



GRAND VALLEY METROPOLITAN COUNCIL

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TECHNICAL COMMITTEE MEETING

Wednesday, November 2, 2022

9:30 AM

**Rapid Central Station
250 Cesar E. Chavez Ave SW
Grand Rapids, MI 49503**

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Technical Committee minutes dated September 7, 2022.
Please refer to Item II: Attachment A**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: On behalf of MDOT, Grand Rapids, and Kent County Road Commission, amendments/modifications to the FY2023-2026 TIP are being requested.
Please refer to Item IV: Attachment A**
- V. MTP AMENDMENT—ACTION: MDOT is requesting an amendment to the GVMC 2045 MTP to accommodate a grant from the Michigan Legislature for a boulevard on M-37.
Please refer to Item V: Attachment A**
- VI. 2023 SAFETY TARGETS—INFORMATION/DISCUSSION/ACTION: GVMC staff will present the state’s safety targets for 2023 and will provide GVMC data for comparison and discussion. The Committee may choose to take action if desired.
Please refer to Item VI: Attachment A**
- VII. SOCIO-ECONOMIC DATA UPDATE APPLICATION—INFORMATION/DISCUSSION: GVMC staff will demo the mapping application that’s been developed to assist with the 2050 MTP SE data update/assignment process and ask for Committee feedback.
Please refer to Item VII: Attachment A**



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VIII. FREEWAY SAFETY SERVICE PATROL PRESENTATION—
INFORMATION/DISCUSSION: MDOT staff will provide a presentation on the new Freeway Safety Service Patrol program.

IX. OTHER BUSINESS

- 2050 Metropolitan Transportation Plan public survey closing soon (More information: www.gvmc.org/mtp)
- Airport Access Study: TAC Meeting #3 (slides attached)
- MDOT Updates

X. ADJOURNMENT

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, September 7th, 2022
Walker City Hall
4243 Remembrance Road NW, Grand Rapids, MI 49534**

Bradshaw, Chair of the Technical Committee, called the September 7th, 2022, meeting to order at 9:30 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Sue Becker
Kristin Bennett
Mark Bennett
Tim Bradshaw (*Chair*)
Scott Conners (*Vice Chair*)
Rick DeVries
Shay Gallagher
Russ Henckel
Dennis Kent

*Proxy for
Mike Burns*

Jim Kirkwood
Brett Laughlin
Clint Nemeth
Jeff Oonk

*Proxy for
Nicole Hofert
Proxy for
Steve Warren
Mike DeVries*

Rick Sprague

Charlie Sundblad
Luke Walters
Rod Weersing
Kevin Wisselink

Alpine Township
City of Grand Rapids
Tallmadge Charter Township
Caledonia Charter Township
City of Walker
City of Grand Rapids
Village of Sparta
City of Wyoming
MDOT
City of Lowell
City of Kentwood
Ottawa County Road Commission
Gerald R. Ford Intl. Airport
City of Wyoming
City of Wyoming
Kent County Road Commission
Kent County
Grand Rapids Charter Township
City of Grandville
MDOT
Georgetown Charter Township
ITP - The Rapid

Staff and Non-Voting Guests Present

Clover Brown
Debbi Coleman
Andrea Faber
Mara Gericke
Tyler Kent
Terry Martin
Jason J. Ulanowicz
George Yang
Mike Zonyk

GVMC Staff
Hope Network
GVMC Staff
GVMC Staff
MDOT
Carrier and Gable
Hope Network
GVMC Staff
GVMC Staff

Voting Members Not Present

Terry Brod

Cannon Township

Mike Burns
 Mike DeVries
 Adam Elenbaas
 Kevin Green
 Tim Haagsma
 Jerry Hale
 Wayne Harrall
 Brian Hilbrands
 Nicole Hofert
 Jim Holtvluwer
 Doug LaFave
 Bill LaRose
 Matt McConnon
 Robert Miller
 Tom Noreen
 John Said
 Terry Schweitzer
 Rick Solle
 Jeff Thornton
 Don Tillema
 Laurie Van Haitsma
 Phil Vincent
 Steve Warren

City of Lowell
 Grand Rapids Charter Township
 Allendale Charter Township
 Algoma Township
 Gaines Charter Township
 Lowell Charter Township
 Kent County
 Cascade Charter Township
 City of Wyoming
 Ottawa County
 City of East Grand Rapids
 City of Cedar Springs
 Courtland Township
 City of Hudsonville
 Nelson Township
 Ada Township
 City of Kentwood
 Plainfield Charter Township
 Village of Caledonia
 Byron Township
 Jamestown Charter Township
 City of Rockford
 Kent County Road Commission

II. APPROVAL OF MINUTES

Referring to Item II: Attachments A and B, Bradshaw entertained the following motion:

MOTION by Wisselink, SUPPORT by Weersing, to approve the May 4, 2022 Technical Committee Minutes and the July 20, 2022 Combined Technical and Policy Committee Minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Coleman introduced Jason Ulanowicz, the new Executive Director of Transportation at Hope Network.

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Zonyk introduced the amendments to the FY2020-2023/2023-2026 TIP(s) that were described in the agenda package. They are as follows:

MDOT:

Zonyk explained that the MDOT Office of Passenger Transport is requesting to add the FY2023 MichiVan program to the TIP, which will utilize FY2022 funds. This has triggered a GPA amendment for the FY2022 Local Livability and Sustainability GPA.

Zonyk noted that MDOT is also requesting Committee review of the S/TIP exempt project list.

D. Kent provided details on two S/TIP exempt projects. D. Kent highlighted a resurfacing project, I-96 between Cascade and M-11, that has increased in price but remains in a GPA.

D. Kent mentioned another resurfacing project with extended limits (M-45 between 68th Ave and Sand Creek). The limits originally ended at the Grand River. This project will be obligated in FY2022 and constructed in FY2023.

City of Grand Rapids

The City of Grand Rapids is requesting to move a reconstruction project, State St between Lafayette Ave and Madison Ave, from FY2022 to FY2023. Additionally, the City is requesting to fund a FY2023 Surface Transportation Program – Urban (STPU) project, Wealthy St from Ethel Avenue to East City Limits, with local funds and move the available Federal funding for that project to another FY2023 STPU project, Ball Ave from Leonard St to Knapp St. This is due to time constraints pertaining to water main replacement. It is requested that the Federal share of Wealthy St. be added to the Federal share of Ball Ave which would increase the Ball Ave Federal funding share to 71.7%

Ottawa County Road Commission

Zonyk explained that the Leonard St project noted in the agenda packet was an error and should be disregarded. OCRC is requesting that the FY2023 18th / 20th Ave from M-21 to Bauer mill and fill project be removed from the TIP as it was approved for the Federal Buyout Program. Walters noted that the project does not have to be removed immediately, but will at some point in the future. Action on this item will be delayed until more information on the buyout program is received.

City of Kentwood

The City of Kentwood is asking to add \$131,654 in FY2023 CMAQ to their FY2023 52nd St rehabilitation project. This was recommended by the TPSG Subcommittee at the August 30th, 2022 meeting. This has been added to utilize additional funding on a shared use path. This will be added to the GPA but will not trigger a threshold amendment.

MOTION by Laughlin, SUPPORT by Conners to approve the TIP amendments requested by MDOT, the City of Grand Rapids, and the City of Kentwood, with action being deferred to a future meeting on the Ottawa County Road Commission amendment. MOTION CARRIED UNANIMOUSLY.

V. COMMITTEE BYLAWS

Referring to Item V: Attachment A, Faber presented the Committee bylaws discussion and proposed bylaw changes. Faber presented the bylaws page by page, noting the changes that have been proposed (these proposed changes can be found in the agenda packet located here: <https://www.gvmc.org/committee-minutes-agendas>)

Faber noted that the bylaws were reviewed at the July 20th, 2022 combined Technical and Policy Committee meeting. Faber presented a discussion regarding a note in Article III – Committee Membership that states:

“Membership on the GVMC Policy Advisory Committee shall be composed of duly elected or appointed representatives of the legally constituted political units or publicly owned transportation providers contained within the Metropolitan Area Boundary (MAB), provided that none of the representatives of political units of government may be employees of the Michigan Department of Transportation, Grand Rapids Area Transit Authority Interurban Transit Partnership, Kent County Road Commission or Ottawa County Road Commission.”

At present, MDOT is listed as an alternate for the City of Lowell. Discussion ensued and it was discussed whether or not this language should be amended, as it could be possible for one of those entities to represent multiple political units of government as alternates, thus limiting the number of political units of government attending meetings and, ultimately, voting on action items. Faber noted that any further discussion will be brought to Policy, who will ultimately decide and vote on these changes. Bradshaw asked if GVMC has an attorney who would be able to review this clause, and Faber noted that she would follow up on that.

Faber continued through the document, listing proposed changes, and asked if anybody had any suggestions for new Advisory Committee Members. D. Kent suggested that The Right Place be invited to the Committee.

Faber presented a discussion regarding Article V – Subcommittees. At the July meeting, it was discussed that the Nonmotorized Committee be added as an official Subcommittee. However, it is staff's interpretation that this article is referring to Subcommittees of the Technical and Policy Committees, not topic-area committees in general. The Nonmotorized Committee has representation from outside GVMC membership like other topic-based committees existing and upcoming (Freight, Safety, etc.). It is staff's position that these committees can operate independently in their advisory/working group forms without needing to be listed individually in these bylaws.

K. Bennett recommended that these committees are defined in the bylaws.

R. Sprague noted that often times the smaller, further away townships prefer to use the road commissions as proxies and handle business on their behalf. With that, and with quorum increasing, it could be an issue moving forward. D. Kent

suggested that the designated member is a non-MDOT or road commission member, with MDOT and the road commissions serving as alternates. S. Conners recommended that official proxies are required to be designated ahead of the meeting. Faber noted that this will be updated moving forward and if a member would like to add a proxy, to send an email and they will be added to the GVMC records.

MOTION by Wisselink, SUPPORT by Sprague to recommend approval of all draft changes made to the GVMC Bylaws, aside from the change regarding Article III 3.1, which will be brought to the Policy Committee for discussion and decision, and to address topic-specific subcommittees in the Bylaws. MOTION CARRIED UNANIMOUSLY.

VI. **OTHER BUSINESS**

1. 2050 Metropolitan Transportation Plan public survey and student drawing contest – GVMC
(More information: www.gvmc.org/mtp)

Faber noted that the MTP survey is open and emails have been sent to each member jurisdiction with additional information. Each community within the MPO area is competing for a \$1,000 beautification grant. The 5 communities with the highest participation rates will be entered in a drawing to win the grant, with one of the 5 randomly selected as the winner. Faber let the Committee know that GVMC has promotional items available to use. There is an online dashboard that is updated weekly to display the participation rates in each community, as well as display who is currently in the top 5. In addition to the survey, there is a kids poster contest taking place.

2. Airport Access Study: Phase Two Survey - GVMC
(More information: www.gvmc.org/airport-access-study)

Faber reminded the committee that the Phase 2: Airport Access Study survey is open until September 9th, 2022, and asked the Committee to take and share the survey.

3. Nonmotorized Count Map – GVMC
(View the map: <https://bit.ly/3B1zezX>)

Gericke presented the GVMC Nonmotorized Count map, which highlights count data from 2021 and 2022, including locations suggested by MPO members, FY2023 TAP locations, and locations counted manually in 2021. The counter is infrared based and takes 24-hour counts for one week at each location.

4. Reconnecting Communities Nonmotorized Planning Grant for US-131 – MDOT

D. Kent let the Committee know that MDOT submitted an application for the Reconnecting Communities Nonmotorized Planning Grant for US-131. There is a major rehabilitation project currently planned for FY2026 and FY2027 which will consist of one direction per year between Pearl St and Richmond St. This includes analyzing existing crossings and pedestrian tunnels. Beforehand, there will be study conducted to determine demand on either side of the freeway to better identify pedestrian and nonmotorized improvements. MDOT has received letters of support from across the planning area.

5. M-37 in Caledonia Township status update – MDOT

This project is subject of a State earmark from Representative Alberts and is a widening project that is being pursued as an environmental assessment. MDOT is working with environmental and the Federal Highway Administration, which will add some time to the process. An agreement has been put in place to allow MDOT to go up to 70% in design during the assessment, which typically stops at 30%. This will jumpstart the Preliminary Engineering phase. They will be starting the real estate process ahead of Environmental Assessment and working on public involvement before the end of the calendar year. At present, draft purpose and needs have been created.

6. US-131 PEL Study update – MDOT

T. Kent. noted that this includes the S-curve segment of US-131 which borders Wyoming and runs through Grand Rapids. MDOT met with the Local Advisory Committee earlier in the summer and is now working on operational analysis and scenario modeling. Consultants are working on cost estimates and phasing strategies. The third round of public involvement will likely take place next year. D. Kent noted that MDOT has been holding stakeholder/neighborhood group meetings.

7. Other

Zonyk updated the Committee on the status of PASER data collection, noting that collection is wrapping up for the year, with two days of ratings left. In the coming months, the jurisdictions will be provided with the collected data.

VII. **ADJOURNMENT**

MOTION by Weersing, SUPPORT by D. Kent, to adjourn the September 7th, 2022 Technical Committee meeting at 10:16 am. MOTION CARRIED UNANIMOUSLY.



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MEMORANDUM

DATE: October 26, 2022

TO: Technical Committee

FROM: Mike Zonyk, Transportation Planner

RE: **FY2023-2026 Transportation Improvement Program**

On behalf of MDOT, Grand Rapids, and the Kent County Road Commission amendments/modifications to the FY2023-2026 TIP are being requested. Here are the specific requests:

- MDOT is requesting approval for a GPA threshold change for their I-96 CPM project where money was added to match final estimates. This has triggered a GPA amendment for Trunkline Roads. Also, they are requesting to move their Leonard Street Traffic Safety signing project to the obligation date of 2023. Enclosed is also the S/TIP exempt project list and MDOT staff will provide highlights as necessary (please see attachments).
- Grand Rapids is requesting to add two Transportation Alternatives projects to the TIP for FY2023. One is for the addition of sidewalk/sidepath along Collindale Ave and the other is for adding flashing beacons at 6 intersections throughout the city. These were previously programmed during the TIP development process, but now that they've gone through MGS, they're officially being added to the TIP. This has triggered a GPA threshold amendment (please see attachments).
- Kent County Road Commission has been awarded Local Bridge money for their 18 Mile project over the Rogue River. This has triggered a GPA threshold amendment and needs committee approval. They have also purchased Cass County CRC Rural and Flex Funds and are adding them to their 100th St and Northland Drive projects respectively (please see memo attachments). Finally, KCRC is suspending their 28th St project between Kraft Avenue and Cascade

Road that was set to use Montcalm CRC money, which they are no longer purchasing.

If you have any questions, please do not hesitate to contact me at (616) 776-7669.

About GVMC

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and eastern Ottawa Counties. MPOs provide a comprehensive transportation planning and decision making process for their region which encompasses all modes of transportation and includes both short and long-range transportation planning.

What is the TIP?

The Transportation Improvement Program (TIP) identifies and lists all proposed transportation projects occurring in the MPO area that will be using federal funding over the course of four years. The planning process includes local jurisdictions, transit agencies, and state and federal transportation officials. More information about the development process can be found below, and the full document, including the list of projects for FY2023-2026, can be found on the GVMC website at:

www.gvmc.org/tip

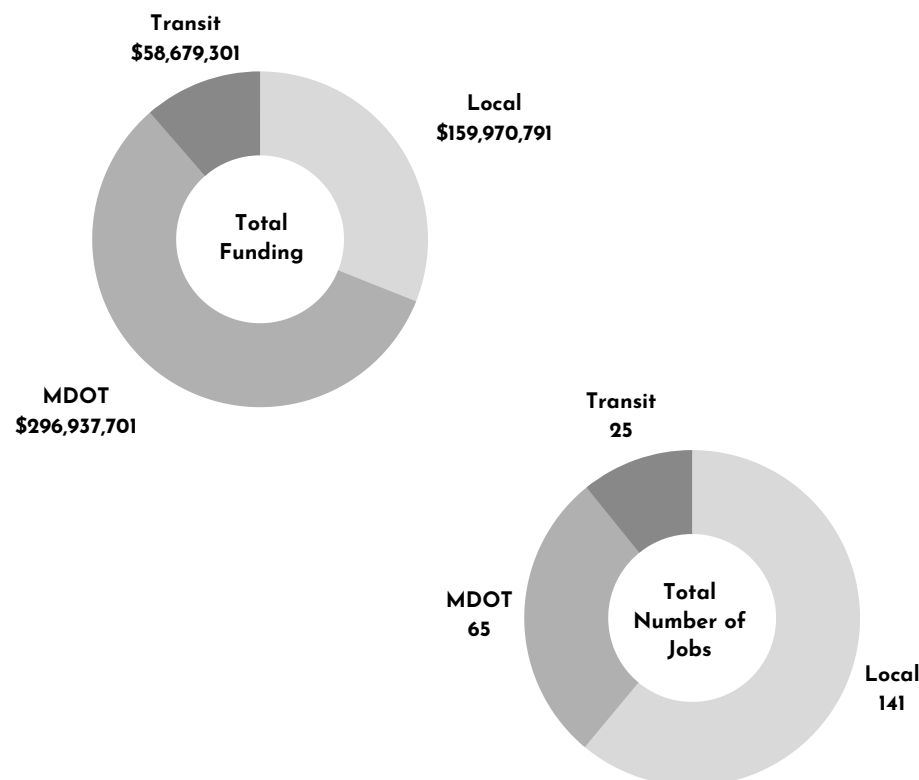
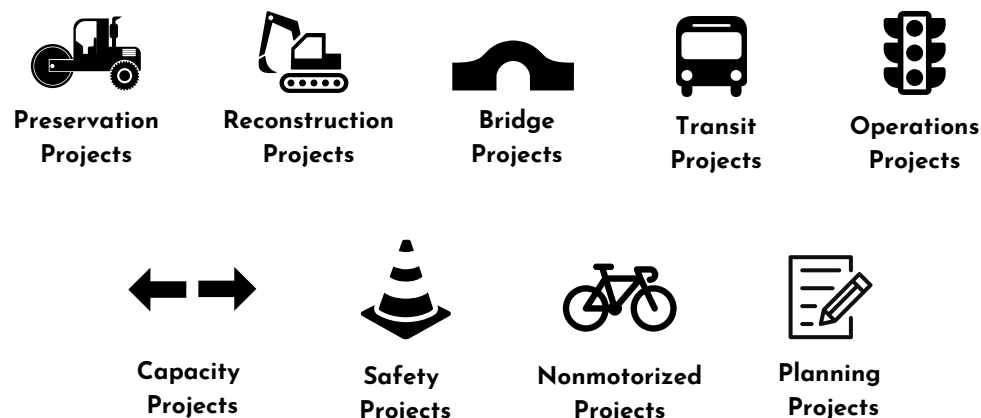
TIP Development Process



The FY2023-2026 TIP Includes

231 Projects totaling \$515,587,793

This Includes:



TIP Amendment Process

GVMC regularly amends the TIP to reflect changes to the list of projects. These changes include modifications to the cost of projects, scope, description, and fiscal years. Projects may also be added and deleted. While some changes are able to be made by GVMC staff, others require a formal amendment, which includes approval by the GVMC Technical and Policy Committees, MDOT, and by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

An amendment to the TIP is required if:

- A project is added or deleted from the list
- The cost of a project increases by 25% or more
- Project scope changes significantly

November 2022 TIP Amendment Summary

Additions	Suspension
2	1
Cost Changes	Fiscal Year Change
4	1

The complete list of amendments, including project information such as jurisdiction, cost, and project year, can be found on the following page.

