a non-motorized trail along Kinsey between Maple and 100th Streets. Road improvements will improve safe access to that facility with upgraded crosswalks and signage. Several ongoing residential developments in the corridor are adding significant demand for non-motorized access. The improvements proposed will upgrade the roadway for commercial traffic in the area, offering a much-needed alternative to the congested M-37 corridor.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

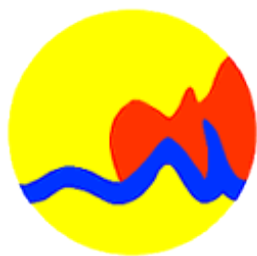
Please describe how this project would address the applicable MTP Recommendations.

Road reconstruction will drastically improve the condition and operation of the infrastructure in the corridor, leveraging local funds for sanitary sewer replacement and extension to better serve sewer customers. Improving access to the non-motorized facilities in the corridor will improve safety and foster a shift toward non-motorized forms of transportation for new residents along the corridor seeking access to downtown, M-37 and elsewhere.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This project was significantly under-funded when it was added to the 2020-2023 TIP and that limited funding was subsequently reduced even further by funding shortfalls. When the Village was switched from the rural funding category to the urban area to compete with large Cities, it severely restricted the Village's ability to adequately fund its growing infrastructure needs. The HIP funding presents an opportunity to rectify that inequity.

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

February 18, 2021

Dear Ms. Joseph,

Thank you for the opportunity to propose and submit projects for the Highway Infrastructure Program funding. It is our understanding that there is \$4,736,187 available to the Region with \$502,729 required to be spent by 9/30/2023 and the remainder to be spent by 9/30/2024.

The City of Grand Rapids is requesting that the following be considered for funding. Both the Grandville Avenue and Hall Street projects are on the illustrative list. Division Avenue was in FY2022 in the FY2020 – FY2023 Transportation Improvement Program as a rotomill/resurfacing project. Due to the amount of needed infrastructure replacement, the project was postponed to a future year.

If funded, the City would work towards a Spring, 2022 obligation with construction during 2022 and 2023.

Please find attached the Division Avenue, Grandville Avenue and Hall Street GVMC Construction Project Proposal Forms. We have also summarized the information below including the requested grant amounts for each project:

<u>PROJECT</u>		<u>Project Description</u>	<u>Length</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>
Division Avenue	Fulton Street to Michigan Street	Reconstruction	0.451	\$800,000	\$4,600,000	\$5,400,000
Grandville Avenue	Beacon Street to Franklin Street	Reconstruction	0.265	\$800,000	\$3,550,000	\$4,350,000
Hall Street	Madison Avenue to Eastern Avenue	Rotomilling/resurfacing	0.498	\$600,000	\$1,125,000	\$1,725,000

Please let us know if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

Rick DeVries, P.E.
Assistant City Engineer

cc: Eric DeLong
Karyn Ferrick
Josh Naramore
Kristin Bennett
Tim Burkman

GVMC Construction Project Proposal Form

Project Name: Division Avenue Submitted by (Name and Agency): Grand Rapids

Project Description:

Reconstruction of Division Avenue from Fulton Street to Michigan Street including water main replacement. Consumers Energy/COGR Street Lighting plan to upgrade their critical facilities prior to the reconstruction work.

Total Project Cost: 5400000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The street was an MDOT trunkline until recently. The most recent PASER ratings are 2: Very Poor to 4: Fair condition. The surface sub-type is composite. The reconstruction work would replace this pavement with adequate sand subbase, aggregate base and 8" of hot mix asphalt.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

The Division Avenue corridor serves a significant role in the heart of downtown Grand Rapids. Immediately adjacent to this section is Grand Rapids Community College and Ferris State University-Kendall School of Art. The corridor also provides access to the Medical Mile along Michigan Street and Spectrum, VanAndel Institute and MSU Innovation Park and is an important north-south link.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This street, as a former trunkline, serves the regional needs of our transportation network. There are over 11,000 vehicles per day on average. The infrastructure that will be replaced, if this project is funded, will upgrade critical power, street lighting and water facilities which are in poor condition. The Downtown Development Authority is reviewing what investment they may also make in the corridor. There may also be traffic signal upgrades.

GVMC Construction Project Proposal Form

Project Name: Grandville Avenue Submitted by (Name and Agency): Grand Rapids

Project Description:

Reconstruction of Grandville Avenue from Beacon Street to Franklin Street including water main replacement and sewer separation.

