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TRANSPORTATION PROGRAMMING STUDY GROUP

Thursday, October 19, 2023

9:00 am

GVMC Offices

678 Front Ave NW, Suite 200

Grand Rapids, MI, 49504

AGENDA

- I. **ROLL CALL AND INTRODUCTIONS**
- II. **APPROVAL OF MINUTES**—**ACTION**: Dated August 14, 2023
Please refer to Item II: Attachment A
- III. **OPPORTUNITY FOR PUBLIC COMMENT**
- IV. **2050 METROPOLITAN TRANSPORTATION PLAN (MTP) INVESTMENT STRATEGY** — **DISCUSSION/ACTION**: The Committee will be asked to review, discuss, and approve the investment strategy recommended by the MTP Steering Committee for the 2050 MTP.
Please refer to Item IV: Attachment A
- V. **2050 METROPOLITAN TRANSPORTATION PLAN (MTP) PRIORITIZATION OF DEFICIENCIES**—**DISCUSSION/ACTION**: Taking into consideration the 2050 MTP investment strategy and available funding, the TPSG Committee will be tasked with selecting a prioritized list of deficiencies (“project list”) for the plan.
Please refer to Item V: Attachment A
- VI. **OTHER BUSINESS**
- VII. **ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Monday, August 14th, 2023
GVMC Offices
678 Front Ave NW, Grand Rapids, MI 49504**

I. ROLL CALL AND INTRODUCTIONS

Conners, Chair of the Subcommittee, called the August 14th, 2023, Transportation Programming Study Group meeting to order at 2:30 pm. Those present introduced themselves to the Subcommittee.

Voting Members Present

Kristin Bennett		City of Grand Rapids
Scott Conners (<i>Chair</i>)		City of Walker
Rick DeVries		City of Grand Rapids
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County
		Grand Rapids Charter Township
Russ Henckel		City of Wyoming
Jim Kirkwood		City of Kentwood
Doug LaFave		City of East Grand Rapids
Jeff Oonk	<i>Proxy for Nicole Hofert</i>	City of Wyoming
		City of Wyoming
Terry Schweitzer		City of Kentwood
Charlie Sundblad		City of Grandville
Luke Walters		MDOT
Kevin Wisselink		ITP - The Rapid

Staff and Non-Voting Guests Present

Clover Brown	GVMC Staff
Laurel Joseph	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Mike Burns	City of Lowell
Mike DeVries	Grand Rapids Charter Township
Adam Elenbaas	Allendale Township
Tim Haagsma	Gaines Charter Township
Nicole Hofert	City of Wyoming
Bill LaRose	City of Cedar Springs
Brett Laughlin	OCRC
Robert Miller	City of Hudsonville
Clint Nemeth	GFIAA
Liz Schelling	ITP – The Rapid
Dan Strikwerda	City of Hudsonville
Jeff Thornton	Village of Caledonia
Phil Vincent	City of Rockford
Steve Warren	Kent County Road Commission
Blaine Wing	Village of Sparta

Member Awaiting Appointment

II. APPROVAL OF MINUTES

Referring to Item II: Attachment A, Connors entertained a motion to approve the November 21st, 2022, TPSG Subcommittee meeting minutes.

MOTION by Harrall, SUPPORT by Sundblad, to approve the November 21st, 2022, TPSG Subcommittee meeting minutes as presented. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

No public comment.

IV. FY2023 FUNDING— Referring to Item IV: Attachment A, Joseph presented the discussion on the FY2023 funding.

GVMC recently received updated revenue targets for FY2024. At this meeting, Staff is requesting TPSG review and action to recommend changes to the FY2024 TIP list to align with these new targets and remain fiscally constrained as federally required. TPSG programming recommendations will be presented to the Technical and Policy Committees at their September meetings.

Joseph introduced discussion on the Transit Master Plan (TMP) funding. She noted that in 2021, TPSG, Technical, and Policy Committees recommended allocating \$285,000 in HIP-COVID Relief funding to The Rapid's Transit Master Plan project. Because of the timing of the project and FTA's grant award timeline and process, the project was programmed in this fiscal year (FY2023).