FY 2020-2023 Transportation Improvement Program
September 2022 Amendment/Modifications

Fiscal Year	Job Type	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Template Name	Federal Amendment Type
2023	Local	212261	Local Bridge	Kent County	18 Mile Road	18 Mile Road, Str #5036 over the Rogue River, Kent County.	0.000	Bridge Rehabilitation	Bridge Rehabilitation	CON	Programmed	23-26	\$782,400	\$0	\$312,400	\$1,100,000	BFPO	HIP - Bridge	GPA Threshold over 25%
2023	Local	216854	Local Livability and Sustainability	Grand Rapids	Collindale Ave NW	Lake Michigan Dr to Burritt and Burritt 270' W of Collindale to Collindale	0.390	Roadside Facilities - Improve	Sidewalk/Pathway along Collindale and completion of sidewalk on Burritt	CON	Programmed	23-26	\$306,944	\$0	\$270,720	\$577,664	TAU	Transportation Alternatives - TMA	GPA Threshold over 25%
2023	Local	216855	Local Traffic Operations And Safety	Grand Rapids	GR Rapid Flashing Beacons	six (6) intersections in the City of Grand Rapids	0.303	Traffic Safety	Installation of rapid flashing beacons	CON	Programmed	23-26	\$251,451	\$0	\$107,765	\$359,216	TAU	Transportation Alternatives - TMA	GPA Threshold over 25%
2023	Trunkline	213954	S/TIP Line items	MDOT	Leonard St NE	TSC - major PR	26.055	Traffic Safety	Non-freeway signing upgrade	PE	Programmed	23-26	\$0	\$0	\$0	\$0	STG	Traffic And Safety - Signs	Moved Obligation date to 2023
2023	Trunkline	210818	Trunkline Road	MDOT	I-96	Whitneyville Avenue east to the Kent/Ionia County Line	8.345	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repair	CON	Programmed	23-26	\$2,749,500	\$305,500	\$0	\$3,055,000	IM	Road - Capital Preventive Maintenance	GPA Threshold over 25%

September 2022 - Pending GPA's

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Current Threshold Amount	Total Usage Amount	Total Proposed Amount
2023	GVMC	Trunkline	Trunkline Road	Proposed	\$2,111,001	\$3,055,000	\$1,021,646
2023	GVMC	Local	Bridge	Proposed	\$463,000	\$731,948	\$268,948
2023	GVMC	Local	Local Livability and Sustainability	Proposed	\$866,508	\$1,444,172	\$577,664
2023	GVMC	Local	Local Traffic Operations and Safety	Proposed	\$1,236,000	\$1,595,216	\$359,216



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2023, 2024

Date: 10/26/2022

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Classification: Internal

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			ROW	Abandoned	20-23	A	\$0	\$0	\$0	\$48,000	\$0	M	10/10/2022		11/01/2024		10/09/2022	
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			PE	Abandoned	20-23	A	\$0	\$0	\$0	\$20,000	\$0	M	10/10/2022		11/01/2024		10/09/2022	
2023	Trunkline	208525	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.343	Road Rehabilitation	Concrete Inlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$1,315,000	\$0	M	12/01/2022		11/07/2025		10/08/2022	
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement			PE	Programmed	23-26	A	\$0	\$0	\$0	\$240,850	\$0	M	10/03/2022		11/07/2025		10/08/2022	
2023	Trunkline	212524	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	2 structures located along US-131	0.000	Bridge CPM	Pin and Hanger Replacement, Joint Replacement, Zone Painting, Spot Paint			CON	Programmed	23-26	A	\$0	\$0	\$0	\$1,101,148	\$0	M	09/01/2023		11/03/2023		10/08/2022	
2023	Trunkline	212533	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-11	2 structures located on M-11 & I-96 EB	0.000	Bridge CPM	Scour Repair			CON	Programmed	23-26	A	\$0	\$0	\$0	\$666,000	\$0	M	11/10/2022		01/06/2023		10/08/2022	
2023	Trunkline	212929	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 NB	US-131 NB over Cesar E. Chavez Ave	0.000	Bridge CPM	Epoxy Overlay			PES	Programmed	23-26	A	\$0	\$0	\$0	\$330,942	\$0	M	10/07/2022		11/07/2025		10/08/2022	
2023	Trunkline	212929	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 NB	US-131 NB over Cesar E. Chavez Ave	0.000	Bridge CPM	Epoxy Overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$53,607	\$0	M	10/07/2022		11/07/2025		10/08/2022	
2023	Trunkline	213068	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 S	US-131 SB over Grandville Ave	0.000	Bridge CPM	Epoxy Overlay			PES	Programmed	23-26	A	\$0	\$0	\$0	\$249,085	\$0	M	03/01/2023		12/04/2026		10/08/2022	
2023	Trunkline	213068	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 S	US-131 SB over Grandville Ave	0.000	Bridge CPM	Epoxy Overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$40,127	\$0	M	03/01/2023		12/04/2026		10/08/2022	
2023	Multi-Modal	217066	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Transit Operating	areawide	0.000	SP09-Specialized Service	FY23 Spec. Svc.-Services for the elderly and individuals with disabilities			NI	Programmed	23-26	A	\$0	\$0	\$0	\$542,369	\$0	CTF	09/29/2023				10/11/2022	
2023	Multi-Modal	217492	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Bartlett St SW	Areawide	0.000	SP05-Local Bus Operating	FY23 Local Bus Operating			NI	Active	23-26	A	\$0	\$15,217,955	\$0	\$15,217,955	\$2,536,326	CTF	09/29/2023	10/01/2022			10/11/2022	
2023	Trunkline	217734	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS	I-196BS at Clyde Park	0.000	Traffic Safety	Modernize signalized intersection			CON	Programmed	23-26	A	\$0	\$0	\$0	\$317,624	\$0	M	08/11/2023		10/06/2023		10/14/2022	
2023	Multi-Modal	217747	Grand Valley Metropolitan Council (GVMC)	Kent	Hope Network, Inc.	Transit Operating	areawide	0.000	3000-Operating Assistance	Operating assistance under the FY23 5310 ARPA			NI	Programmed	23-26	A	\$0	\$0	\$81,889	\$81,889	\$0	AR11	09/29/2023				10/20/2022	
2023	Multi-Modal	217748	Grand Valley Metropolitan Council (GVMC)	Kent	Senior Neighbors	Transit Operating	areawide	0.000	3000-Operating Assistance	Operating assistance under the FY23 5310 ARPA			NI	Programmed	23-26	A	\$0	\$0	\$2,492	\$2,492	\$0	AR11	09/29/2023				10/20/2022	
2023	Multi-Modal	217749	Grand Valley Metropolitan Council (GVMC)	Kent	United Methodist Community House	Transit Operating	areawide	0.000	3000-Operating Assistance	Operating assistance under the FY23 5310 ARPA			NI	Programmed	23-26	A	\$0	\$0	\$2,836	\$2,836	\$0	AR11	09/29/2023				10/20/2022	
2023	Multi-Modal	217757	Grand Valley Metropolitan Council (GVMC)	Ottawa	Georgetown Seniors, Inc.	Transit Operating	areawide	0.000	3000-Operating Assistance	Operating assistance under the FY23 5310 ARPA			NI	Programmed	23-26	A	\$0	\$0	\$25,316	\$25,316	\$0	AR11	09/29/2023				10/20/2022	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2023, 2024

Date: 10/26/2022

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Classification: Internal

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimate/Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$50,000	\$0	\$50,000	\$50,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$23,909,064	\$0	\$23,909,064	\$23,909,064	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$2,875,000	\$0	\$2,875,000	\$2,875,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1404-computers (hardware and software)	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$325,000	\$0	\$325,000	\$325,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$200,000	\$0	\$200,000	\$200,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$50,000	\$0	\$50,000	\$50,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1406-security equipment - facilities	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$150,000	\$0	\$150,000	\$150,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1402-fare collection	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$500,000	\$0	\$500,000	\$500,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217801	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2020 CARES	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY2020 CARES Act Operating and Capital			NI	Programmed	23-26	A	\$300,000	\$0	\$300,000	\$300,000	\$0	CA07	10/20/2022			10/20/2022	
2023	Multi-Modal	217802	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2021 CRRSAA Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY2021 5307 CRRSAA Operating			NI	Programmed	23-26	A	\$6,246,871	\$0	\$6,246,871	\$6,246,871	\$0	CR11	10/20/2022			10/20/2022	
2023	Multi-Modal	217803	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	FY2021 ARP Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY2021 5307 ARP Operating			NI	Programmed	23-26	A	\$26,377,113	\$0	\$26,377,113	\$26,377,113	\$0	AR11	10/20/2022			10/20/2022	
2024	Trunkline	204758	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0.000	Roadside Facilities - Preserve	Cold milling and one course asphalt overlay.			PE	Programmed	23-26	A	\$0	\$0	\$0	\$5,000	\$0	M	12/01/2023		08/02/2024	10/09/2022	
2024	Trunkline	208852	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	0.000	Bridge Rehabilitation	Deep Overlay, Deck Patching and Substructure Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$475,849	\$0	M	10/02/2023		12/04/2026	10/08/2022	
2024	Trunkline	208852	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	0.000	Bridge Rehabilitation	Deep Overlay, Deck Patching and Substructure Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$216,685	\$0	M	10/02/2023		12/04/2026	10/08/2022	
2024	Trunkline	208925	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	3 Mile Road Over I-96 (41025-S06)	0.000	Bridge Rehabilitation	Deep Overlay			PES	Programmed	23-26	A	\$0	\$0	\$0	\$125,941	\$0	M	10/02/2023		10/03/2025	10/08/2022	
2024	Trunkline	208925	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	3 Mile Road Over I-96 (41025-S06)	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$48,385	\$0	M	10/02/2023		10/03/2025	10/08/2022	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2023, 2024

Date: 10/26/2022

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Classification: Internal

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments
2024	Trunkline	208926	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	14 Mile Road (M-57) over US-131 Algoma Twp, Kent County	0.000	Bridge Rehabilitation	Deep overlay			PES	Programmed	23-26	A	\$0	\$0	\$0	\$232,664	\$0	M	08/01/2024		10/02/2026		10/08/2022	
2024	Trunkline	208926	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	14 Mile Road (M-57) over US-131 Algoma Twp, Kent County	0.000	Bridge Rehabilitation	Deep overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$45,356	\$0	M	08/01/2024		10/02/2026		10/08/2022	
2024	Trunkline	209253	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	12 Mile Road over US-131 Algoma Twp, Kent County	0.000	Bridge Rehabilitation	Deep Overlay			PES	Programmed	23-26	A	\$0	\$0	\$0	\$136,200	\$0	M	08/01/2024		10/02/2026		10/08/2022	
2024	Trunkline	209253	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	12 Mile Road over US-131 Algoma Twp, Kent County	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$24,505	\$0	M	08/01/2024		10/02/2026		10/08/2022	
2024	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	3.324	Major Widening	Reconstruction and Widening for a Boulevard			ROW	Programmed	23-26	A	\$0	\$0	\$0	\$1,500,000	\$0	M	12/01/2023		08/02/2024		10/08/2022	
2024	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	3.324	Major Widening	Reconstruction and Widening for a Boulevard			CON	Programmed	23-26	A	\$0	\$0	\$0	\$34,500,000	\$0	M	06/07/2024		08/02/2024		10/08/2022	
2024	Trunkline	210829	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	M-37 east to Cascade Road	2.682	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay (2")			PE	Programmed	23-26	A	\$0	\$0	\$0	\$100,000	\$0	M	12/15/2023		09/06/2024		10/08/2022	
2024	Trunkline	210829	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	M-37 east to Cascade Road	2.682	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay (2")			CON	Programmed	23-26	A	\$0	\$0	\$0	\$3,258,000	\$0	M	07/12/2024		09/06/2024		10/08/2022	
2024	Trunkline	211401	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-96	I-96 EB over M-11 WB	0.000	Bridge CPM	Deck Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$124,766	\$0	M	08/05/2024		08/04/2028		10/08/2022	
2024	Trunkline	211401	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-96	I-96 EB over M-11 WB	0.000	Bridge CPM	Deck Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$116,061	\$0	M	08/05/2024		08/04/2028		10/08/2022	
2024	Trunkline	211402	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Four (4) Bridges on I-96	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$272,324	\$0	M	09/03/2024		08/04/2028		10/08/2022	
2024	Trunkline	211402	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Four (4) Bridges on I-96	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$170,852	\$0	M	09/03/2024		08/04/2028		10/08/2022	
2024	Trunkline	211403	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	I-96 over Bristol Road	0.000	Bridge CPM	Deck Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$98,500	\$0	M	09/03/2024		08/04/2028		10/08/2022	
2024	Trunkline	211403	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	I-96 over Bristol Road	0.000	Bridge CPM	Deck Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$37,600	\$0	M	09/03/2024		08/04/2028		10/08/2022	
2024	Trunkline	211441	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Two (2) Bridges on US-131 over 6 Mile Road	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PES	Abandoned	23-26	A	\$0	\$0	\$0	\$86,000	\$0	M	10/02/2023		10/03/2025		10/08/2022	
2024	Trunkline	211441	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Two (2) Bridges on US-131 over 6 Mile Road	0.000	Bridge Rehabilitation	Deep Overlay and Deck Patching			PE	Abandoned	23-26	A	\$0	\$0	\$0	\$81,000	\$0	M	10/02/2023		10/03/2025		10/08/2022	
2024	Trunkline	211447	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Pine Island Drive over US-131	0.000	Bridge CPM	Deck Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$30,000	\$0	M	08/05/2024		10/02/2026		10/08/2022	
2024	Trunkline	211447	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	Pine Island Drive over US-131	0.000	Bridge CPM	Deck Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$42,000	\$0	M	08/05/2024		10/02/2026		10/08/2022	
2024	Trunkline	211448	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	10 Mile Road over US-131	0.000	Bridge CPM	Deck Patching			PES	Programmed	23-26	A	\$0	\$0	\$0	\$50,000	\$0	M	10/02/2023		10/02/2026		10/08/2022	
2024	Trunkline	211448	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	10 Mile Road over US-131	0.000	Bridge CPM	Deck Patching			PE	Programmed	23-26	A	\$0	\$0	\$0	\$35,000	\$0	M	10/02/2023		10/02/2026		10/08/2022	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2023, 2024

Date: 10/26/2022

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Classification: Internal

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	CR Approved Date	Comments				
2024	Trunkline	211492	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45 OLD	From the Grand River east to M-45	1.288	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			PE	Programmed	23-26	A	\$0	\$0	\$0	\$40,000	\$0	M	10/09/2023		11/01/2024		10/08/2022					
2024	Trunkline	211492	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45 OLD	From the Grand River east to M-45	1.288	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			CON	Programmed	23-26	A	\$0	\$0	\$0	\$722,000	\$0	M	09/06/2024		11/01/2024		10/08/2022					
2024	Trunkline	211694	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management	Active Traffic Management Systems			PES	Programmed	23-26	A	\$0	\$0	\$0	\$356,000	\$0	M	10/02/2023		08/07/2026		10/08/2022					
2024	Trunkline	214788	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Regionwide	US-131/54th Street	0.000	Bridge Rehabilitation	Regionwide High Load Hit Repairs			CON	Programmed	23-26	A	\$0	\$0	\$0	\$1,306,826	\$0	M	08/30/2024		11/01/2024		10/08/2022					
Grand Total:																	\$60,983,048	\$15,217,955	\$61,095,581	\$125,475,802	\$2,536,326											

Total Job Phases Reported: 49

Preferences:

Report Format: Standard

FISCAL Year(s): 2023, 2024

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

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2020 - Fiscal Year 2023, Fiscal Year 2023 -

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Trunkline, Local, Multi-Modal

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)

Amendment Type: ALL

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

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



Kent County Road Commission

October 25, 2022

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

Re: 2023 – 2026 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the 2023 TIP be amended to include the following project changes:

Tyrone Bridge No. 21 – 18 Mile over the Rogue River (Job #212261)

Work: Bridge Rehabilitation
Length: 0.11 Mile
Total Bridge Funds = **\$782,400**
Local Match = \$312,400
Total Project Cost = **\$1,100,000**

100th Street – East Paris Avenue to Patterson Avenue (Job #215916)

Work: 2-lane All-season construction
Length: 1.0 Mile
KCRC STP Rural = \$991,000
Purchase Cass CRC Rural = \$308,480
Total STP Rural = \$1,299,480
Local Match = \$300,520
Total Project Cost = \$1,600,000

Northland Drive – 12 Mile Road to 14 Mile Road (Job #205712)

Work: 5-lane full depth HMA Mill & Fill
Length: 2.18 Miles
State EDC Funds = \$1,656,614
Purchase Cass CRC STP Flex = \$350,000
Total State & Federal = \$2,006,614
Local Match = \$560,000
Total Project Cost = \$2,566,614

Please remove the **28th Street between Kraft Avenue and Cascade Road resurfacing** project and place it back on the illustrative list. Montcalm CRC has sold their federal aid to MDOT, therefore we have no current funding source for this project.

Working to keep Kent County moving

Ms. Laurel Joseph
October 25, 2022
Page two

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

Sincerely,

A handwritten signature in black ink that reads "Wayne A. Harrall". The signature is written in a cursive style with a large, looping initial "W".

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

WAH:kll

C: Steve Warren
Jerry Byrne
Tim Haagsma
Rick Sprague



GRAND VALLEY METROPOLITAN COUNCIL

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP
CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: Wednesday, October 26, 2022

TO: Technical Committee

FROM: Andrea Faber, Transportation Planner

RE: **2045 Metropolitan Transportation Plan (MTP) Amendment**

MDOT is requesting to amend the 2045 Metropolitan Transportation Plan (MTP) to accommodate a grant from the Michigan Legislature for a boulevard on M-37 from south of 92nd Street to north of 76th Street in Caledonia Township. This project is currently on the illustrative list in the MTP and includes connected road and bridge preservation, non-motorized, and operational and safety improvements. Further details about this project are included on the following page.

If you have any questions, please feel free to [email](#) me or call (616) 776-7603.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

DATE: October 25, 2022

TO: Laurel Joseph, Transportation Director
 Grand Valley Metro Council

FROM: Dennis Kent, Region Transportation Planner
 MDOT/Grand Region

SUBJECT: **2045 Metropolitan Transportation Plan (MTP) Amendment
 MDOT Request; Regarding: M-37 in Caledonia Township**

MDOT is requesting an amendment to the GVMC 2045 MTP, to accommodate a grant from the Michigan Legislature for a boulevard on M-37, as well as connected road and bridge preservation, non-motorized, operational and safety improvements for the following project:

Proposed Additional MTP Project

FY	JN	Route	Location	Work Description	Phase	Total Cost Est. (\$000)	Change
24-25	210063	M-37	From south of 92nd Street to north of 76th Street in Caledonia Twp.	Construct 4-lane boulevard and related preservation, non-motorized, operational and safety improvements	Const and ROW	\$55,000	New Project

This location is currently in the MTP as an Illustrative Project. With the state legislative grant and previously committed preservation and safety funding, MDOT has the financing available to include this as a committed project in the MTP. MDOT has started the federal NEPA Environmental Assessment (EA) process, which is expected to be completed in 2024, with funding previously included in the MPO Transportation Improvement Program (TIP). Public Involvement will also be part of the EA process. As the EA is completed, MDOT will request and include additional project phases in the MPO TIP.

Feel free to contact me at 616/451-3091 if you have any questions.

Thank you for your consideration.

cc GVMC MPO Committees
 S. Rozema, MDOT
 A. Faber, GVMC

J. Franklin, MDOT
 L. Walters, MDOT
 T. Kent, MDOT

M. Zonyk
 T. Sabin, MDOT
 W. Loehle, MDOT



GRAND VALLEY METROPOLITAN COUNCIL

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 CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE
 GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP
 OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: November 2, 2022

TO: Technical Committee

FROM: George Yang, Senior Transportation Planner

RE: **Support of MDOT Safety Targets for Calendar Year 2023**

The Michigan Department of Transportation (MDOT) has established the 2023 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC's baseline condition based on the five-year rolling average from 2017-2021.

Michigan State Safety Targets for Calendar Year 2023

Measure (5-year rolling average)	Michigan State Baseline Condition (2017-2021)	Michigan State 2023 Targets	GVMC Baseline Condition (2017-2021)
Number of Fatalities	1,041.8	1,105.6	66.4
Rate of Fatalities per 100 million VMT	1.071	1.136	0.943
Number of Serious Injuries	5,742.2	5,909.2	455.6
Rate of Serious Injury per 100 million VMT	5.878	6.058	6.474
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	752.0	743.4	69.0

MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a research report titled Identification of Factors

Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16- to 24-year-olds, and alcohol consumption had the greatest impact at approximately 85 percent.