Total Project Cost: 4350000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The street was an MDOT trunkline until recently. The most recent PASER ratings are 3: Poor. The surface sub-type is composite. The reconstruction work would replace this pavement with adequate sand subbase, aggregate base and 8" of hot mix asphalt and also address drainage issues. The design of the project will be informed by the 2017 Viva La Avenida Long Live the Avenue - Grandville Avenue area Specific Plan and the City's Vital Streets Plan. The City's long term plan is to reconstruct Grandville Avenue from Clyde Park Avenue (South City Limit) to Franklin Street. Funding of this project will be the first of four planned projects.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

The Grandville Avenue corridor is seeing significant redevelopment. Just north of this proposed section, is the Plaza Roosevelt redevelopment, a \$50 million public-private investment which includes new housing, a new high school, expansion of health care, a new City park and expanded arts/cultural programming. Much of this is reaching completion. This investment also included rehabilitation of Grandville Avenue from Franklin Street to Bartlett Street. The area is served by the Rapid which provides a connection between downtown and Wyoming/Metro Health and Grandville. Where possible, the desired elements of the Viva La Avenida Long Live the Avenue - Grandville Avenue area Specific Plan will be incorporated into the design and construction..

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This street, as a former trunkline, serves the regional needs of our transportation network. There are over 8,000 vehicles per day on average and provides a critical link to Wyoming/Grandville area and downtown. The public infrastructure that will be replaced and/or added, will position this area for additional redevelopment and continued investment in the historic neighborhood..

GVMC Construction Project Proposal Form

Project Name: Hall Street Submitted by (Name and Agency): Grand Rapids

Project Description:

Rehabilitation of Hall Street from Madison Avenue to Eastern Avenue including water main replacement.

Total Project Cost: 1725000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

Hall Street is a significant east-west Minor Arterial serving industrial areas to the west and residential areas including East Grand Rapids to the East. It also provides a critical link to US131. The most recent PASER ratings are 4: Fair and 5: Fair. The work would include the replacement of the public water main and, where needed, lead water services and the rotomill/resurfacing of the undisturbed street. The City of Grand Rapids is currently investing \$4.3 million to reconstruct Hall Street from Kalamazoo Avenue to Sylvan Avenue and is partnering with the City of East Grand Rapids to rehabilitate Hall Street from Plymouth Avenue to Lake Drive. The project is in a Neighborhoods of Focus area where the City has committed to increase investment in areas traditionally underresourced.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

The Hall Street corridor serves a critical link from neighborhoods to industrial areas and employment. Hall Street also provides an important link for bikes and access to north-south connections to public transit at Madison Avenue and Eastern Avenue.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

Access to employment is of critical importance to the region. There are over 11,000 vehicles per day on average and provides a critical link to East Grand Rapids and US-131. The public infrastructure that will be replaced will improve reliability and, where lead services are replaced, meet the State and City's goals to remove lead services from drinking water.



February 22, 2021

Dear Laurel,

Due to unforeseen circumstances, it is unlikely that the City of Grandville will be able to complete design activities in time to meet the deadlines for the 2021 funding. Therefore, the City of Grandville will be giving up our FY 2021 STU funding and would like to put the project on the table for a possible trade scenario in hopes of getting future year funding.

Please call me at 616-538-1990 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charlie Sundblad'. The signature is fluid and cursive, with a large loop at the beginning.

Charlie Sundblad
Director of Public Works

GVMC Construction Project Proposal Form

Project Name: Wilson Ave Submitted by (Name and Agency): Charlie Sundblad/Grandville

Project Description:

Mill and fill of Wilson Ave. from Rivertown Parkway to South city limits.

Total Project Cost: \$290,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The 2020 PASER rating for this area is 3. Completing the overlay prior to further deterioration will help to preserve the existing transportation system before complete deterioration takes place and full reconstruct is required. The project reduces current maintenance needs, and will be shorter in duration than a total reconstruct. Non-motorized transportation will be enhanced through upgrades to existing crosswalks which currently do not meet ADA requirements.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Currently, a majority of Wilson Ave. between Rivertown Parkway and the southern City limits is considered to be in "poor" or "failed" condition based on the 2020 PASER report. The section from the southern city limits to the southern city limits of the City of Wyoming will be resurfaced during the 2021 construction season. This will bring the entire section of Wilson Ave. from Rivertown Parkway to M-6 to excellent/good condition.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This project is currently included in the current TIP for 2021 funding. Due to unforeseen circumstances, it is unlikely the City will be able to complete design activities in time to meet the deadlines for 2021 funding. If this project is approved for HIP funding, the City will construct the project during the 2022 construction season.