When the word came down that unobligated COVID Relief funding was going to be rescinded as part of Congress' debt ceiling deal this summer, it was indicated that the applicable funds that had been allocated to transit projects would not be clawed back. However, that turned out to not be the case and now The Rapid's project is \$285,000 short in funding while the planning process has already begun. Joseph stated that GVMC staff is working with The Rapid and MDOT to try to find the least disruptive solution to allow this important regional project to move forward and will provide an update on progress. The one option that MDOT has provided so far was that they would try to apply for August redistribution in FY2024, but the Transit Master Plan project needs funding now.

Wisselink added that The Rapid has contacted the Director of Passenger Transportation at MDOT, but they have not heard back yet. He added that the issue that they face is that they have a \$600,000 Transit Master Plan, with \$315,000 of that from The Rapid's 5307 funding and the UPWP program. They are well into the TMP and need this funding to complete the second half of the project. Wisselink stated that The Rapid is hopeful that MDOT will respond with a solution. They have a few months of funding left before they must make serious decisions regarding the future of the TMP.

Joseph added that the timelines seem to be different between FHWA and FTA. MDOT Office of Passenger Transportation does not obligate the flex funds until the last moment in the fiscal year. Discussion ensued.

Harrall added that Kent County also lost \$400,000 that was going to be allocated toward M-37 intersections. Harrall asked if it was possible to receive August FY2023 redistribution. Joseph stated that she did not think so.

Joseph proposed a possible solution that had been discussed internally at GVMC. Staff could potentially hold off on supplementing safety action plan work until FY2025, after the regional safety action plan is done and allocate some of that \$150,000 to the TMP as a contribution.

Harrall asked what the excess funding is after the City of Walker is made whole with the Carbon Reduction funds. Joseph said it is still \$600,000, including the Category C funding, which is state funding that allows more flexibility. Discussion ensued.

STP-Flex-TMA and STP-TMA

Joseph noted that currently most of the STP projects were funded at 70/30, so if the STP-TMA money is distributed proportionally, everyone's projects can be added to. She stated that if the STP-Flex-TMA funds are used on the Transit Master Plan and the STP-TMA funds are used to proportionally increase funding for everyone's projects, then GVMC will supplement the rest to get to the \$285,000 with the STP funding programmed in the UPWP for FY2024.

Harrall asked if there are enough STP-Flex funds to do this. Joseph answered that there is \$250,000 in STP-Flex funds. Joseph noted that for the match, Covid Relief funding was 100% federal, and this would not be, so there would have to be a discussion about the match. Joseph suggested that if this is the recommendation from the Subcommittee, that GVMC not flex the funding, but work through a pass-through agreement to get the funds obligated as early in the fiscal year as possible. Wisselink noted that The Rapid would be required to do a 20% match, which hopefully MDOT would come up with.

Harrall requested that the \$34,000 in STP-Rural funding for the KCRC 100th Street project be restored with STP-TMA funding, and then bring everyone else up. Discussion ensued.

Wisselink noted that The Rapid needs \$285,000 total, so they would actually only need 80% of \$285,000 (\$228,000) in federal funding. Due to this, GVMC would not need to supplement the rest of the funding.

It was recommended that the STP-Flex-TMA funds be used on the Transit Master Plan, and then proportionally distribute the remainder. It was recommended that the STP-TMA funds be used to restore the lost \$34,000 in

funding for the 100th Street KCRC project and then proportionally distribute the remainder.

STP- Flex Kent Co.

Joseph noted that the federal amount for the STP-Flex Kent County funding source needs to be lowered by \$67,000 to align with the new target. This impacts one City of Walker project (Kinney Ave Reconstruction). The Kinney Ave reconstruction is the only project programmed with this money, so it was recommended that this project is lowered by \$67,000.

STP-Rural

Joseph noted that the federal amount for STP-Rural funding source needs to be lowered by \$34,000 to align with the new target. This impacts one KCRC project (100th Street Reconstruction). Harrall added that the KCRC rural 100th Street project is a borderline project so it could use STP-TMA funding. Additionally, the estimate for the project is higher than they anticipated. It was recommended that the 100th Street project funding is lowered by \$34,000.

EDC

Connors noted that the EDC funding can be pushed to next year without being lost. Harrall noted that the 60th Street (Eastern to Kalamazoo) KCRC project is the only EDC funded project and does not need additional funding. It was recommended that the EDC funding be pushed to a future year to be absorbed into a larger project.