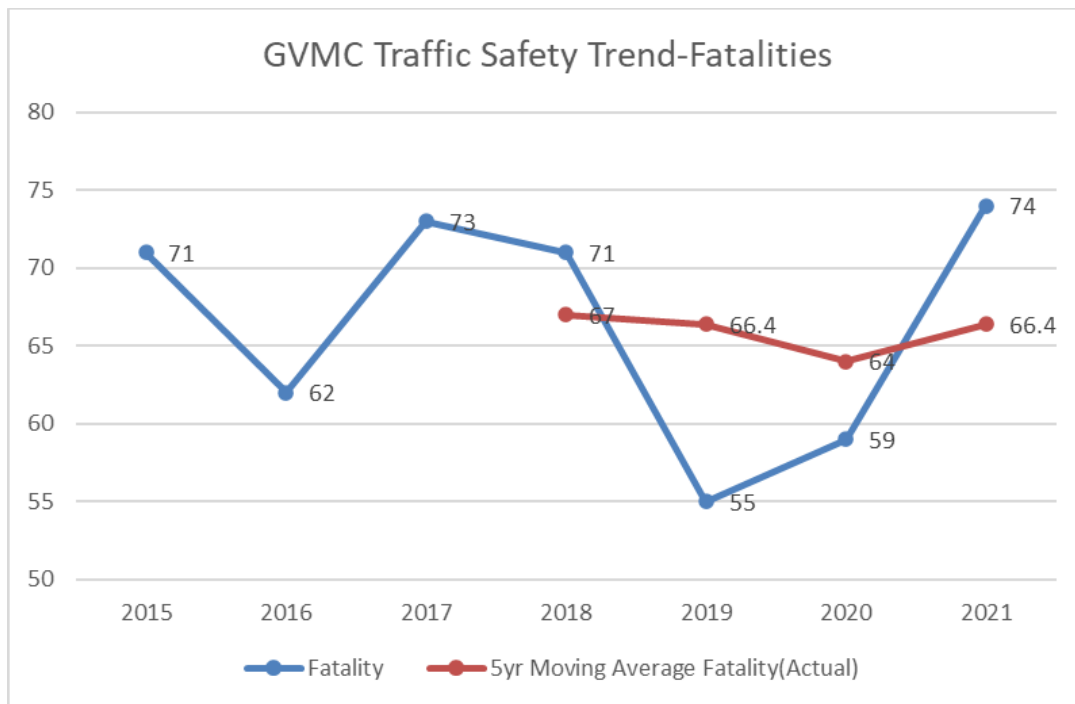
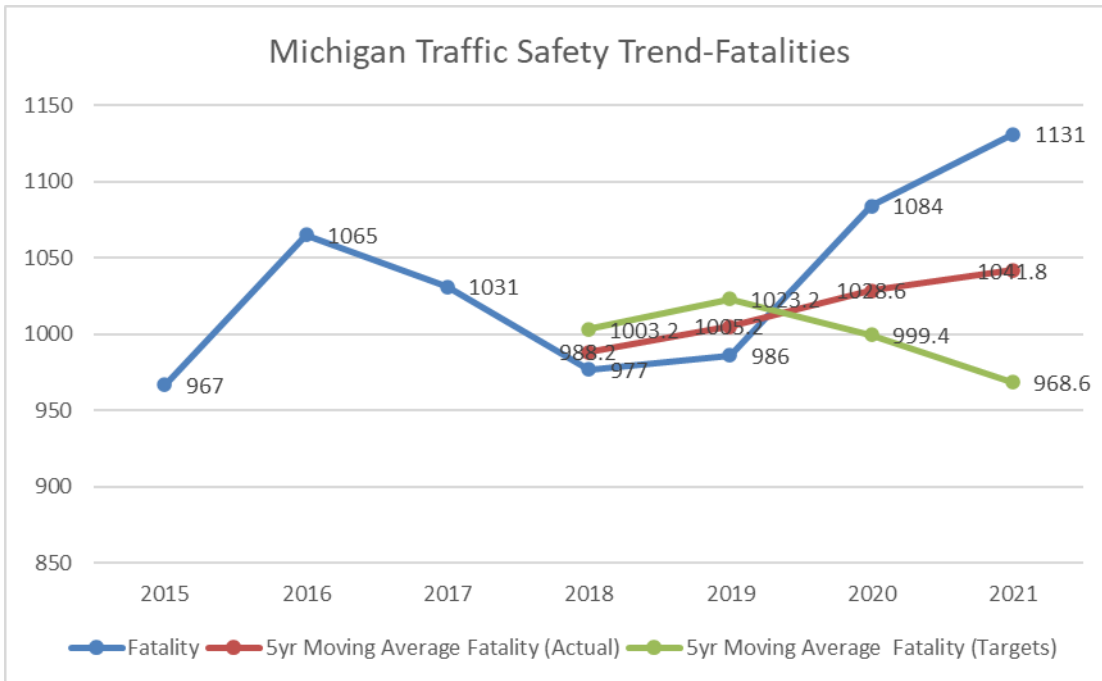
MPOs are required to establish safety targets by either:

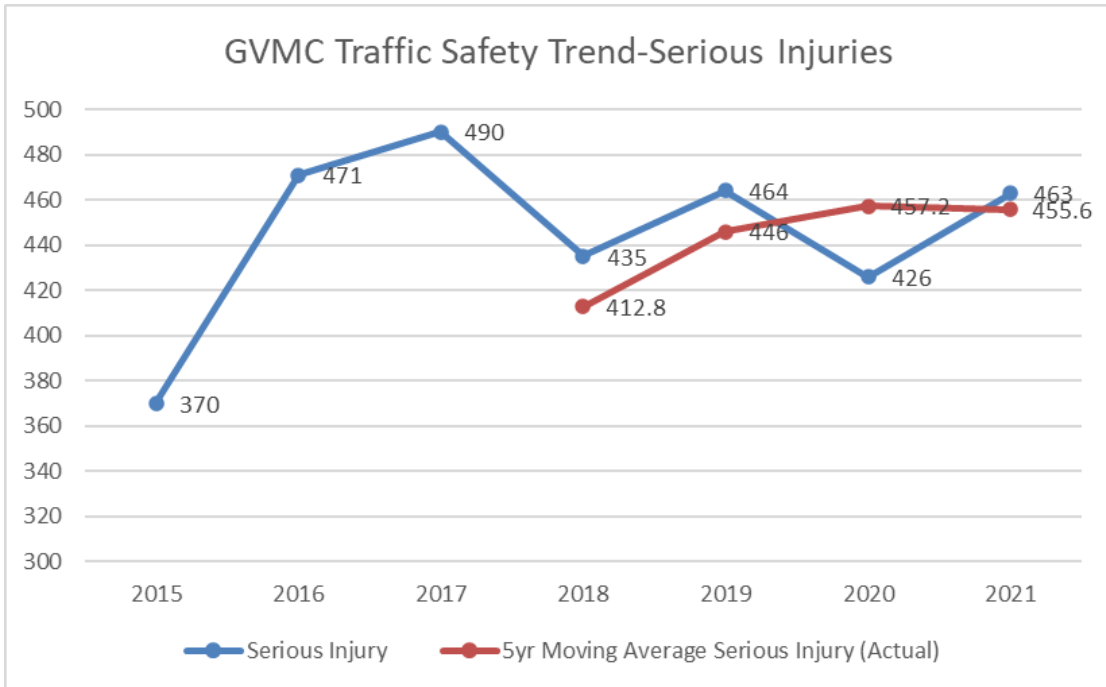
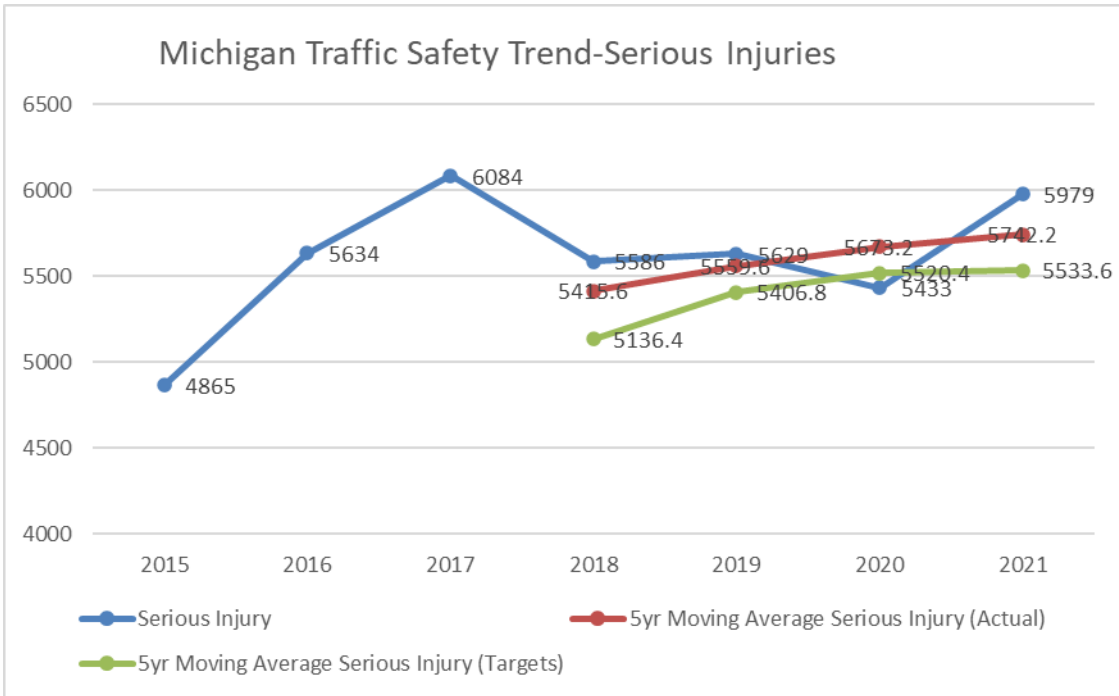
1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or
2. Committing to a quantifiable target for the performance measures for their metropolitan planning area

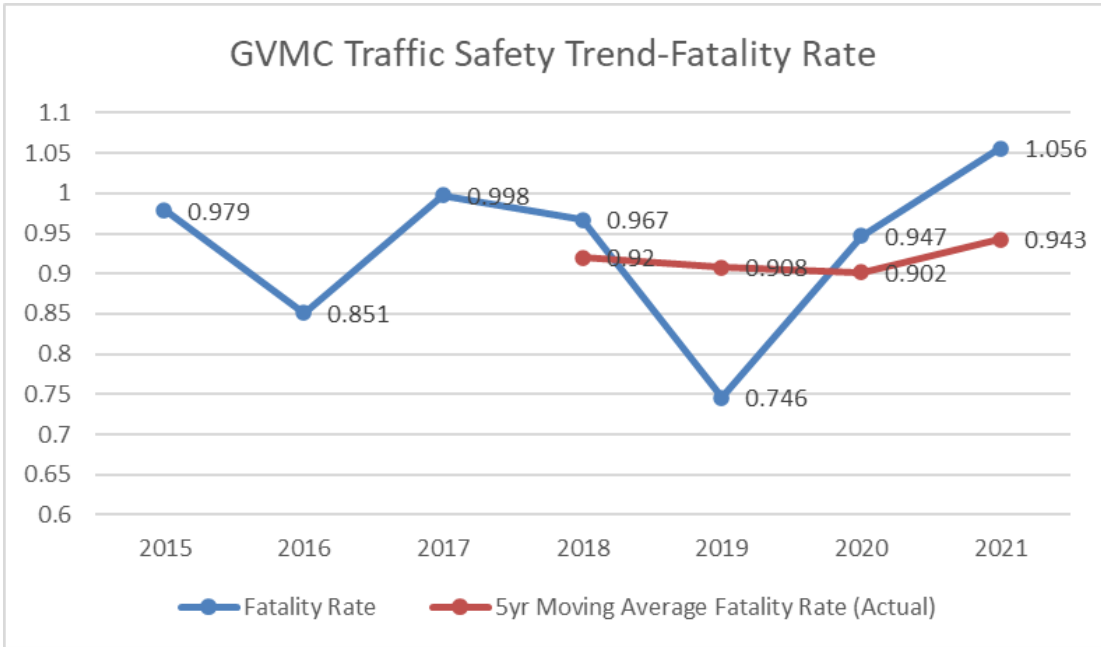
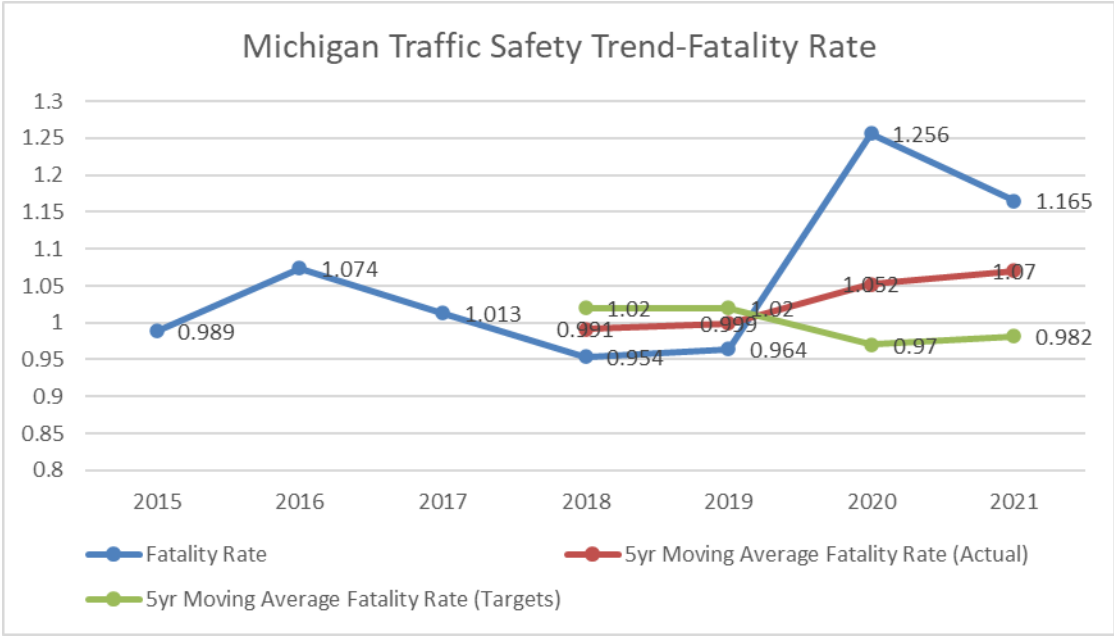
MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT is required to report to FHWA its safety targets before August 31, 2022, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2023 no later than February 27, 2023.

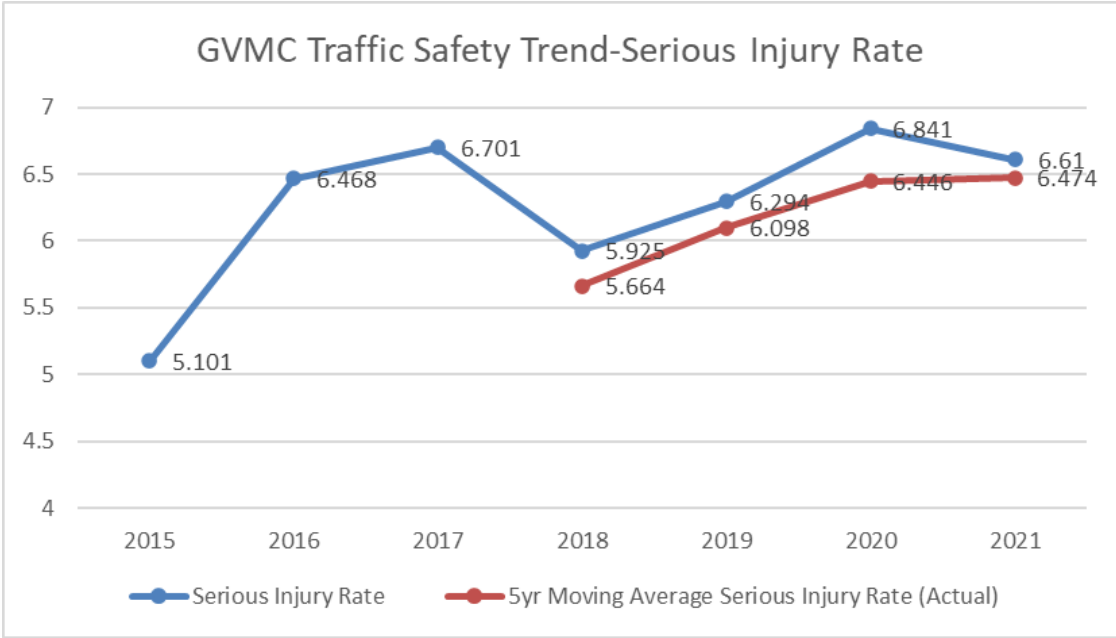
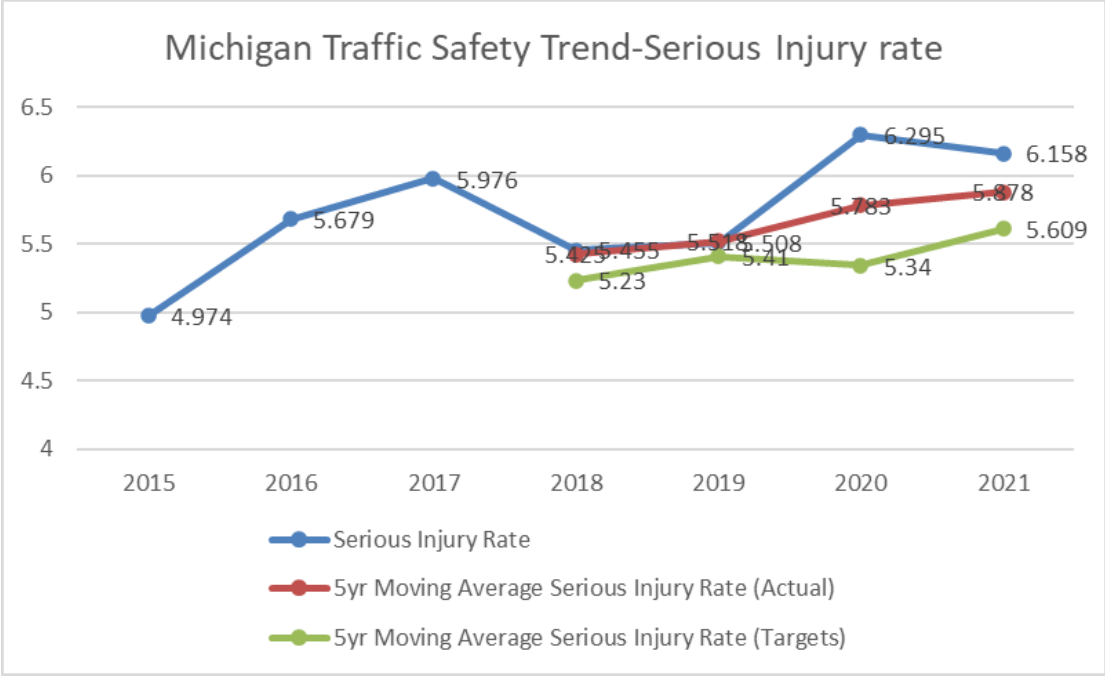
To aid in the discussion surrounding this topic, staff looked at data related to GVMC's safety performance as well as the safety projects we've implemented and safety funding that has been spent in the region over the last two years.

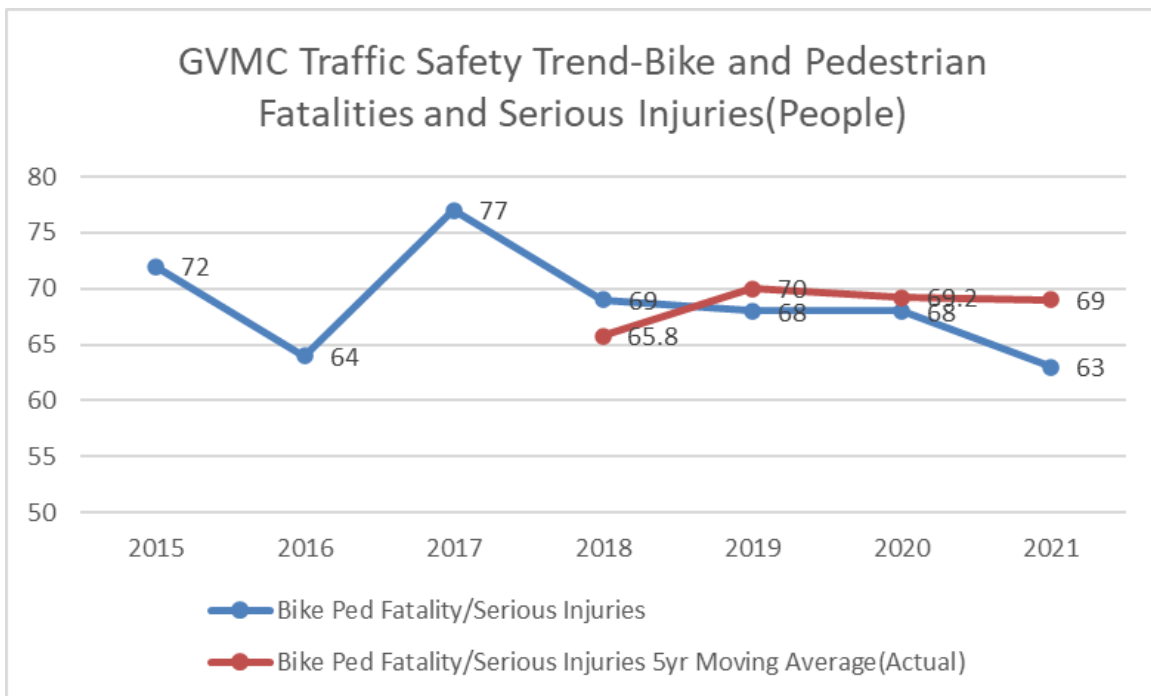
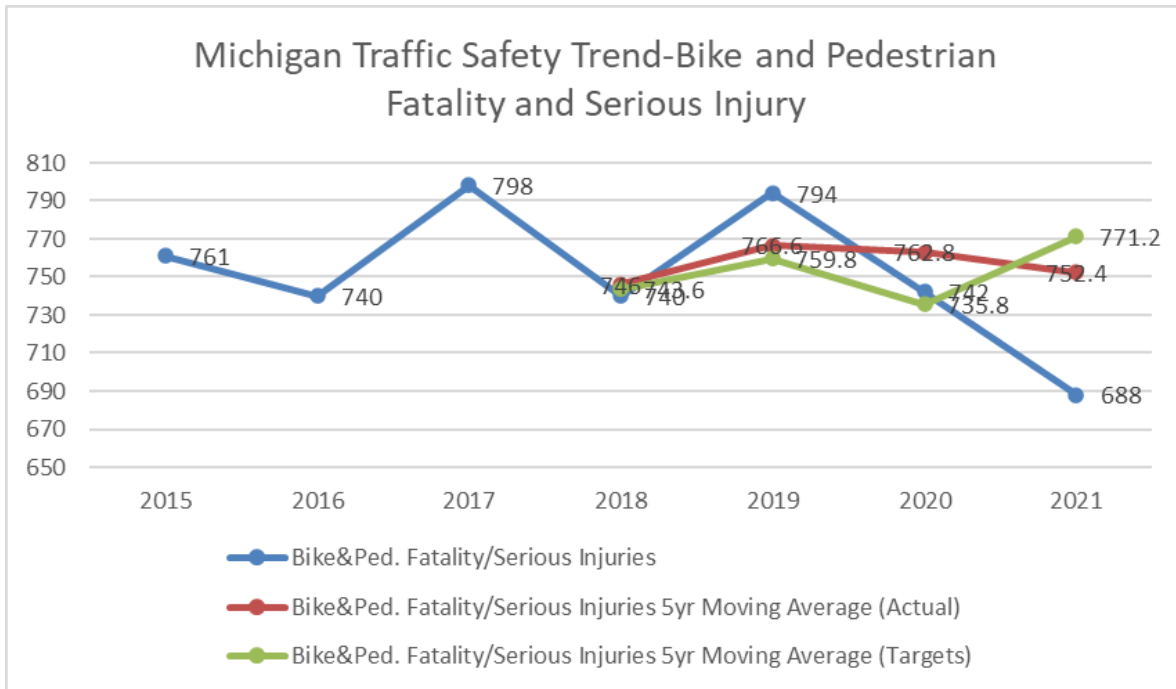
As shown in the charts below, while GVMC's fatality rates and five-year moving average fatality rates over the last few years were lower than the state's, the serious injury rates and 5-year moving average serious injury rates in the GVMC region have been higher than the state's. Also, the data show GVMC's traffic fatalities and fatality rate increased between 2020 to 2021, while serious injuries and serious injury rate stayed relatively flat. Additionally, GVMC's average number of bicycle and pedestrian fatalities and serious injuries remained more stable than the number for the entire state.