GVMC Construction Project Proposal Form

Project Name: 40th Ave: Grant to Van Buren **Submitted by (Name and Agency):** Dan Strikwerda/Hudsonville

Project Description:

Full mill and resurface for 1,800' of 40th Avenue from Van Buren Street to Grant Street and restripe with bike lanes

Total Project Cost: \$266,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

Road quality and traffic calming measure of bike lanes make the road safer. Speeding is an issue being a section of 34' wide 2-lane roadway with a 35 mph speed limit sandwiched between two 55 mph sections of roadway.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Road is getting unsafe due to very poor condition. We have received multiple reports for vehicle damage from road quality issues on 40th Avenue. The road will be restriped with bike lanes when repaved to help with traffic calming.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This is a shared road with Georgetown Township providing collector access to Chicago Drive. It has a PASER rating of 2. 5 accidents and 1 injury for this road section per MPO crash summary. None with bicycles but bike lanes will help with traffic calming.

GVMC Construction Project Proposal Form

Project Name: 40th Ave: M-121 to Grant Submitted by (Name and Agency): Dan Strikwerda/Hudsonville

Project Description:

2" mill and resurface for 2,100' of 40th Avenue from Chicago Drive to Grant Street and restripe with bike lanes

Total Project Cost: \$179,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

Road quality and traffic calming measure of bike lanes make the road safer. Speeding is an issue being a section of 34' wide 2-lane roadway with a 35 mph speed limit sandwiched between two 55 mph sections of roadway.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Road is getting unsafe due to very poor condition. We have received multiple reports for vehicle damage from road quality issues on 40th Avenue. The road will be restriped with bike lanes when repaved to help with traffic calming.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This is a shared road with Georgetown Township providing collector access to Chicago Drive, including the Hudsonville Fairgrounds. It has a PASER rating of 2.

18 accidents and 2 injuries for this road section per MPO crash summary. None with bicycles but bike lanes will help with traffic calming.

GVMC Construction Project Proposal Form

Project Name: 40th Ave: Van Buren to N city limit **Submitted by (Name and Agency):** Dan Strikwerda/Hudsonville

Project Description:

2" mill and resurface for 1,600' of 40th Avenue from Van Buren Street to north city limits and restripe with bike lanes.

Total Project Cost: \$143,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

Road quality and traffic calming measure of bike lanes make the road safer. Speeding is an issue being a section of 34' wide 2-lane roadway with a 35 mph speed limit sandwiched between two 55 mph sections of roadway.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Road is getting unsafe due to very poor condition. We have received multiple reports for vehicle damage from road quality issues on 40th Avenue. The road will be restriped with bike lanes, extending existing bike lanes from the north when repaved to help with traffic calming.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

This is a shared road with Georgetown Township providing collector access to Chicago Drive. It has a PASER rating of 3.

3 accidents and 1 injury for this road section per MPO crash summary. None with bicycles but bike lanes will help with traffic calming.

Laurel Joseph

From: Harrall, Wayne <wharrall@kentcountyroads.net>
Sent: Monday, February 22, 2021 6:57 PM
To: Laurel Joseph; Sprague, Richard
Cc: Andrea Faber; Michael Zonyk; Bradley Doane; George Yang
Subject: KCRC Projects for Consideration

Laurel,

Kent County Road Commission requests the following Urban Illustrative list projects be considered for the additional HIP funding for 2022-2024:

<u>Project</u>		<u>Limits</u>	<u>Work</u>		
<u>Type</u>	<u>Scope</u>	<u>Length</u>	<u>Federal/State</u>	<u>Non-Federal</u>	<u>Total</u>
Leffingwell Avenue Mile	\$200,000	City Limits to Knapp \$50,000	Resurface \$250,000	Mill & Fill	0.5
Northland Drive Mile	\$720,000	11 Mile to 12 Mile \$180,000	Resurface \$900,000	Mill & Fill	1.0
68 th Street Mile	\$1,200,000	Kraft to Cherry Valley \$300,000	Reconstruct \$1,500,000	All-Season	1.0

In addition KCRC recommends the TPSG Committee consider 2024 (future TIP) allocation for 76th Street and 84th Street intersections associated with the MDOT proposed 2024 improvements to M-37 between 92nd Street and 68th Street.