Carbon Reduction

Joseph noted there is only one project programmed with the Carbon Reduction funding source that does not have the maximum federal share, which is the City of Walker's roundabout project at Center Drive NW. It was recommended to increase the federal amount by \$66,000 to align with the new target and to almost balance the amount lost on the City of Walker's Kinney Ave project.

In summary, the recommendations from the Subcommittee are as follows: the \$34,000 in STP-TMA funding will supplement the \$34,000 that KCRC lost in STP-Rural funding for the 100th Street project and the remaining will be proportionally distributed; the \$67,000 in STP-Flex Kent Co. funding will be subtracted from the City of Walker Kinney Ave. project; the \$34,000 of STP-Rural funding will be subtracted from KCRC 100th Street project; the \$228,000 of STP-Flex TMA funding will be allocated to The Rapid for the Transit Master Plan through GVMC and proportionally distribute the remaining; the EDC funding will be carried over to a future year; and the \$66,000 in CDP funding will be added to the City of Walker's Center Drive roundabout project.

Connors entertained a motion to allocate the FY2024 funding.

MOTION by R DeVries, SUPPORT by Schweitzer, to recommend to the Technical Committee to approve the FY2024 STP, EDC, and CRP funding allocations as discussed. MOTION CARRIED UNANIMOUSLY.

Wisselink thanked the Subcommittee for their flexibility with allocating the funding for The Rapid's Transit Master Plan.

Conners noted that the City of Walker will be bringing almost all their projects in for TIP amendments due to the 20% inflation per year. Joseph encouraged the Subcommittee members to submit any new project estimates to GVMC as soon as possible.

V. OTHER BUSINESS

No other business.

VI. ADJOURNMENT

Conners adjourned the August 14th, 2023, Transportation Programming Study Group meeting at 3:03 pm.



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MEMORANDUM

To: Transportation Programming Study Group
From: Andrea Faber, Transportation Planner
Re: Investment strategy for 2050 Metropolitan Transportation Plan (MTP)
Date: October 12, 2023

At the next Transportation Programming Study Group meeting, the Committee will be tasked with reviewing the investment strategy for the 2050 Metropolitan Transportation Plan (MTP) that the MTP Steering Committee determined at their meeting on October 11, and making revisions if necessary. This strategy will then be used to prioritize a list of deficiencies based on available funding that supports the vision statement, goals, and objectives of the plan.

As we discuss the investment strategy recommended by the MTP Steering Committee, the ability to allocate percentages of certain federal fund sources toward different types of projects (i.e., transit, safety, active transportation, etc.) will be on the table. For example, the Committee could elect to allocate a percentage of STP funds for safety projects. *Please note that if funding percentage allocations are made toward a certain mode or type of project, our Policies and Practices Document may need to be updated to reflect these decisions.* The investment strategy discussed at the meeting should drive the project selection process for the FY2026-2029 TIP.

At their meeting on October 11, 2023, the MTP Steering Committee considered the following information to determine an investment strategy for the 2050 MTP:

- [MTP Survey Story Map](#) and [Public Survey Results by Zip code](#)
- Top 5 public investment priorities from the MTP public survey:
 - (1) Improve roadway pavement condition
 - (2) Improve roadway and intersection safety
 - (3) Enhance transit (bus) service
 - (4) Improve/add sidewalks along major roads and transit routes
 - (5) Improve/add bicycle lanes and shared use paths
- [Word cloud](#) created from the Committee's priorities from the plan
- [The 2050 MTP Vision Statement, Goals and Objectives](#)
- Top 5 investment priorities from the 2045 MTP:
 - Maintaining the system in a state of good repair
 - Congestion management

- Nonmotorized
- Safety
- Transit
- Needs and Deficiencies Analyses (see below)
- Financial Analysis Results (see below)

GVMC Needs/Deficiencies Analysis

To determine current and future transportation need by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and nonmotorized modes of transportation. As part of this effort, staff also analyzed deficiencies for pavement and bridge condition, traffic congestion, safety and reliability for all users of the transportation system based on the performance measure targets our transportation Committees have previously supported. This analysis is the basis for proposing solutions to meet the current and forecasted transportation needs by mode and deficiencies for the 2050 Metropolitan Transportation Plan (MTP).