Last year, in addition to electing to support state targets, GVMC established regional safety goals to decrease fatalities, fatality rates, serious injuries, serious injury rates, and nonmotorized fatalities and serious injuries in our region. As shown in the charts

above, the only measure that decreased in the GVMC area was the five-year average for number of serious injuries. Everything else either stayed flat or increased.

Comparing the baseline condition for GVMC to the whole state, on average about 6.4% of the state’s fatalities, 7.8% of the state’s serious injuries, and 9.2% of the state’s nonmotorized fatalities and serious injuries have occurred in the GVMC region. Meanwhile, in the last two fiscal years our region has been able to secure roughly 6.3% of the federal local safety funding and about 9.1% of the total funding MDOT has spent in the safety templates over the last two years. All the safety funding our locals have been awarded the last two years has gone toward signal modernization and upgrade projects, while 45% of MDOT’s safety spending has gone toward signing projects and 30% to pavement marking projects in the region.

With all this information in mind, it is staff’s recommendation that GVMC continues to support state safety targets while also continuing work toward regional goals to improve upon GVMC’s baseline condition for all safety performance measures. Please see the summary table below. Committee action on these safety targets is required by February 27, 2023.

Measure (5-year rolling average)	Michigan State Baseline Condition (2017-2021)	Michigan State 2022 Targets (2019-2023)	GVMC Baseline Condition (2017-2021)	Recommended Action on Safety Targets	Recommended GVMC Regional Safety Goals
Number of Fatalities	1,041.8	1,105.6	66.4	Support State Target	Decrease regional number of fatalities
Rate of Fatalities per 100 million VMT	1.071	1.136	0.943	Support State Target	Decrease regional fatality rate
Number of Serious Injuries	5,742.2	5,909.2	455.6	Support State Target	Decrease regional number of serious injuries
Rate of Serious Injury per 100 million VMT	5.878	6.058	6.474	Support State Target	Decrease regional serious injury rate
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	752.0	743.4	69.0	Support State Target	Decrease regional number of nonmotorized fatalities and serious injuries

Like all our members, GVMC staff is committed to working to improve safety for all the users of our transportation system in any way we can. In September, GVMC applied for a SS4A grant to complete a Safety Action Plan for the region with the aim of developing a plan that will allow members to pursue SS4A Implementation Grant funding to increase the amount of funding coming to our region for safety projects. It is expected that award decisions for this grant will be announced this winter. Staff is also working to establish a Safety Committee to guide regional safety planning efforts related to the Safety Action Plan, the 2050 MTP update, and regional safety planning in general.

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



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

GRETCHEN WHITMER
 GOVERNOR

PAUL C. AJEGBA
 DIRECTOR

September 30, 2022

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2023. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process for the safety performance measure.

State Safety Targets for Calendar Year 2023:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2017-2021)	Calendar Year 2023 State Safety Targets
Fatalities	1,041.8	1,105.6
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate per 100 million VMT	5.878	6.058
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	752.0	743.4

Federal Law and regulations require that MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31, 2022. MPOs are now required to decide on their MPO safety targets for calendar year 2023 no later than February 27, 2023.

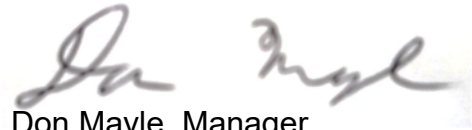
MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. Enclosed is a report documenting the background and analysis for the development of the safety targets.

Metropolitan Planning Organization Director
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September 30, 2022

Thank you for your participation in the performance measure coordination process.

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-335-2949 or LanumJ@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style and is positioned above the typed name.

Don Mayle, Manager
Statewide Planning Section

Enclosure

cc: J. Lanum, MDOT
A. Pickard, FHWA
D. Parker, MDOT
E. Kind, MDOT
M. Bott, MDOT
K. Travelbee, MDOT
T. White, MDOT
M. Toth, MDOT
C. Newell, MDOT

Metropolitan Planning Organization Director
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September 30, 2022

BTP: STPD:JL:jln

Urban\MPO Target Performance\SAFETY\MPO Letter Sept_2022

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety.

On the same date, FHWA published a companion Safety Performance Management (Safety PM) final rule ([81 FR 13881](#)) to support national safety goals and carryout the HSIP. The safety PM final rule has been codified in a new regulation [23 CFR Part 490, Subpart B](#). The purpose of the Safety PM is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The five safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

In 2018, the National Highway Traffic Safety Administration (NHTSA) published the final Uniform Procedures for State Highway Safety Grants Program ([83 FR 3466](#)) and updated Highway Safety Plan (HSP) requirements. The purpose of the safety grants is to focus investments on reducing fatalities, injuries, and economic loss resulting from vehicle crashes through behavioral traffic safety programs.

The FHWA and NHTSA coordinated the final rules to identify three common performance measures (1 through 3 below) for which the annual performance targets must be identical as reported in the HSIP and HSP. The measures/targets are reported as five-year rolling averages.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

With three common safety performance measures that must have identical targets reported in the annual HSIP and HSP, establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Strategic Highway Safety Office (SHSO), and Michigan Metropolitan Planning Organizations (MPOs). The coordination and target requirements promotes working collaboratively to achieve the targets.

The annual timeline for establishing and reporting targets is as follows:

April/May: One or more coordination sessions between MDOT and MTPA members to develop safety targets for the next calendar year.

July 1: SHSO reports targets for the next calendar year to NHTSA through the HSP, including “identical” targets for the three common performance measures.

August 31: MDOT reports targets for the next calendar year to FHWA through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual targets should support the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

The MPO must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2023 MICHIGAN SAFETY TARGETS

Existing Trend

The first step in developing annual safety targets is to establish the 5-year rolling average baseline trend. FHWA prescribes the calculation as follows: For each measure, sum the most recent five consecutive years actual performance, ending in the year the targets for the next year are being developed, divide by five, and round to the tenth decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT, then divide by five, and round to the thousandth decimal place.

Data for calculation: The Fatalities Analysis Report System (FARS) is to be used for fatality related measures, and the State of Michigan Crash database is used for serious injury related measures. The VMT is calculated annually from the Highway Performance Monitoring System (HPMS).

Exogenous Factors

The next step in the target development process is to consider how exogenous factors influence/impact traffic fatalities and serious injuries. The respective parties have agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a completed research report titled [Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States](#), which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent. Preliminary findings indicate individual acceptance of

risk appears to have a greater impact on the number of fatalities and serious injuries than fluctuations in traffic volume. In other words, the better the economy, the greater the level of risk individuals are willing to take.

2022-2023 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. UMTRI predicts 1,168 fatalities in CY 2022, and 1,159 in 2023.

The change model predicts change in fatalities from the previous year based on several predictors. This log-change regression model is tied closely to whatever happened recently, so it cannot diverge very far from the current time unless we predict many years out into the future. The change model predicts a steady (slow) decrease in fatalities. The dataset is a collection of differences from one year to the next within the state, expressed as a percentage of the previous year. Thus, the predictors can influence exposure and/or risk.

Alternatively, the count model directly predicts counts so it could diverge from observed by a lot if the patterns change in the real world. Based on known factors the count model shows a steady increase in fatalities through 2025. As this is not what is expected the change model was selected in developing the targets.

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 6,287 serious injuries in CY 2022, and 6,218 in CY 2023.

VMT values have been predicted for CYs 2020, 2021 and 2022. VMT estimates for CY 2020 and CY 2021 are reduced due to COVID-19. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.187 for CY 2021, and 1.133 for CY 2022, and annual serious injury rates of 6.266 for CY 2021, and 5.959 for CY 2022.

Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 763 for CY 2022, and 732 for CY 2023.

The above annual forecasted values for CY 2022 and CY 2023 along with the actual values from CY 2019 to 2021 to determine the 2023 Targets (five-year rolling average) are shown in the 2023 Target Summary table. In addition, actual values dating back to CY 2017 are included as part of the determination of the 2021 baseline condition.

2023 Predictions (Targets)

Number of Fatalities	1,105.6
Rate of Fatalities per 100M VMT	1.136
Number of Serious Injuries	5,909.2
Rate of Serious Injuries per 100M VMT	6.058
Number of Non-Motorized Fatalities and Serious Injuries	743.4

Strategic Highway Safety Plan (SHSP)

While MDOT and the SHSO are responsible for setting the targets in collaboration with Metropolitan Planning Organizations (MPOs), traffic fatalities and serious injuries are a State of Michigan issue that requires awareness and intentional action from all levels of government and the public to change the overall safety culture. Over 90 percent of fatal crashes are the result of human behavior, and the most effective safety feature is changing user behavior to be more risk adverse. Crashes are not accidents.

Michigan’s [Strategic Highway Safety Plan \(SHSP\)](#) is the blueprint for addressing both fatalities and serious injuries. Under the guidance of the Governors Traffic Safety Advisory Commission (GTSAC) the SHSP has adopted the vision of Toward Zero Deaths. The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Over 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver

education, emergency response, enforcement, engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities. By incorporating safety into all facets of transportation, Michigan can achieve this vision. But to get there the GTSAC has adopted interim goals to reach every four years. To carry forth the SHSP is focused on four broad emphasis areas:

1. High-Risk Behaviors
2. At-Risk Road Users
3. Engineering Infrastructure
4. System Administration

Within these emphasis areas, 11 action teams provide more targeted guidance on area-specific safety issues. Structuring these action teams under the broad umbrella of these four emphasis areas creates efficiencies given the degree of overlap amongst the teams. Updated goals, strategies, objectives, and activities for each are based on current traffic crash data. More information on the GTSAC and the SHSP can be found at the GTSAC website.

All citizens of Michigan are welcome and encouraged to participate in the action teams and attend the annual Safety Summit to learn more about the SHSP and what part they can play in changing the safety culture of Michigan. MDOT offers scholarships for local officials and MPOs to attend the summit.

Michigan is committed to the goal of reducing traffic crashes and resulting injuries and fatalities. MDOT implements countermeasures such as intersection-related improvements including signalization and geometric changes by converting traditional intersections to roundabouts where feasible. Other improvements include converting four-lane roadways to three lanes, restriping improvements, the installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but made an increase in 2021 with 1,131. This is reflected in the five-year average or target of 1,105.6 for 2023. For the same time serious injuries have remained constant from 6,084 to 5,979 and is reflected in the five-year target of 5,909.2.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2021 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Target	Target	Target	Target	Fatality/ Serious
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4

Targets as reported to FHWA for the respective year

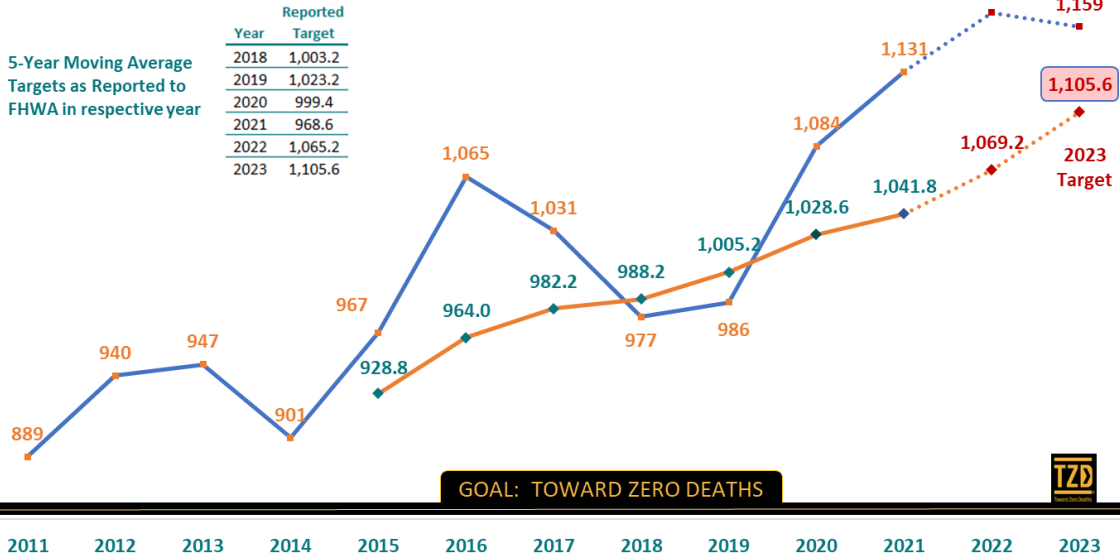
Annual Crash Data

Year	Fatality	Fatality	Serious	Serious	Non-
	Reported	Rate	Injury	Injury Rate	Motorized
Year	Target	Target	Target	Target	Fatality/ Serious
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,084	1.256	5,433	6.295	740
2021	1,131	1.165	5,979	6.158	688

Reference:

- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway Safety Plan](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [Highway Safety Improvement Program/ Dashboard](#)

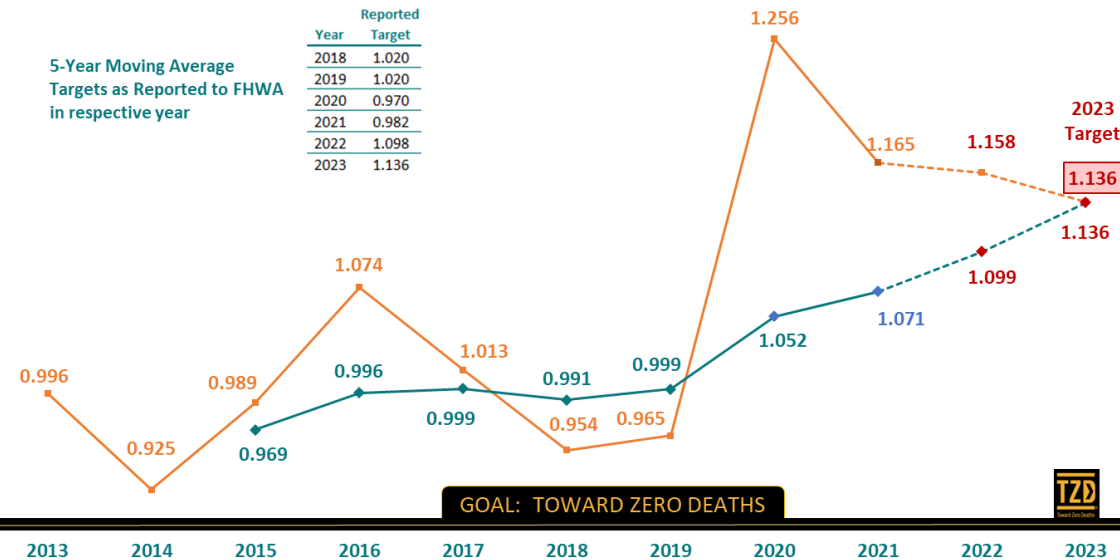
Highway Safety Improvement Program
Number of Fatalities
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

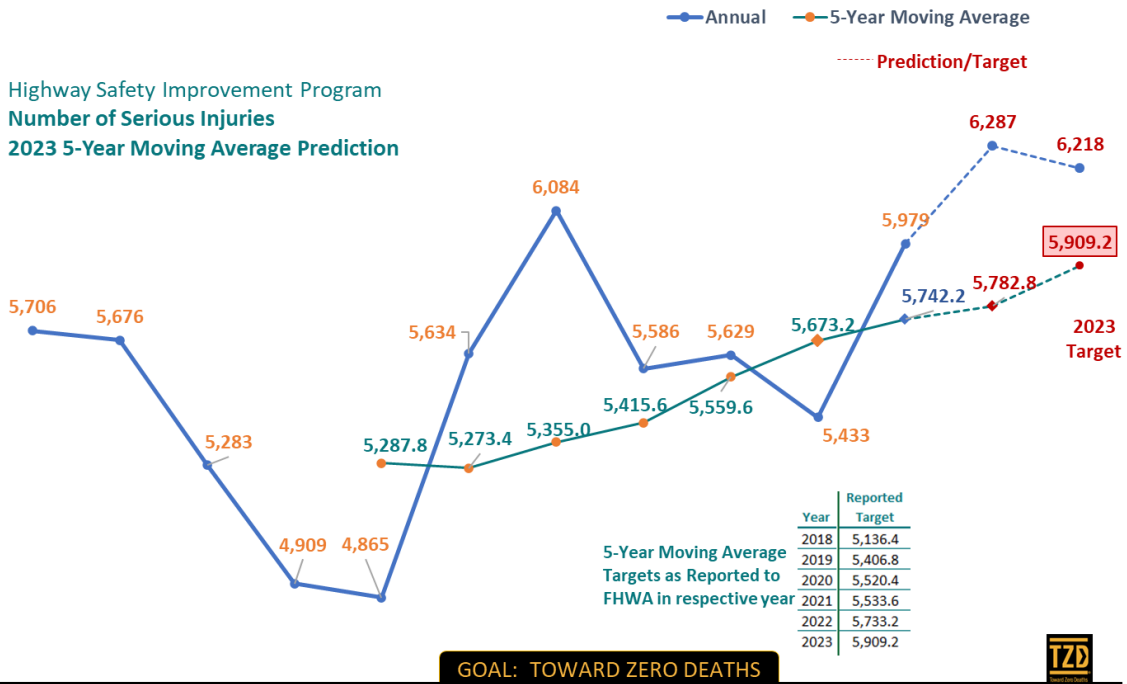
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2023 5-Year Moving Average Prediction