Thanks for your consideration.



Wayne Harrall, P.E.

Deputy Managing Director of Engineering
o. (616) 242.6914 | f. (616) 242-6974
wharrall@kentcountyroads.net

Kent County Road Commission
1500 Scribner Avenue NW, Grand Rapids, MI 49504
kentcountyroads.net

GVMC Construction Project Proposal Form

Project Name: Burton Street **Submitted by (Name and Agency):** Brad Boomstra/City of Kentwood

Project Description:

Mill and fill from East Paris to Forest Hill and mill, fill and narrow pavement as well as replace existing 5 foot sidewalk with 10 foot non-motorized trail from Forest Hill to Patterson.

Total Project Cost: \$1,784,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The current Paser rating of this facility is a combination of 3 and 4 between East Paris and Forest Hill and a rating of 4 from Forest Hill to Patterson.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Burton Street is a major east-west arterial. The replacement of sidewalk with the 10 foot wide non-motorized trail separated from the roadway will allow for an interconnection between the existing 10 foot wide trail coming down from the north on Forest Hill and the non-motorized trail being constructed this year along Burton east of Patterson and over I-96 to the existing non-motorized trail system in Cascade township.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

The existing Burton Street pavement is 45 feet wide. The proposed project will reduce the street pavement to 35 feet wide to allow for the new non-motorized connection within the existing right-of-way and also provide a 5-7 foot landscaped parkway separation along the street edge between the the existing sidewalk on one side of the street and the new non-motorized connector on the other.

GVMC Construction Project Proposal Form

Project Name: Burton Submitted by (Name and Agency): Brad Boomstra/City of Kentwood

Project Description:

Mill, fill and narrow the pavement as well as replace the existing 5 foot sidewalk with a 10 foot wide non-motorized trail between Forest Hill and Patterson

Total Project Cost: \$1,027,400

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The current Paser rating of this facility is 4 .

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

Burton Street is a major east-west arterial. The replacement of sidewalk with the 10 foot wide non-motorized trail separated from the roadway will allow for an interconnection between the existing 10 foot wide trail coming down from the north on Forest Hill and the non-motorized trail being constructed this year along Burton east of Patterson and over I-96 to the existing non-motorized trail system in Cascade township.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

The existing Burton Street pavement is 45 feet wide. The proposed project will reduce the street pavement to 35 feet wide to allow for the new non-motorized connection within the existing right-of-way and also provide a 5-7 foot landscaped parkway separation along the street edge between the the existing sidewalk on one side of the street and the new non-motorized connector on the other.

GVMC Construction Project Proposal Form

Project Name: Fillmore Street/Cottonwood Drive **Submitted by (Name and Agency):** Brett Laughlin - OCRC

Project Description:

Fillmore Street/Cottonwood Drive: 48th Avenue to Taylor Street, 4.4 miles of milling and resurfacing

Total Project Cost: \$1,958,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

The proposed project would preserve the pavement of the corridor, improve safety for motorized and non-motorized users, and upgrade the road condition for trucking needs.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

The project will preserve corridor and provide a safer environment for all roadway users.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

The corridor is a minor arterial with traffic volumes of 10,500 ADT.

THE PROJECT IS IN THE TIP FOR FY2022 - has \$1,300,000 STP

GVMC Construction Project Proposal Form

Project Name: Bristol RR Bridge Submitted by (Name and Agency): City of Walker

Project Description:

We have a single lane bridge that was constructed in 1907 with a 10' vertical clearance for Bristol Avenue under the Coopersville-Marne Railroad. The location is within 50' of Pannell Road and acts as a single intersection. We propose to widen this bridge to 2 lanes and increase the vertical clearance. A pedestrian crossing will also be incorporated.

Total Project Cost: \$950,000

Project contributes to improving the following Federal Performance Measures – check all that apply:

Safety

- Number/rate of fatalities on all public roads
- Number/rate of serious injuries on all public roads
- Number of nonmotorized fatalities and serious injuries on all public roads

Infrastructure

- Percentage of good/poor pavement on the Interstate
- Percentage of good/poor pavement on the non-Interstate NHS
- Percentage of good/poor NHS Bridges

System Performance

- Percentage of person-miles traveled on the interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Transit Asset Management

- Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding ULB
- Percentage of facilities rated under 30 on the TERM scale

Please describe how this project would address the applicable performance measures.