The total anticipated local needs are categorized below:

- Capacity/Congestion: \$7.74 million
- Pavement Condition: \$2.6 billion before inflation – doubles current investment
- Nonmotorized (“Active Transportation”): \$316 million – unfunded illustrative projects
- Safety – \$15.1 million
- Transit –\$736,982,342 – unfunded illustrative projects

***Total Need Minimum (not including bridges and other yet-to-be-identified needs):
\$3,675,822,342***

GVMC Financial Analysis

Staff also conducted a financial analysis to determine how much funding is reasonably expected to be available over the life of the plan. To conduct the analysis, staff reached out to all our Act 51 agencies to determine how much Act 51 funding they expect to receive through 2050 as well as how much revenue they receive from millages and special assessments and if they use general fund money to complete transportation projects. Staff then subtracted the jurisdictions’ operation and maintenance (O+M) budgets, which include activities such as snow plowing and pothole filling and are not available to be used as match dollars for federal funds. The formula, then, is as follows:

Act 51 Funds + Other funds (general fund, millages, etc.) – O+M = remaining capital.

This analysis showed that \$3,672,496,526.43 will be available in remaining capital for local funding over the life of the plan. Some of this funding can be used to leverage federal funds at an 80/20 split.

The amount of federal funding expected to be available over the life of the plan is \$648,034,593, which means that meeting the needs identified in the section above will largely fall on the backs of our locals.

Adding the 20% local match brings the federal funding total up to \$777,641,511.60.

Federal funds reasonably expected to be available over the life of the plan.

A table of federal funds reasonably expected to be available per year is below. *Please note that we have two new funding sources to consider this year: Carbon Reduction Program (CRP) and STP-Flex TMA, which replaces the National Highway Performance Program (NHPP) funding we have received in the past.*

To determine these funding levels, funding from the FY2023-2026 TIP was used as the basis, and the following inflation factors that were provided by MDOT were applied every year between 2027-2050:

FY27-FY31: 1.9% growth rate

FY32& Beyond: 1.0% growth rate

Total by Fund Source Per Band Year										
	CMAQ - Federal + State	STP Flex-TMA (former NH)	STP Flex - TMA	STP Rural	EDFC	STP-TMA	TAP TMA	STP-Flex Kent County	Carbon Reduction	Total All Fund Sources
2023-2026	\$3,619,012	\$3,377,288	\$2,069,086	\$4,014,592	\$3,963,132	\$42,718,715	\$5,962,051	\$5,354,941	\$5,328,530	\$76,407,347
2027-2030	\$3,907,080	\$3,971,381	\$2,331,666	\$4,399,133	\$4,154,992	\$47,446,893	\$6,435,462	\$5,975,943	\$5,829,165.75	\$84,451,716
2031-2040	\$10,709,154	\$10,885,401	\$6,391,006	\$12,057,852	\$11,388,670	\$130,050,083	\$17,639,350	\$16,379,827	\$15,977,516	\$231,478,860
2041-2050	\$11,829,569	\$12,024,255	\$7,059,647	\$13,319,370	\$12,580,177	\$143,656,199	\$19,484,816	\$18,093,520	\$17,649,118	\$255,696,670
Total:	\$30,064,815	\$30,258,325	\$17,851,406	\$33,790,947	\$32,086,970	\$363,871,890	\$49,521,679	\$45,804,232	\$44,784,329	\$648,034,593

MTP Steering Committee Investment Strategy

After considering all the items above and much discussion, the MTP Steering Committee recommends that federal funding for local projects be allocated according to the following prioritized tier system:

<p>Tier 1</p> <p>Improving Safety (by Reducing Fatal and Serious Injury Crashes) and Operations</p>
<p>Tier 2</p> <p>Maintaining the System in a State of Good Repair</p>
<p>Tier 3</p> <p>Improving Active Transportation Options</p> <p>Improving Transit</p>
<p>Tier 4</p> <p>Exploring, Evaluating, and Coordinating New Transportation Technology</p>

Current sources to fund projects, as well as eligibility by fund source, is outlined below:

Fund Source	Eligible Work
STP (Urban, Rural, Flex Kent Co, Flex TMA)	<ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements on federal aid roads • Replacement, preservation, and other improvements on fed aid bridges • Active transportation projects (pedestrian and bicycle facilities) • Safety projects • Can be flexed to transit
CMAQ	<ul style="list-style-type: none"> • Signal System Operations • Intersection Improvements • About 50% flexed to transit • Active transportation projects • Other eligible projects with emissions reduction benefits
Carbon Reduction (CRP)	<ul style="list-style-type: none"> • Projects eligible for CMAQ funding except expansion/widening projects

TAP	<ul style="list-style-type: none"> • Active transportation projects – no location restrictions • Bicycle/pedestrian facility improvements on other road/bridge projects • Other eligible projects
Category C – Kent County only	<ul style="list-style-type: none"> • Projects to reduce traffic congestion on federal aid eligible two-lane roads carrying over 10,000 vehicles per day or more than 25,000 on roads with more than two lanes <ul style="list-style-type: none"> ○ Intersection improvements ○ Left turn lanes ○ Advanced traffic management systems ○ Adding travel lanes • Resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding
FTA (5307, 5339, 5310, etc.)	<ul style="list-style-type: none"> • Transit

If you have any questions, please contact me at (616) 776-7603 or email andrea.faber@gvmc.org.



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MEMORANDUM

To: Transportation Programming Study Group
From: Andrea Faber, Transportation Planner
Re: Prioritized list of deficiencies for 2050 Metropolitan Transportation Plan (MTP)
Date: October 12, 2023

After the Transportation Programming Study Group approves the investment strategy for the 2050 MTP, the Committee will have the opportunity to propose projects for consideration for inclusion in the document.

Please note that while members may wish to propose projects for the 2050 MTP, funding is based on estimates, and we only include expand and improve (“widening”) projects in the document that are air quality non-exempt. Projects included in the MTP will have a commitment to be carried forward in future TIPs, and GVMC will need cost estimates no later than 10/25 so they can be included in our November Tech Committee meeting packet. Projects may also be included on the illustrative list in the Plan and be considered for funding during the development of subsequent TIPs. Development of the next TIP will begin on the heels of the approval of the 2050 MTP, which is anticipated in June.

Members may also wish to propose allocation percentages based on funding source for various categories of projects per band year. For example, 10% of STP funds in 2027-2030 goes to active transportation projects, etc.

Due to the long life of this document, many, or even most, funding sources may be left as unprogrammed bins for eligible projects TBD in the document’s band years.

Attached, please find a list of eligible condition deficient facilities sorted by LOTTR and TTTR severity and by jurisdiction and supporting maps.

If you have any questions, please feel free to call me at 616.776.7603 or email andrea.faber@gvmc.org.