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

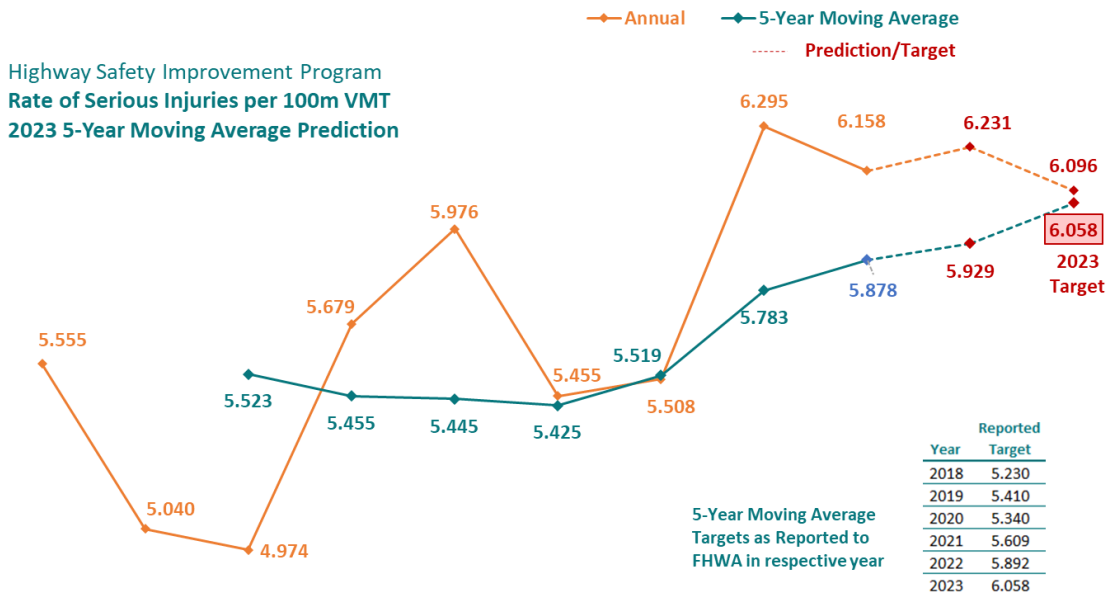


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2023 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

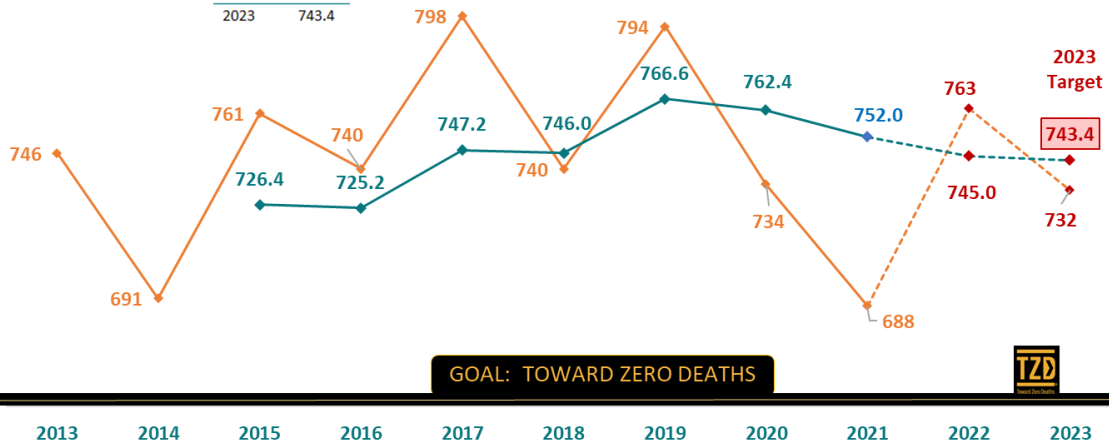
All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2023 5-Year Moving Average Prediction

— Annual — 5-Year Moving Average
 Prediction/Target

Year	Reported
	Target
2018	743.6
2019	759.8
2020	735.8
2021	771.2
2022	791.6
2023	743.4

5-Year Moving Average
 Targets as Reported to
 FHWA in respective year



NOTE: 2022 and 2023 forecasted values are based on (1) 2017-2021 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2023 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: October 26, 2022

TO: Technical Committee

FROM: Mike Zonyk, Transportation Planner

RE: **SE Data Growth Allocation – 2050 MTP**

Every 4 years GVMC is responsible for updating the long-range Metropolitan Transportation Plan (MTP) as part of a federal requirement. This time is upon us for the 2050 MTP.

MDOT provides the MPO with employment and household data at the community level that needs to be dispersed to our Traffic Analysis Zones (TAZ's) so the GVMC model can process these changes out to 2050 at specified increments. This allows us to identify any perceived deficiencies that might impact the future of our transportation network.

It's the task of the MPO with help from its communities to allocate this Socioeconomic (SE) Data for the years of 2025, 2030, 2040, and 2050. In years past we have met with every jurisdiction in our MPO in groups and individually with hard copy maps and markers to determine this growth. With the opportunity to do some of this virtually, as the new normal, staff is implementing a few tools to help with this process.

Staff will present a GIS application and an Excel table to begin the discussion on how best to proceed with the process to allocate this growth. A preview of the mapping application can be found at the following web address.

<https://regis-gvmc.maps.arcgis.com/apps/webappviewer/index.html?id=c43d86a3f85f46818514242f543df636>

If you have any questions, please do not hesitate to contact me at (616) 776-7669.

Airport Access Study

Technical Advisory Committee Meeting #3

Agenda

- 1 Introductions
- 2 Project Status
- 3 Public Input #2 Review
- 4 Practical Alternatives Analysis
- 5 Recommended Alternatives (Preliminary)
- 6 Next Steps

1

Introductions

Technical Advisory Committee (TAC)

Organization / Agency	Name(s)
MDOT Grand Region	Dennis Kent Tyler Kent Art Green
GRR	Casey Ries Clint Nemeth
Kent County Road Commission	Steve Warren Wayne Harrall
Cascade Township	Brian Hillbrands
Kentwood	Terry Schweitzer Jim Kirkwood

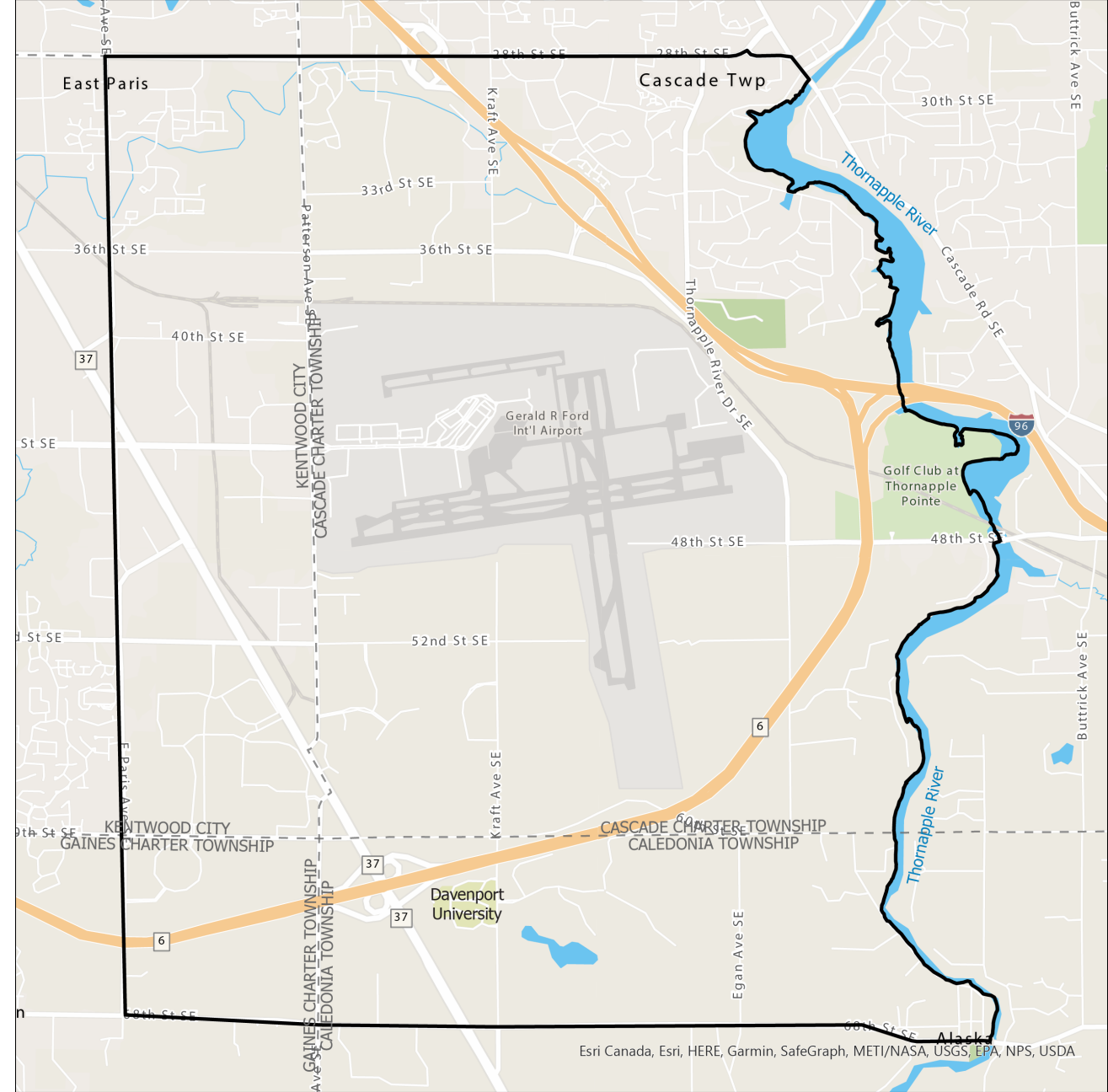
Organization / Agency	Name(s)
The Rapid	Nick Monoyios
Kent County	Al Vanderberg
The Right Place	Tim Mroz
GR Chamber	Josh Lunger
Experience GR	Doug Small

2

Project Status

Grand Rapids Airport Access Study

- **What:** Investigation of potential future ways to improve airport access
- **Where:** E Paris Avenue to the river, 28th Street to 68th Street
- **Why:** Growth, limited access routes, lack of direct expressway access

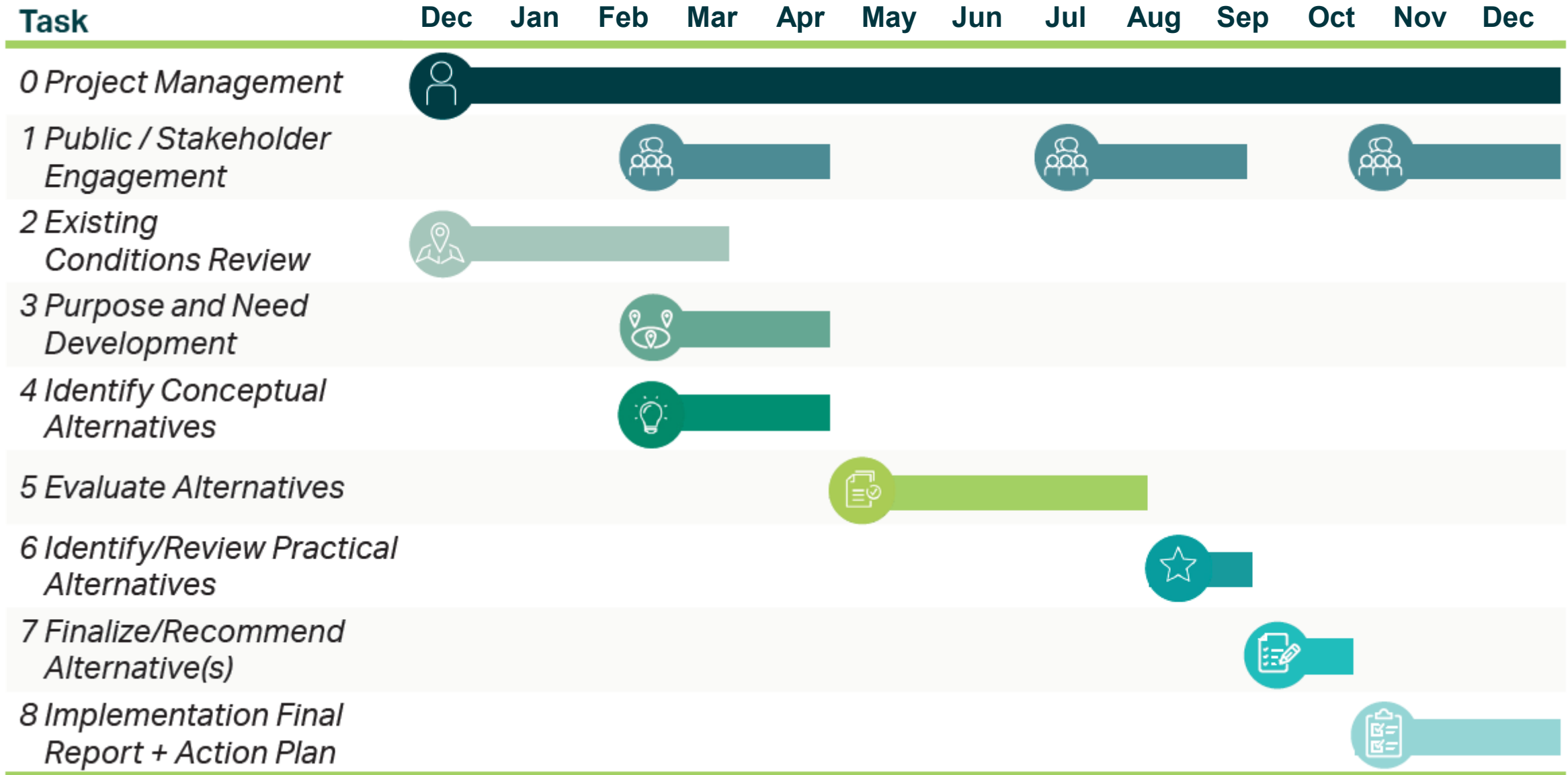


Study Area Boundaries

Jurisdictions

0 0.25 0.5 1 1.5 2 Miles

Schedule



3

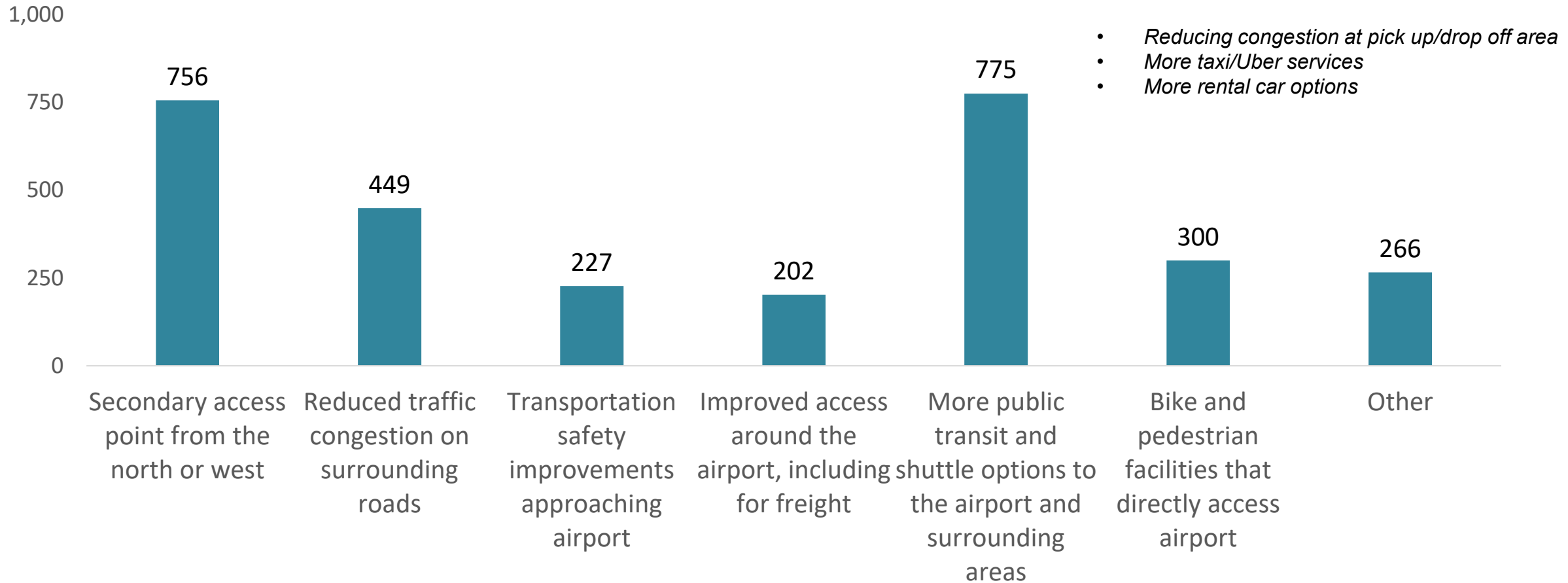
Public Input #2 Review

Phase 2 Survey Summary

- Survey open from August 1, 2022 to September 9, 2022
- Over than 6,000 responses received (*participation jumped when Airport provided link for their customers accessing wifi*)
- Because of the number of respondents from airport, there were numerous out-of-region respondents. Approximately 2,000+ had residential zip codes within GVMC region
- Results on following slides indicate those from within region

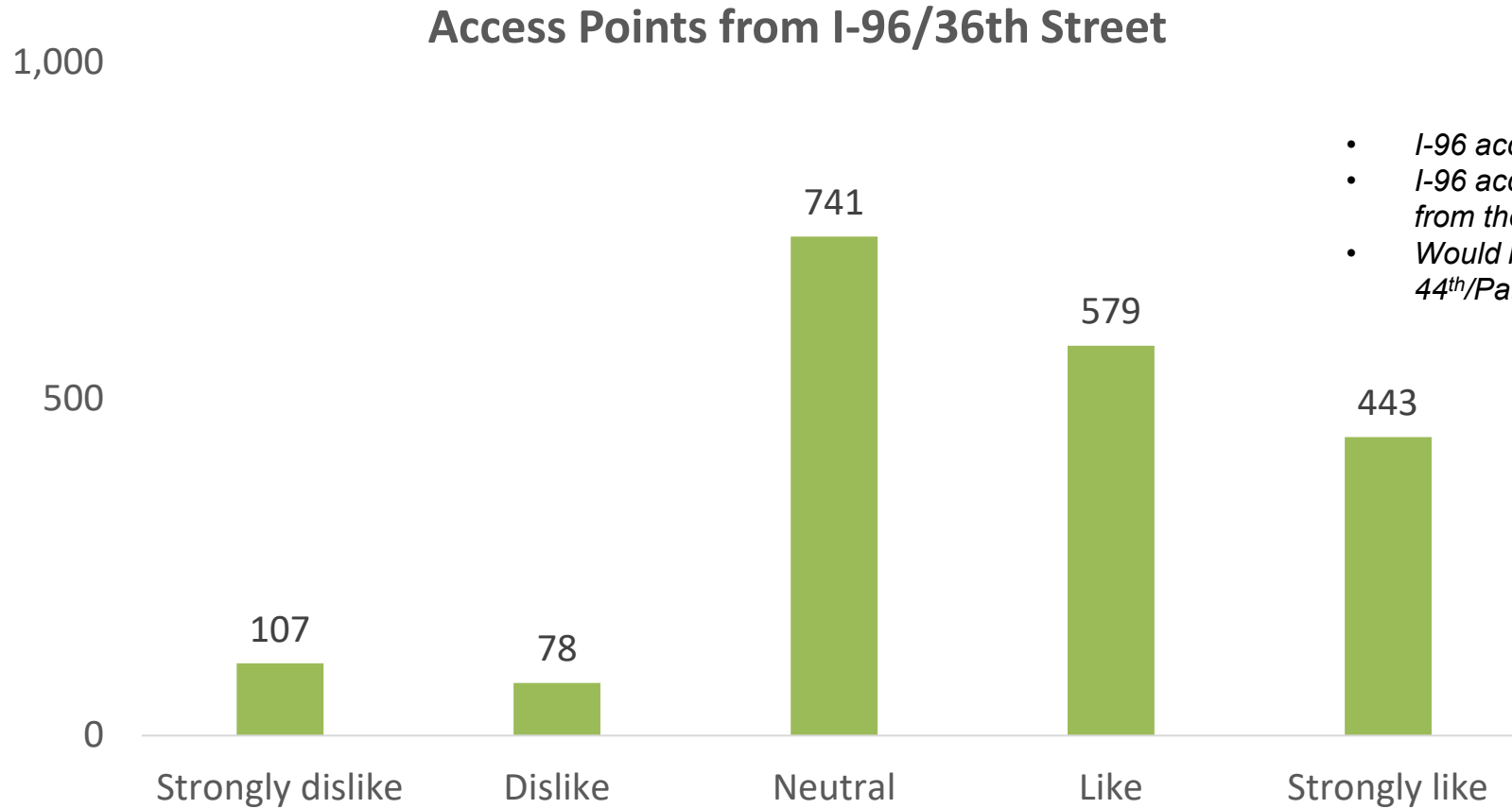
Phase 2 Survey Summary

What are the top 2 airport access improvements you would like to see?