This improvement would dramatically decrease total vehicle miles driven by opening up a restriction to full flow movements. It also mitigates a bridge liability for a functionally obsolete and geometrically inadequate crossing. It removes an impediment to pedestrian movement as well, connecting schools with neighborhoods.

Project contributes to the implementation of the following MTP Recommendations – check all that apply:

- Work to increase transportation funding in the MPO area.
- Work to improve the safety of all users of the transportation system.
- Work to improve the condition and operation of the existing transportation system.
- Work to create a mode shift from single occupancy vehicles to more active forms of transportation.

Please describe how this project would address the applicable MTP Recommendations.

The 114 year old single lane bridge currently causes restrictions and confusion with drivers. The poor visibility due to the adjacent intersection causes many low speed "near miss" accidents in addition to a bevy of "bridge hits" by both cars and trucks. The lack of a pedestrian movement is also troublesome for adjacent neighborhoods and the West Catholic High School, immediately to the south. It will enhance walk-ability and reduce unnecessary vehicle trips around this location that result in an additional 2-3 miles per trip on the adjacent road network in both Walker and Grand Rapids.

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

Similar to above, the single lane bridge currently causes restrictions and confusion with drivers. The poor visibility due to the adjacent intersection causes many low speed "near miss" accidents in addition to a bevy of "bridge hits" by both cars and trucks. The lack of a pedestrian movement is also troublesome for adjacent neighborhoods and the West Catholic High School, immediately to the south. It will enhance walk-ability and reduce unnecessary vehicle trips around this location that result in an additional 2-3 miles per trip on the adjacent road network in both Walker and Grand Rapids.

GVMC Planning Project Proposal Form

Project Name: Regional TDM Strategy **Submitted by (Name and Agency):** Josh Naramore, City of Grand Rapids

Project Description (type, location, etc.): _____ **Submittal Contact (Email):** jnaramore@grcity.us

Develop a coordinated regional transportation demand management strategy that includes recommend funding sources, lead agencies, realistic mode shift goals and outlines implementation strategies for cities and the Rapid to implement.

Total Project Cost: ~\$250,000

Federal Planning Factors – check all that apply to this project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> 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 |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users | <input checked="" type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users |
| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight |
| <input checked="" type="checkbox"/> Promote efficient system management and operation | <input checked="" type="checkbox"/> Enhance travel and tourism |
| <input type="checkbox"/> Increase the accessibility and mobility of people and freight | <input type="checkbox"/> Emphasize the preservation of the existing transportation system |

Please describe how this project would address the applicable planning factors.

A regional strategy for TDM would help work to lower transportation for employees and employers. It also helps to use the existing transportation system with carpooling, vanpooling, telecommuting and transit use. All of this is even more important in the post-COVID world.

This project ties into federal performance-based planning and programming requirements.

Please explain:

This project relates to a recommendation from the MTP and/or other on-going MPO planning work.

Please explain: Recommendation 4: Work to create a mode shift from single occupancy vehicles (SOVs) to more active forms of transportation

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

GVMC Planning Project Proposal Form

Project Name: Transit Master Plan **Submitted by (Name and Agency):** ITP

Project Description (type, location, etc.): _____ **Submittal Contact (Email):** nmonoyios@ridetherapid.org

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

Total Project Cost: \$600,000

Federal Planning Factors – check all that apply to this project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> 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 |
| <input checked="" type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users | <input checked="" type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users |
| <input checked="" type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight |
| <input checked="" type="checkbox"/> Promote efficient system management and operation | <input checked="" type="checkbox"/> Enhance travel and tourism |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system |

Please describe how this project would address the applicable planning factors.

An updated TMP would optimize our regional economic, environmental, and social equity goals as we emerge from the regional impacts of the pandemic. Introducing a master planning process that invites a continuing, cooperating, and comprehensive (3C) regional framework will demonstrate our unified commitment to the prioritized value that safe and accessible transit has for our MPO service area.

This project ties into federal performance-based planning and programming requirements.

Please explain: An updated TMP would optimize many performance goals by reducing traffic congestion (and contributing to safer streets), improve the efficiency of the existing transportation system, and improve the environment

This project relates to a recommendation from the MTP and/or other on-going MPO planning work.

Please explain: A TMP will recommend increases to transportation funding (Rec. #1), improve the condition of the existing transportation system (Rec. #3) and encourage mode shift (Rec. #4)

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.

Ultimately, the initiation of an updated TMP addresses many of the goals and objectives identified by the MPO. Optimizing our public transportation infrastructure is essential for sustainable regional growth