GVMC 2050 MTP Congestion Deficiency List

Government Unit	Road Name	From Description	To Description	Length Miles	LOTTR	Cong./Reli	PK_VOC	Safety Def.	NFC	NFC Description	NHS Design	Lanes	PASER 2022
MDOT	M-37 (East Beltline Ave) NB	Cascade Road	Michigan Street	0.87	3.58	Yes	0.87	No	3	Urban Principal Arterial	Yes	2	6
City of Grand Rapids	Fulton Street	Division Avenue	West of Monroe	0.34	2.17	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	4	7
City of Grandville	44th Street	I-196 EB Ramps	Canal Avenue	0.15	1.96	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	5	5
MDOT	US-131 NB	Burton Street	Hall Street	0.98	1.95	Yes	1.01	Yes	2	Urban Freeway	Yes	3	5
Byron Township	68th Street	US-131 SB Ramps	US-131 NB Ramps	0.07	1.91	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	6	8
Cascade Township	Patterson Avenue	M-37	52nd Street	0.59	1.85	Yes	0.56	Yes	3	Urban Principal Arterial	Yes	5	6
City of Wyoming	44th Street	US-131 SB Ramps	US-131 NB Ramps	0.07	1.85	Yes	0.59	No	3	Urban Principal Arterial	Yes	4	8
City of Grandville	Wilson Avenue	Chicago Drive	M-11 (28th St)	0.28	1.81	Yes	0.61	No	4	Urban Minor Arterial	No	4	5
City of Hudsonville	32nd Avenue	I-196 EB Ramps	I-196 WB Ramps	0.27	1.81	Yes	0.69	No	3	Urban Principal Arterial	Yes	5	8
MDOT	M-37 (East Beltline Ave)	Michigan Street	South of Bradford Street	0.42	1.81	Yes	0.87	No	3	Urban Principal Arterial	Yes	5	6
City of Grand Rapids	Leonard Street	Turner Avenue	Scribner Avenue	0.06	1.78	Yes	1.05	Yes	3	Urban Principal Arterial	Yes	6	7
MDOT	US-131 NB	28th Street	Burton Street	1.04	1.77	Yes	0.99	Yes	2	Urban Freeway	Yes	3	5
City of Grand Rapids	Burton Street	Towner Avenue	Century Avenue	0.26	1.76	Yes	0.85	Yes	3	Urban Principal Arterial	Yes	4	7
City of Grand Rapids	Plainfield Avenue	I-96	3 Mile Road	0.60	1.75	Yes	0.43	Yes	3	Urban Principal Arterial	Yes	4	5
City of Wyoming	54th Street	Clyde Park Avenue	Clay Avenue	0.42	1.74	Yes	0.87	No	3	Urban Principal Arterial	Yes	5	4
MDOT	28th Street	Wilson Ave SW	Ivanrest Ave SW	0.97	1.74	Yes	0.70	Yes	3	Urban Principal Arterial	Yes	5	3
City of Grand Rapids	Leonard Street	Walker Avenue	Seward Avenue	1.24	1.72	Yes	0.75	No	3	Urban Principal Arterial	Yes	2	6
City of Grand Rapids	Wealthy Street	Lafayette Avenue	Eastern Avenue	0.63	1.72	Yes	0.68	Yes	4	Urban Minor Arterial	No	2	6
City of Grand Rapids	Wealthy Street	Division Avenue	Jefferson Avenue	0.18	1.72	Yes	0.63	Yes	4	Urban Minor Arterial	No	4	5
City of Grand Rapids	Wealthy Street	Jefferson Avenue	Lafayette Avenue	0.11	1.72	Yes	0.63	No	4	Urban Minor Arterial	No	3	2
MDOT	Wilson Ave SW	E I 196/28th RAMP	28th/E I 196 RAMP	0.12	1.72	Yes	0.83	Yes	3	Urban Principal Arterial	Yes	5	9
City of Grand Rapids	Hall Street	Steele Avenue	US-131 SB Ramps	0.19	1.71	Yes	0.70	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Pearl Street	Division Avenue	Monroe Avenue	0.21	1.71	Yes	0.65	Yes	3	Urban Principal Arterial	Yes	2	6
MDOT	US-131 NB	Hall Street	Wealthy Street	0.92	1.69	Yes	1.05	Yes	2	Urban Freeway	Yes	3	5
MDOT	Wilson Ave SW	Indian Mounds Dr SW	Bridge 4814	0.17	1.68	Yes	0.79	Yes	3	Urban Principal Arterial	Yes	4	7
City of Grand Rapids	Burton Street	Division Avenue	Towner Avenue	0.59	1.67	Yes	0.81	Yes	3	Urban Principal Arterial	Yes	3	4
City of Grand Rapids	Pearl Street	Monroe Avenue	US-131	0.30	1.67	Yes	0.81	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Wealthy Street	US-131	Division Avenue	0.18	1.67	Yes	1.02	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Burton Street	US-131 SB Ramps	Clyde Park Avenue	0.15	1.66	Yes	0.95	Yes	4	Urban Minor Arterial	No	4	6