Phase 2 Survey Summary

Airport Roadway Access

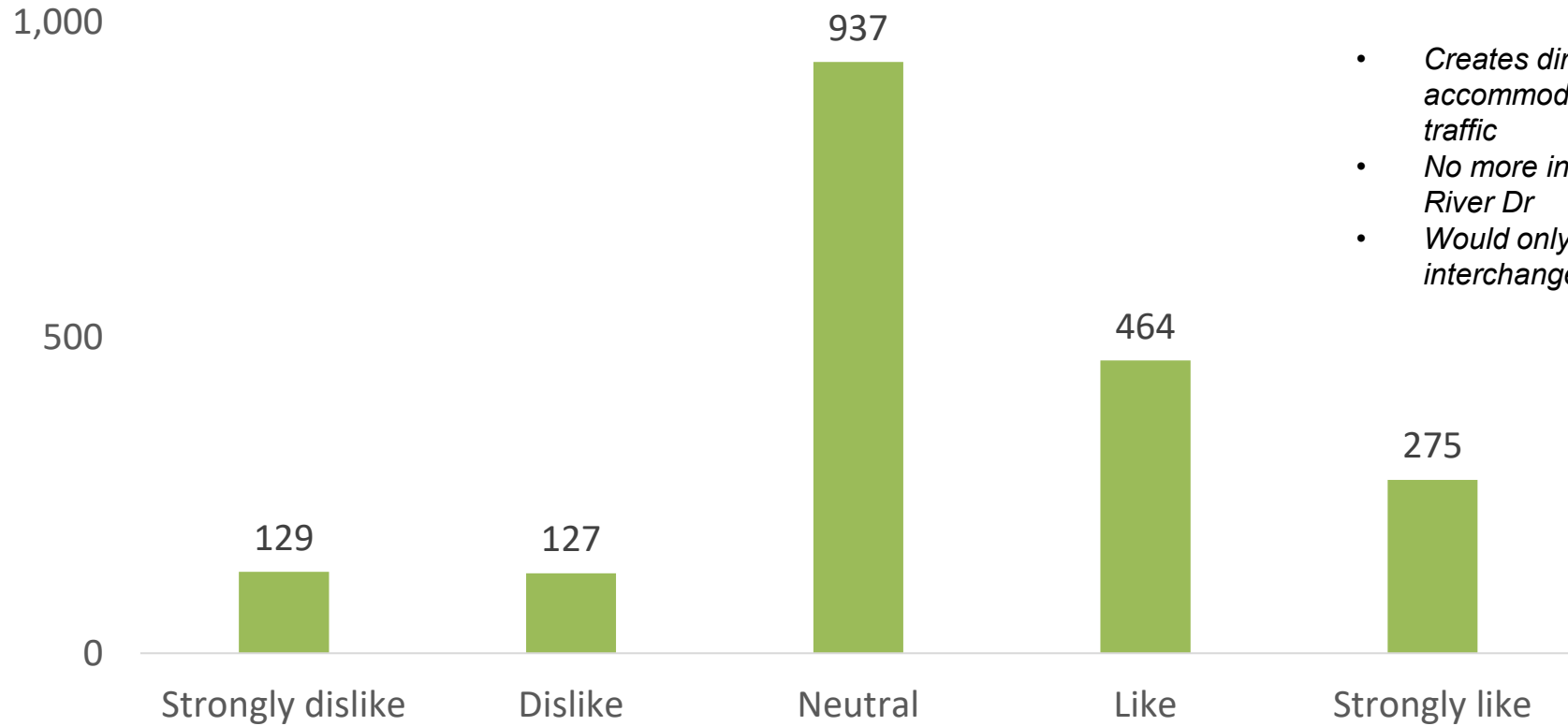


- *I-96 access makes the most sense*
- *I-96 access might attract passengers from the East of Grand Rapids*
- *Would likely help relieve congestion on 44th/Patterson*

Phase 2 Survey Summary

Airport Roadway Access

Airport Access Points from Thornapple River Drive

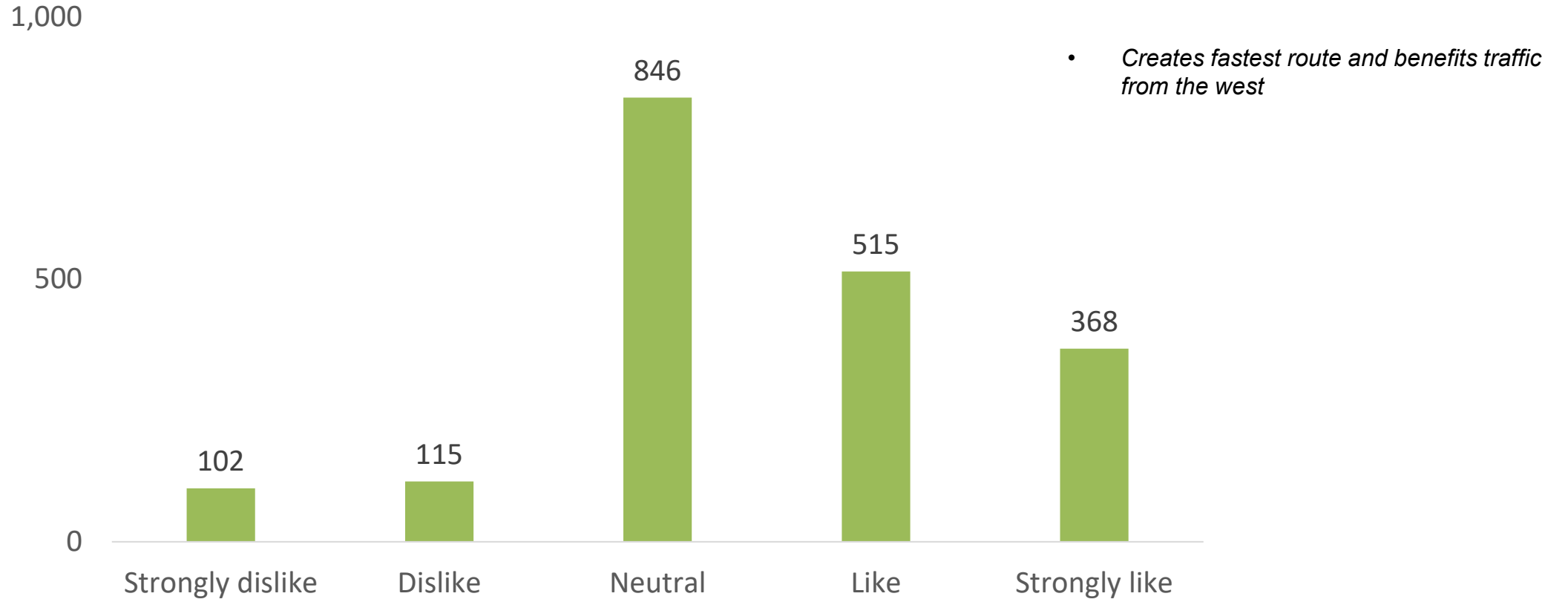


- *Creates direct access and as the potential to accommodate both freight and passenger traffic*
- *No more increased traffic on Thornapple River Dr*
- *Would only access Thornapple if a new interchange is added on M-6*

Phase 2 Survey Summary

Airport Roadway Access

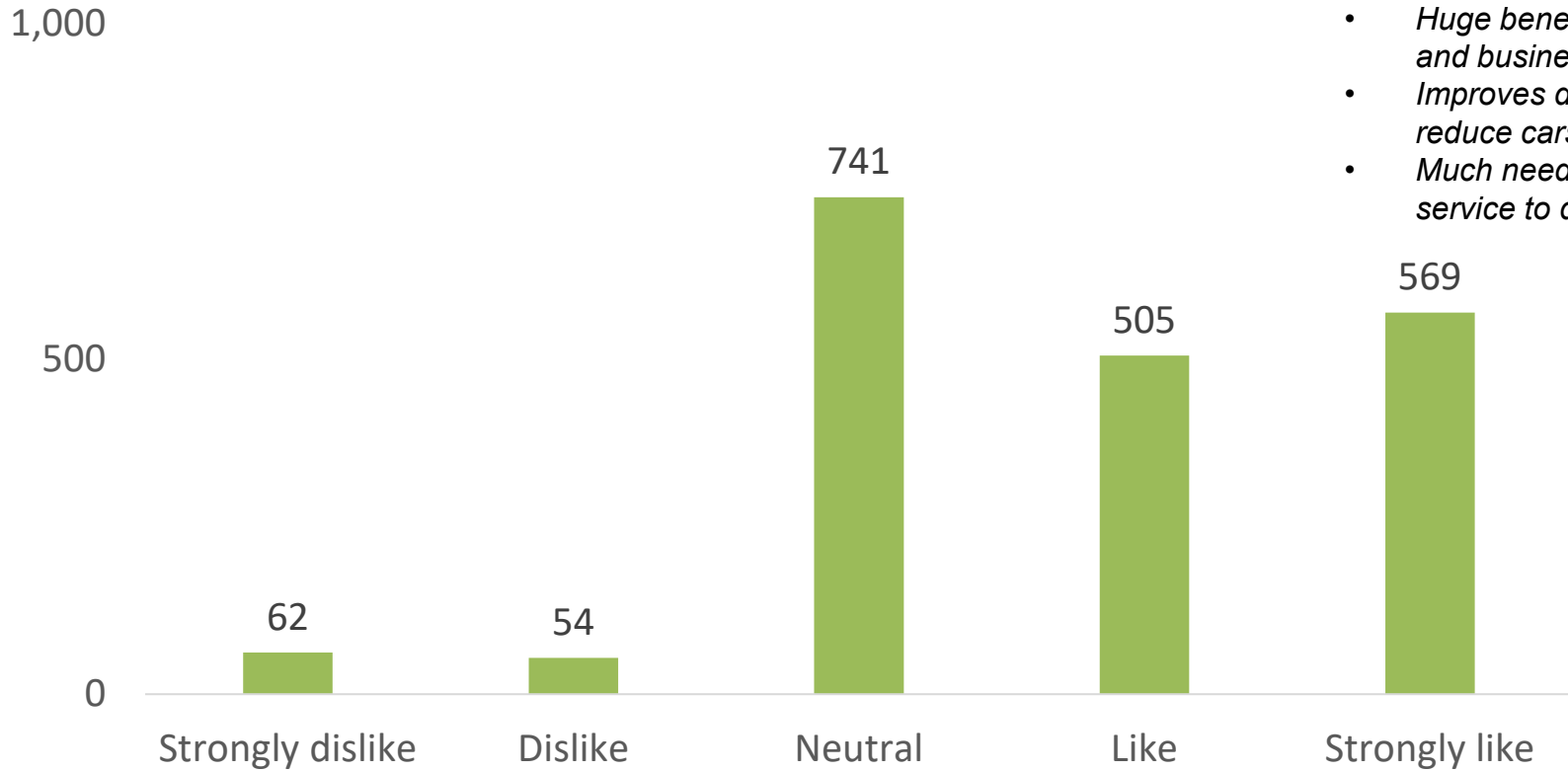
M-6 Interchange near 48th Street and 60th Street



Phase 2 Survey Summary

Multi-modal Enhancements

Direct Shuttles Between Downtown Grand Rapids and the Airport

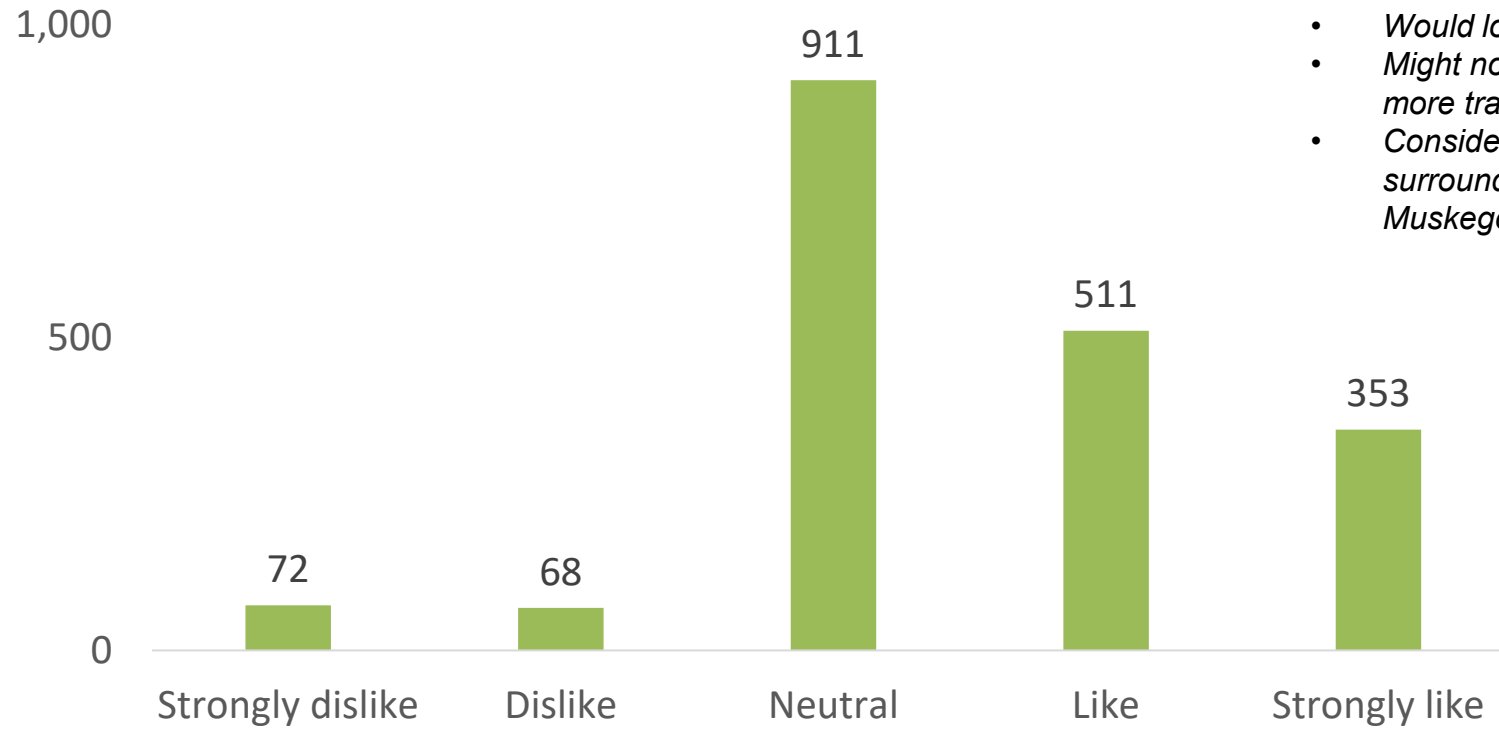


- *Huge benefit to the convention center, hotels and businesses in downtown*
- *Improves downtown business and helps reduce cars at the airport*
- *Much needed to improve current indirect bus service to downtown*

Phase 2 Survey Summary

Multi-modal Enhancements

Expanded transit service to developing areas of Cascade/Caledonia

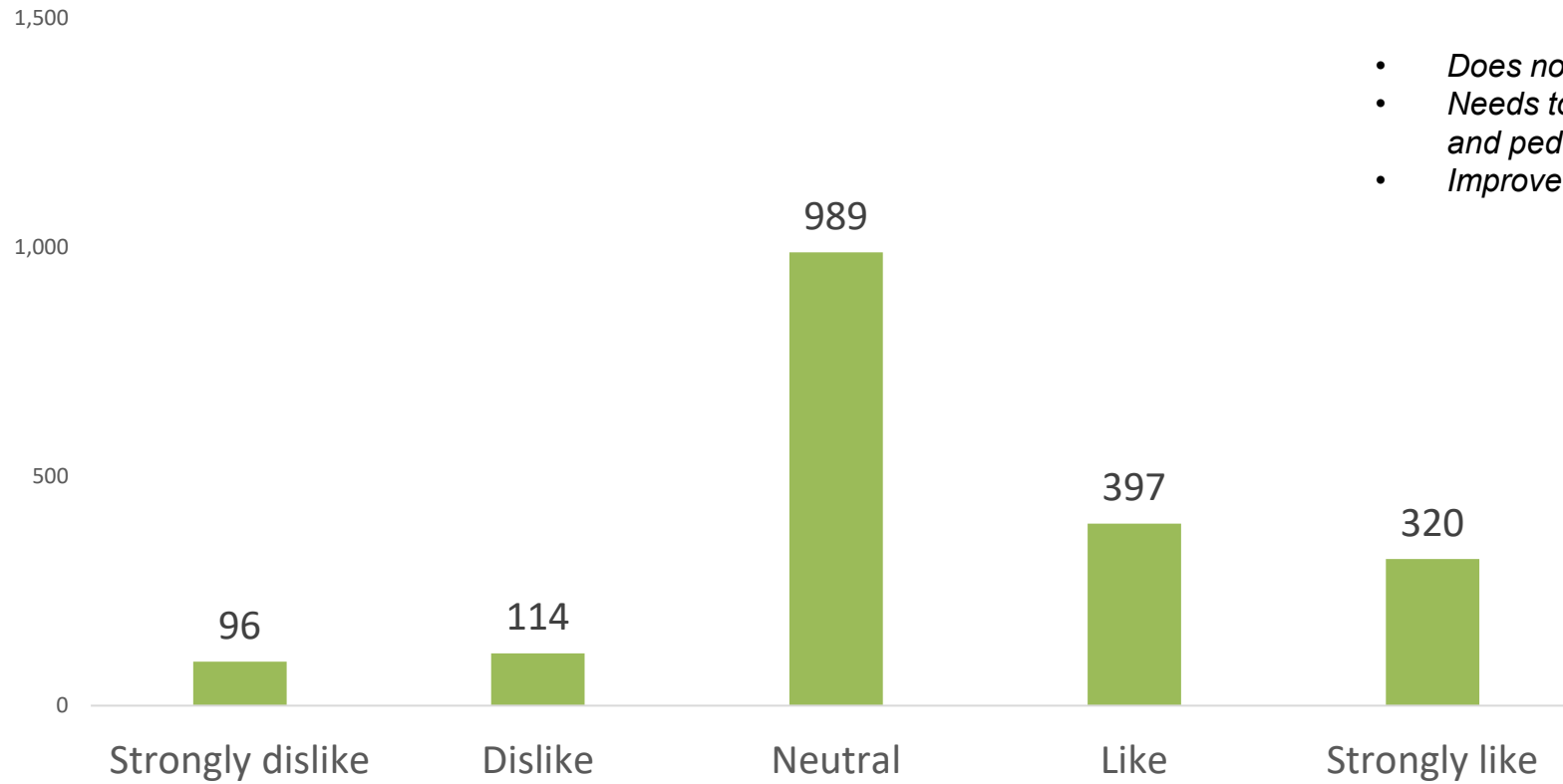


- *Would love an extended transit service*
- *Might not have an immediate need for more transit services*
- *Consider transit service to other surrounding areas (e.g. Holland, Muskegon)*

Phase 2 Survey Summary

Multi-modal Enhancements

Pedestrian and bike facilities directly accessing the Airport



- *Does not seem practical*
- *Needs to have complete and safe bike and pedestrian network*
- *Improve bike facilities at the airport*

Phase 2 Survey Summary – GRR Employees

- A total of 134 GRR employees filled out this survey
- The survey results show similar pattern to local participants, with the ratings of all alternatives more positively skewed
- Support on improving transportation safety and improving bike and pedestrian facilities approaching the airport
- *“Improving employee parking lot connections to airport terminals”* is frequently mentioned in the comments

Phase 2 Survey Summary

- Overall high support for set of practical alternatives suggested by the Study
- Highest support for “*Access Points from I-96/36th Street*” and “*Direct Shuttles between Downtown Grand Rapids and the Airport*”
- Congestion issues at the pick-up/drop-off area is also highlighted in the comments

4

Practical Alternative Analysis

Proposed Evaluation Process

**Conceptual
Alternatives**

Support for Purpose and Need
Potential Environmental / ROW Impacts
Potential Project Complexity

**Practical
Alternatives**

Transportation Benefits
Planning / Land Use Compatibility
Likely Environmental / ROW Impacts
Estimated Project Cost
Public Support and Prioritization

**Recommended
Alternative(s)**

Practical Alternatives

Airport Roadway Access

1. Access Points from I-96/36th Street

1a - Direct Access

1b - Indirect Access

2. Access Points from Thornapple River Dr

2a - Secondary Freight Access

2b - Air Cargo Drive Access

3. M-6 Interchange near 48th Street and 60th Street

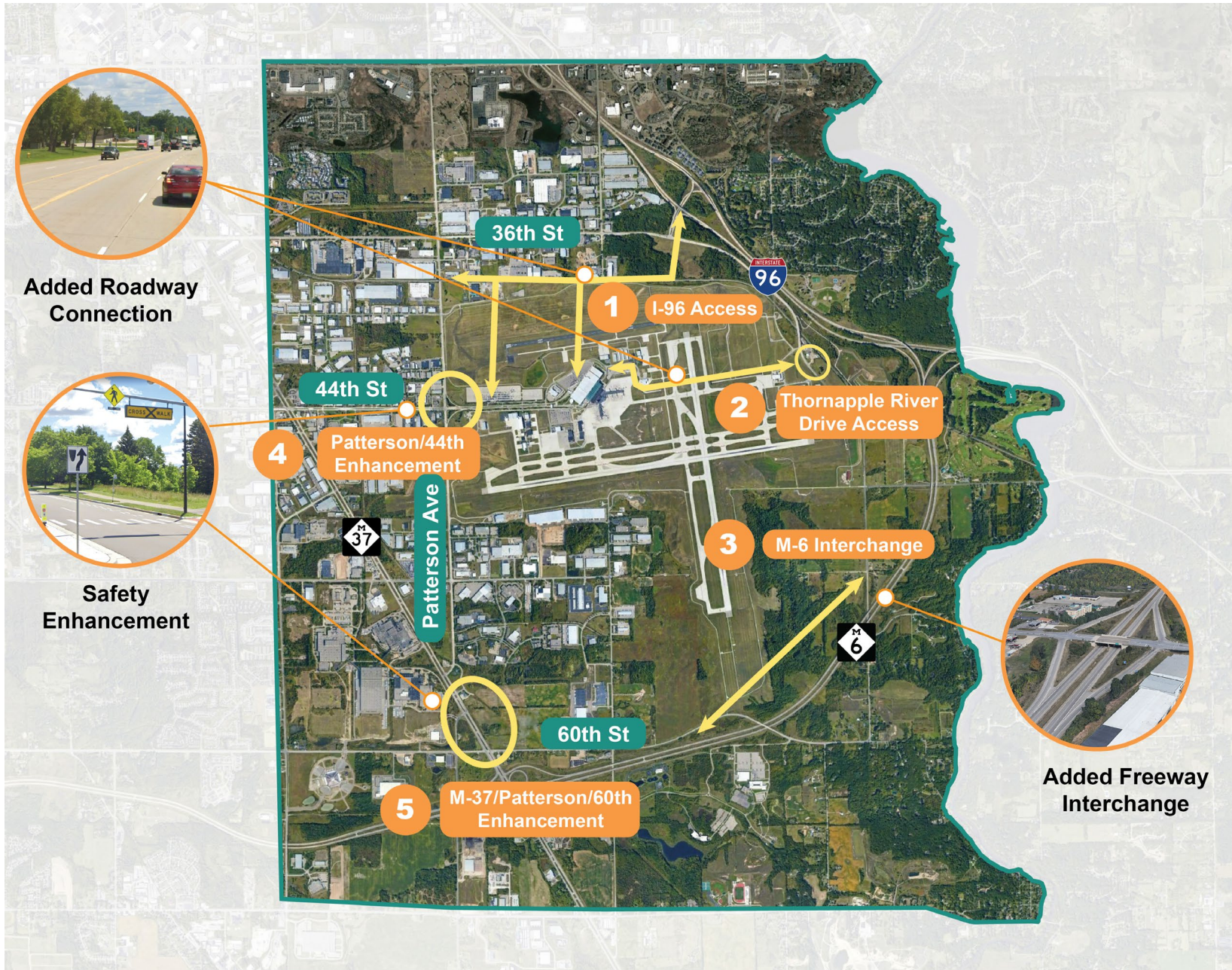
3a - 60th St

3c - Thornapple River Dr and 48th St

3d - 48th St

4. Patterson/44th Safety Enhancements

5. M-37/Patterson/60th Intersection Enhancements



Evaluation of Airport Roadway Access Alternatives

#	Alternative	Variations	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating
1	I-96/36th Street Access	Direct I-96/36th Street Access						
			Provides most direct access from I-96	Compatible and could be phased in with Airport plans	Wetlands challenges may require mitigation	High project cost, \$100M+	Highest support from public	High benefits, higher costs
		Indirect I-96/36th Street Access						
			Provides access from I-96 but does not save significant time	Compatible and could be phased in with Airport plans	Wetlands challenges may require mitigation	High project cost, \$100M+	Medium support from public	Not recommended
2	Thornapple River Drive Access	Secondary Freight Access						
			Adds new access for only freight traffic	Part of Airport Master Plan	Minimal wetland/waterway impact	Low project cost	Medium support from public	Highly recommended
		Air Cargo Drive Access						
			Provides new access from I-96 and M-6	Requires reconfiguration of airport uses	Minimal wetland/waterway impact	High project cost; infrastructure and airport reconfig.	Favorable input from public	Complex and high-cost project, potential benefits

Evaluation of Airport Roadway Access Alternatives

#	Alternative	Variations	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating	
3	M-6 Interchange	60th Street Interchange and Ring Road							
			Better connections to SW study area, close to M-37	Partially compatible with airport and land use plans	Wetlands challenges may require mitigation	Medium project cost; \$20M+	Relatively high support from public	Less potential benefit and planning consistency	
		Thornapple River Drive and 48th Street Partial Interchanges							
			Connections to SE study area, 48 th bridge connection	Compatible with local land use plan	Wetlands challenges may require mitigation	Relatively lower project cost; approx. \$15M	Relatively high support from public	Potentially recommended option; lower costs	
		48th Street Full Interchange							
			Connections to SE study area, 48 th bridge connection	Part of local land use planning	Wetlands challenges may require mitigation	Medium project cost; \$20M+	Relatively high support from public	Potentially recommended option; higher benefits	
4	Patterson Avenue /44th Street Enhancements	N/A							
			Likely congestion and safety benefits	Supports airport and land use plans	Minimal wetland/waterway impact	Relatively low project cost	Medium support from public	Likely recommended option	
5	M-37/Patterson Avenue/60th Street Intersection Enhancements	N/A							
			Focuses on safety improvements	Builds on current MDOT program	Minimal wetland/waterway impact	Relatively low project cost	Medium support from public	Likely recommended option	

Practical Alternatives

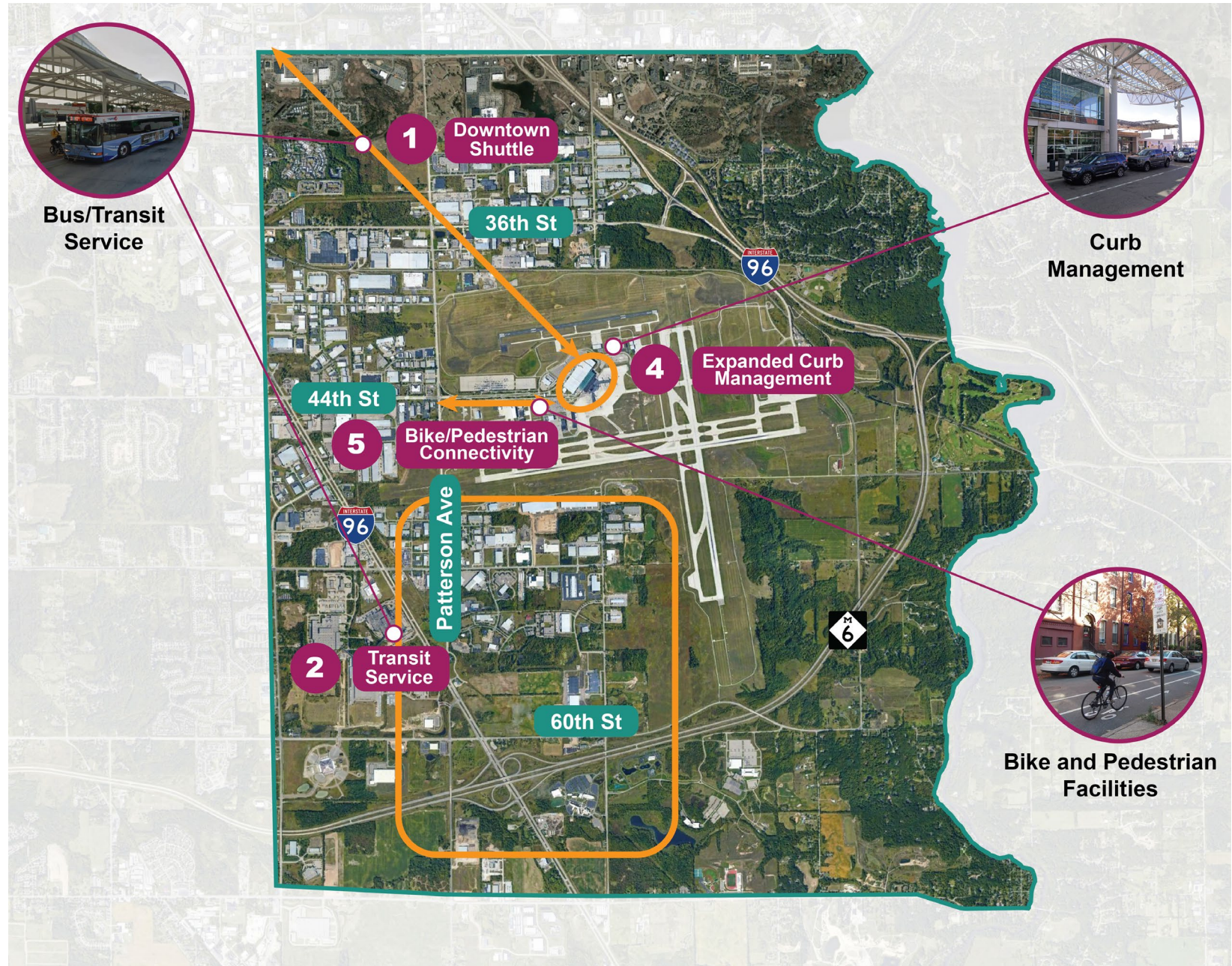
Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle

























2. Expanded Transit Service (Cascade / Caledonia)

4. Expanded Curb Management

5. Pedestrian / Bike Connectivity Enhancements



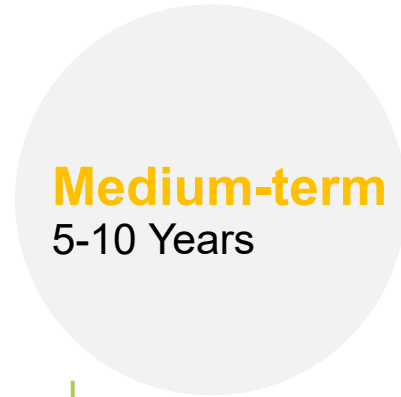
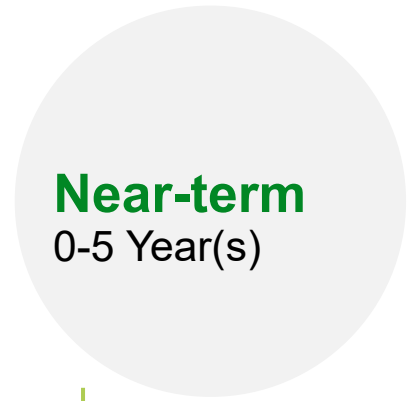
Evaluation of Multi-Modal Access Alternatives

#	Alternative	Transportation Benefit	Planning / Land Use Compatibility	Environmental/RO W Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating
1	Downtown Express Bus/Shuttle						
		Provides new direct route from downtown to airport	Consistent with Airport and other plans	Minimal wetland/waterway impact	Medium operational cost; will depend on chosen concept	Highest support from public	Likely recommended project option
2	Expanded Transit Service (nearby airport)						
		Improves transit options, does not add direct Airport route	Compatible with plans; no documented jurisdiction support	Minimal wetland/waterway impact	Medium operational project cost	Relatively high support from public	Potentially recommended option; may be longer-term
4	Expanded Curb Access/Management						
		Improves terminal traffic, does not add access	Part of the Airport Plan	Minimal wetland/waterway impact	Low project cost	Medium support from public	Likely long-term; implemented by Airport with expansion
5	Pedestrian/Bike Connectivity Enhancements						
		Improves pedestrian/bike networks and facilities	Part of the Airport Plan	Minimal wetland/waterway impact	Low project cost	Relatively high support from public	Likely recommended project option; integrated into planning

5

Recommended Alternatives (Preliminary)

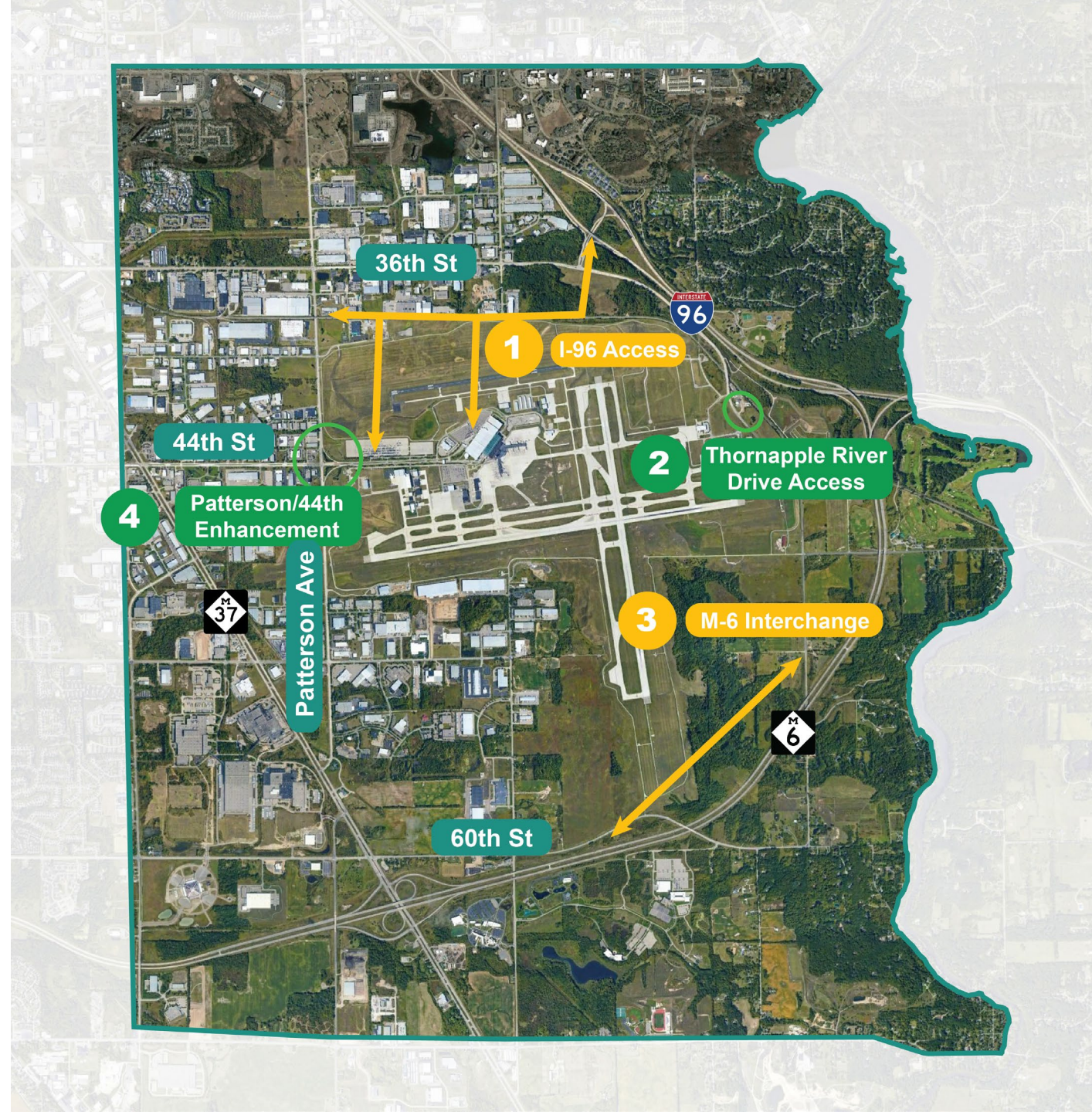
Timeline for Implementation



Recommended Alternatives

Airport Roadway Access

1. Access Points from I-96/36th Street
1a - Direct Access (**Medium-term**)
2. Access Points from Thornapple River Drive
2a - Secondary Freight Access (**Near-term**)
3. M-6 Interchange near 48th Street and 60th Street
3c - Thornapple River Drive and 48th Street (**Medium-term**)
3d - 48th Street (**Medium-term**)
4. Patterson/44th Enhancements (**Near-term**)
5. M-37/60th/Patterson Enhancements (**Near-term**)



Recommended Alternatives

Airport Roadway Access

I-96/36th Street Access - *Direct Access*

- Medium-term
- Project Cost Estimate: \$130M-\$170M

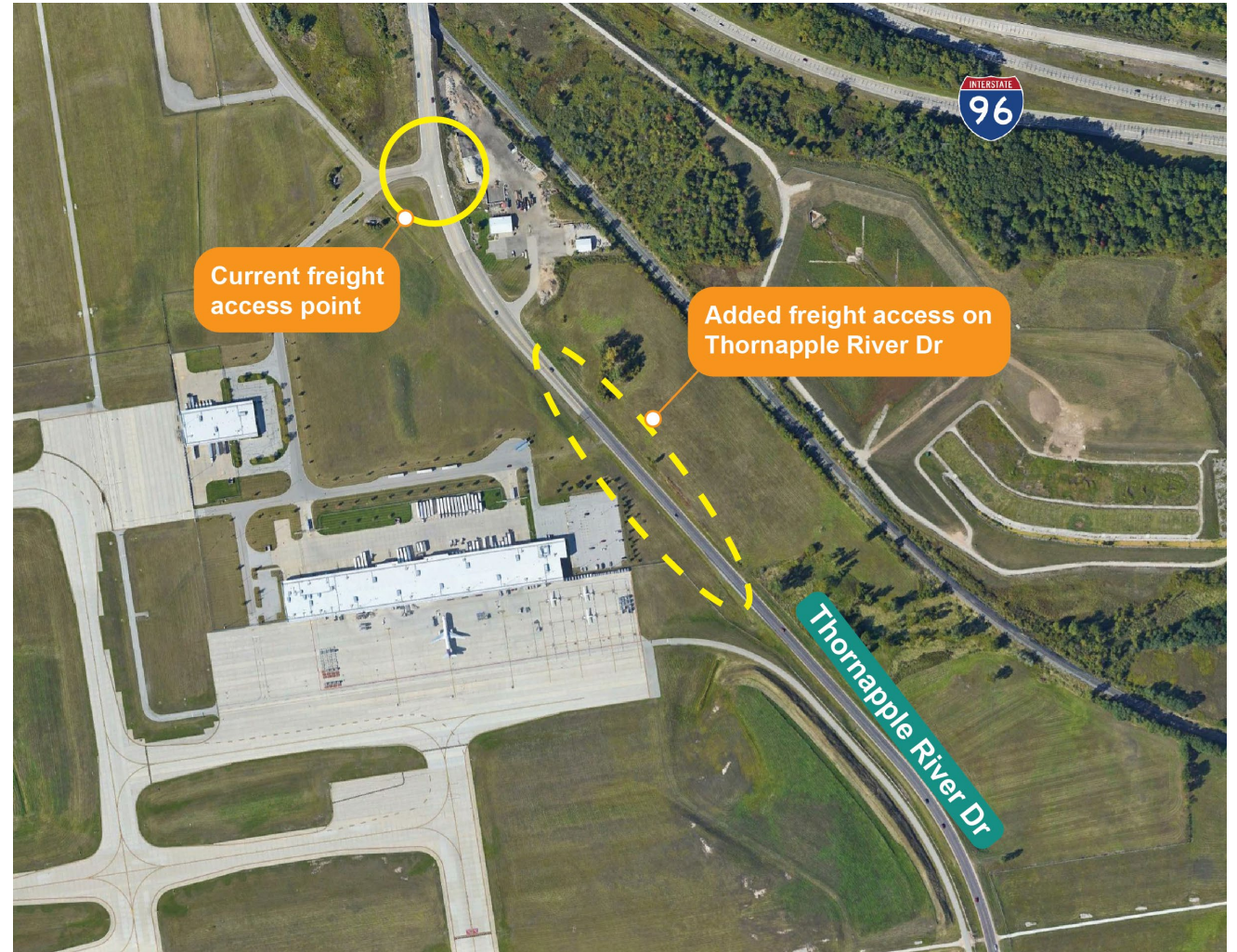


Recommended Alternatives

Airport Roadway Access

Thornapple River Drive Access - *Secondary Freight Access*

- Near-term
- Project Cost Estimate: \$2 million



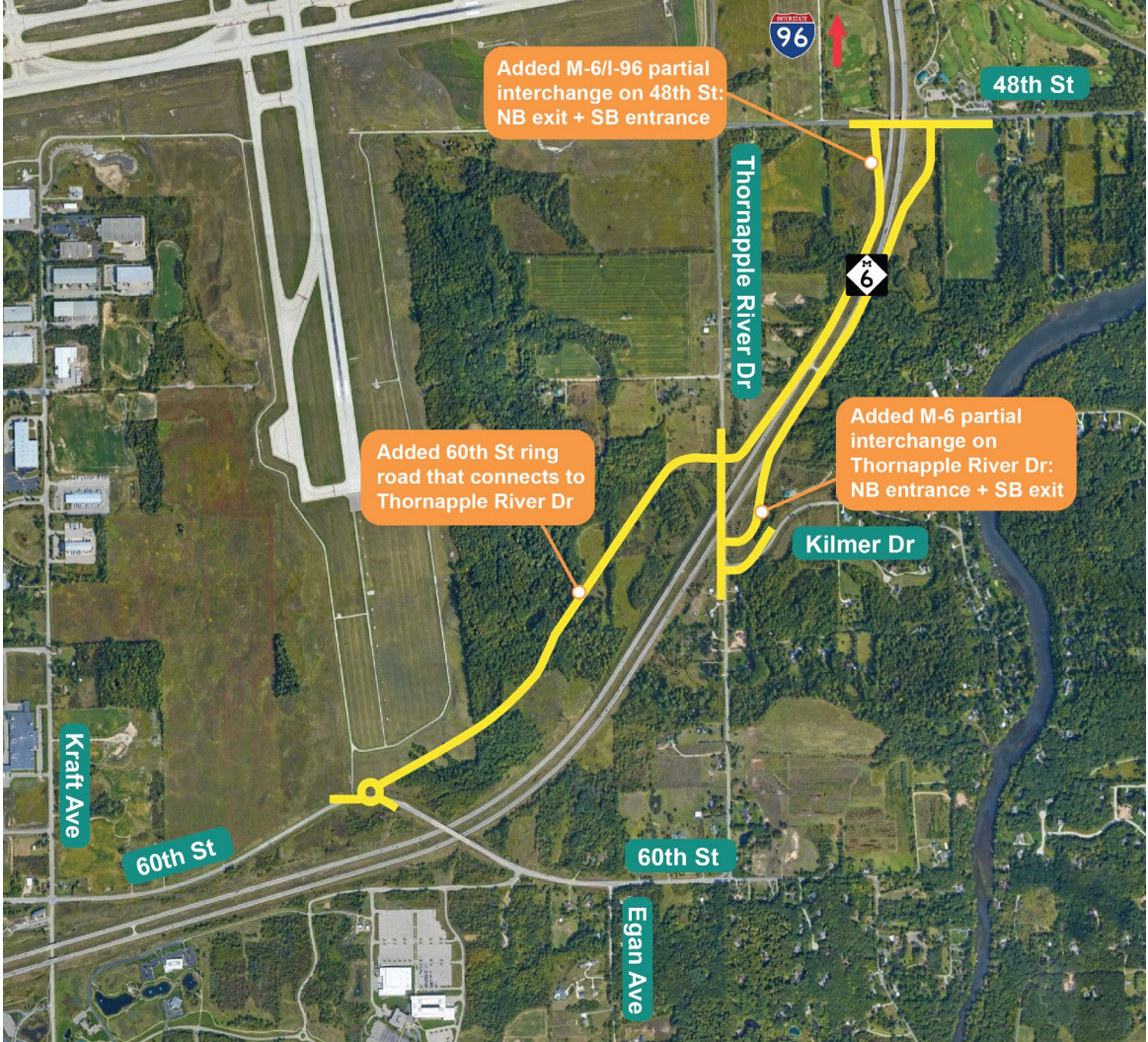
Recommended Alternatives

Airport Roadway Access

M-6 Interchange - Thornapple River Drive and 48th Street Partial Interchanges

- Medium-term
- Project Cost Estimate: \$13M-\$17M
(Optional ring road add-on: \$8M-\$10M)

Key Choice



Recommended Alternatives

Airport Roadway Access

M-6 Interchange - 48th Street Full Interchange

- Medium-term
- Project Cost Estimate: \$20M-\$25M
(Optional ring road add-on: \$8M-\$10M)

Key Choice

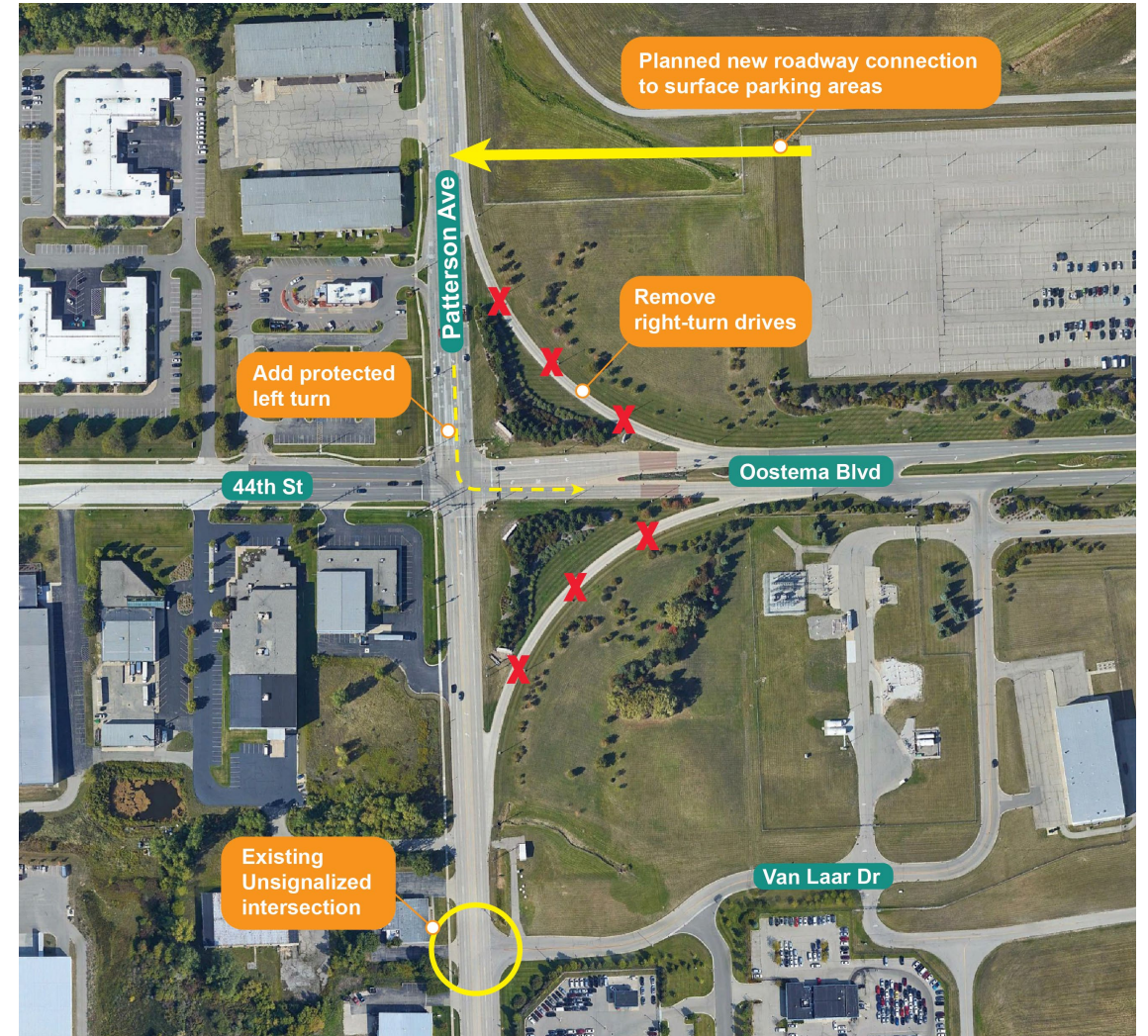


Recommended Alternatives

Airport Roadway Access

Patterson Avenue/44th Street Enhancement

- Near-term
- Project Cost Estimate: Pending

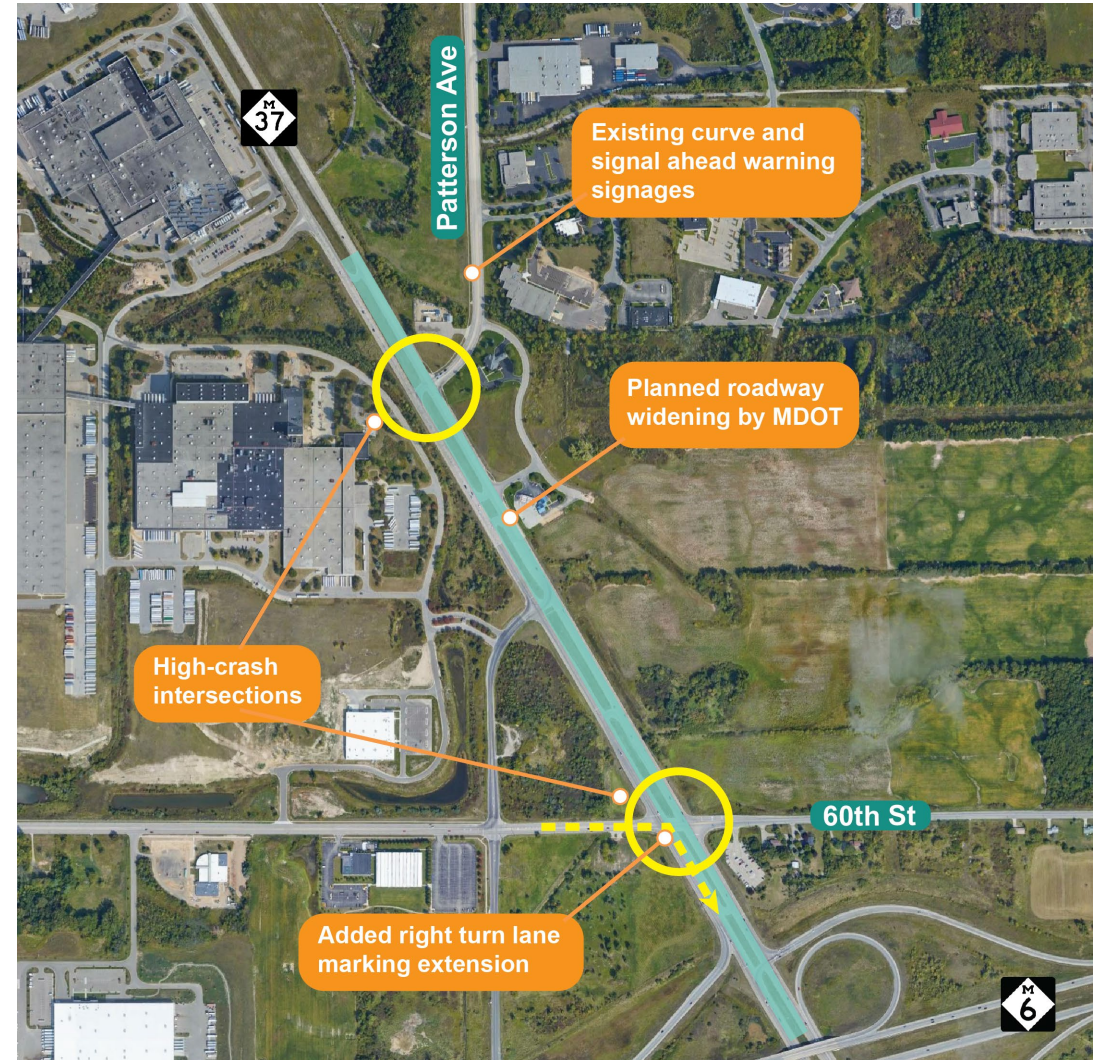


Recommended Alternatives

Airport Roadway Access

M-37/Patterson Avenue/60th Street Enhancement

- Near-term
- Project Cost Estimate: Pending



Practical Alternatives

Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle
(Near-term)

2. Expanded Transit Service (Cascade / Caledonia)
(Medium-term)

4. Expanded Curb Management
(Medium-term)

5. Pedestrian / Bike Connectivity
Enhancements (Near-term)



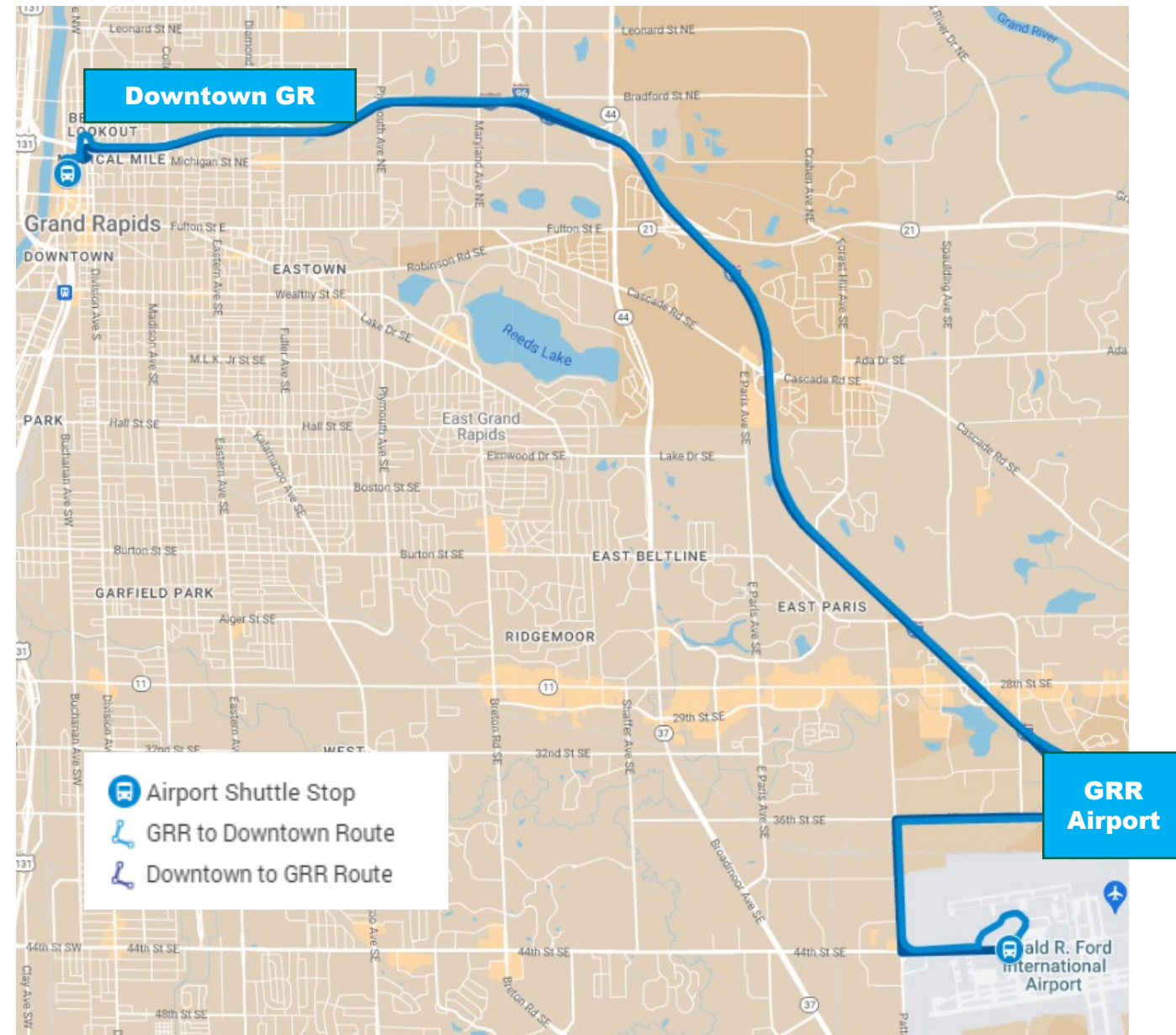
Recommended Alternatives

Multi-Modal Enhancements

Downtown Express Bus / Shuttle

Scenario 1 – Direct GRR & Downtown Shuttle

- Travel Distance: 14.4 miles
- Travel Time: 30 minutes
- 19 minutes driving + ~4 minutes stopping + ~7 minutes recovery (one-way)
- Frequency: 30 minutes
- Vehicles: 2 coach buses
- Service Span: 6am – 10pm, 7 days/week
- Fare: \$10-\$15 (would be set to minimize impact)
- Operated by private service provider, e.g. coach bus operator
- Operating Cost: Assumes \$155 per hour for private provider; \$1.81m/year



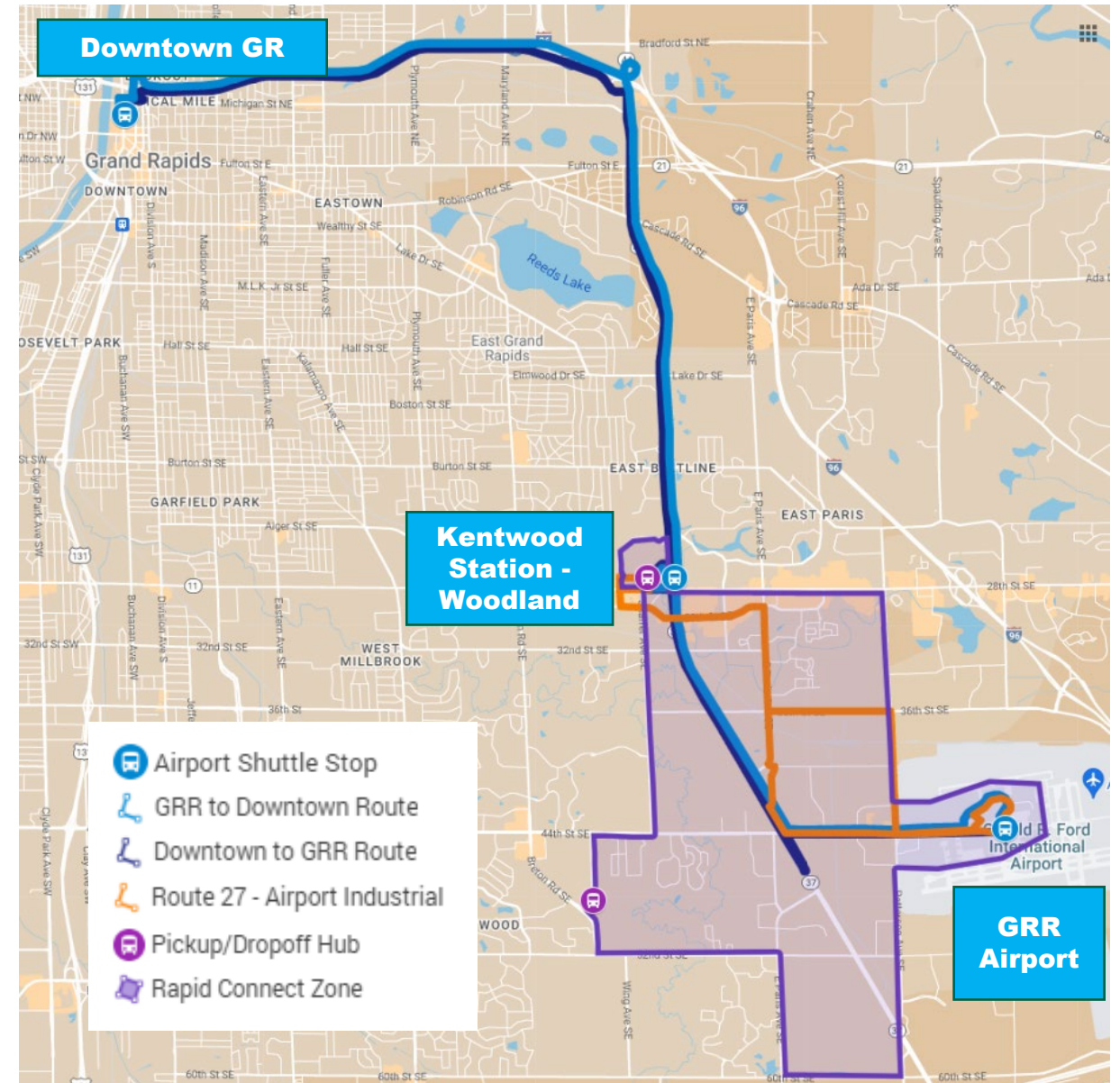
Recommended Alternatives

Multi-Modal Enhancements

Downtown Express Bus / Shuttle

Scenario 2 – GRR & Woodland & Downtown Shuttle

- Travel Distance: 13.6 miles
- Travel Time: 45 minutes (one way)
- 25 minutes driving + ~6 minutes stopping + ~14 minutes recovery
- Frequency: 30 minutes
- Vehicles: 3 standard buses
- Service Span: 6am – 10pm, 7 days/week
- Fare: \$1.75
- Extension of The Rapid system; replaces Route 27 (Rapid Connect Zone covers other Route 27 stops)
- Operating Cost: Assumes \$92 per hour for additional service hours. \$800k to \$1.2m/year (factoring in removal of Route 27)



6

Next Steps

Development of Recommended Alternatives

- Review / confirm project recommendations with key implementing stakeholders (e.g., Airport, MDOT, County, The Rapid)
- Document Practical Alternatives Screening in memorandum
- Further refine design assumptions and implementation cost estimates for recommended projects; integrate into implementation plan

Public Engagement Schedule

Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Meeting Schedule and Topics

1  Public
TAC

2  Public
TAC

3  Public
TAC

1

Identify



Key findings from existing conditions, draft Purpose and Need, conceptual alternatives



Ranking and rating of needs, location-based issues identification, feedback on conceptual alternatives

2

Examine

Practical alternatives and their pros/cons

Voting/budgeting and comments on practical alternatives

3

Advise

Recommended alternative(s), next steps toward project implementation

Comments on recommended alternative(s) and buy-in



For each phase: TAC meeting, public meeting, and online survey