City of Grand Rapids	Franklin Street	US-131 NB Ramps	US-131 SB Ramps	0.05	1.66	Yes	0.84	No	3	Urban Principal Arterial	Yes	4	8
MDOT	Wilson Ave NW	Fennessy St NW	Lake Michigan Dr NW	1.15	1.66	Yes	0.69	No	3	Urban Principal Arterial	Yes	2	6
Cascade Township	John J Oostema Blvd EB	Patterson Avenue	GRR Airport Terminal	0.59	1.64	Yes	0.20	Yes	3	Urban Principal Arterial	Yes	2	8
City of Grand Rapids	Hall Street	US-131 SB Ramps	Grandville Avenue	0.16	1.63	Yes	0.86	Yes	3	Urban Principal Arterial	Yes	3	3
City of Grand Rapids	Michigan Street	Lafayette Avenue	Monroe Avenue	0.53	1.63	Yes	0.59	Yes	3	Urban Principal Arterial	Yes	5	8
City of Grand Rapids	I-196 BL (Franklin St)	US-131 SB Ramps	Grandville Avenue	0.17	1.62	Yes	0.57	Yes	4	Urban Minor Arterial	No	4	5
City of Grand Rapids	Leonard Street	I-96 WB Ramps	East Beltline	0.63	1.59	Yes	0.44	No	3	Urban Principal Arterial	Yes	4	4
City of Wyoming	44th Street	Byron Center Avenue	Burlingame Avenue	0.96	1.59	Yes	0.69	No	3	Urban Principal Arterial	Yes	4	7
Byron Township	84th Street	Division Avenue	US-131	0.73	1.58	Yes	0.60	No	3	Urban Principal Arterial	Yes	5	6
City of Grand Rapids	Leonard Street	Seward Avenue	Turner Avenue	0.28	1.57	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	2	7
MDOT	I-96 (WB)	Cascade Road	M-21 (Fulton St)	1.33	1.57	Yes	0.66	No	1	Urban Interstate	Yes	2	6
City of Grand Rapids	Market Avenue	Wealthy Street	RR Bridge	0.50	1.56	Yes	1.07	Yes	4	Urban Minor Arterial	No	4	9
City of Grand Rapids	Market Avenue	Fulton Street	Wealthy Street	0.59	1.56	Yes	0.87	Yes	3	Urban Principal Arterial	Yes	4	10
City of Grand Rapids	Market Avenue	RR Bridge	West of Freeman Avenue	0.38	1.56	Yes	0.67	No	4	Urban Minor Arterial	No	4	7
MDOT	M-37 (Broadmoor Ave)	Bldv Section	M-11 (28th Street)	0.53	1.56	Yes	0.64	Yes	3	Urban Principal Arterial	Yes	5	7
City of Grand Rapids	Franklin Street	Madison Avenue	Jefferson Avenue	0.25	1.55	Yes	0.77	Yes	4	Urban Minor Arterial	No	3	9
City of Grand Rapids	Franklin Street	Jefferson Avenue	Division Avenue	0.18	1.55	Yes	0.70	Yes	4	Urban Minor Arterial	No	3	9
MDOT	28th Street	US-131	S Division Ave	0.59	1.54	Yes	0.91	Yes	3	Urban Principal Arterial	Yes	5	8
MDOT	28th Street	E Beltline Ave SE	Lake Eastbrook Blvd SE	0.42	1.53	Yes	0.69	Yes	3	Urban Principal Arterial	Yes	5	6
City of Grand Rapids	Division Avenue	Cherry St SE	Wealthy Street	0.26	1.52	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	4	9
City of Grand Rapids	Monroe Avenue	Pearl Street	Fulton Street	0.23	1.52	Yes	0.43	Yes	3	Urban Principal Arterial	Yes	5	6
City of Walker	3 Mile Road	Fruit Ridge Avenue	Wilson Avenue	0.75	1.51	Yes	0.50	Yes	3	Urban Principal Arterial	Yes	4	4
City of Wyoming	44th Street	RR Xing	Buchanan Avenue	0.25	1.51	Yes	0.73	No	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	Buchanan Avenue	Division Avenue	0.26	1.51	Yes	0.72	Yes	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	Clay Ave SW	RR Xing	0.17	1.51	Yes	0.70	No	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	US-131 NB Ramps	Clay Avenue	0.10	1.51	Yes	0.62	No	3	Urban Principal Arterial	Yes	5	8
Byron Township	68th Street	Clyde Park Avenue	US-131 SB Ramps	0.24	1.50	Yes	0.55	Yes	3	Urban Principal Arterial	Yes	5	8
City of Grand Rapids	Leonard Street	Scribner Avenue	Monroe Avenue	0.46	1.50	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	4	6
City of Grand Rapids	M-21 (Fulton St)	Robinson Road	Cascade Road	0.67	1.50	Yes	0.48	No	3	Urban Principal Arterial	Yes	2	3
MDOT	M-21 (Fulton St)	M-37	Robinson Road	0.26	1.50	Yes	0.92	Yes	3	Urban Principal Arterial	Yes	2	4

GVMC 2050 MTP Congestion Deficiency List (By Jurisdiction)

Government Unit	Road Name	From Description	To Description	Length Miles	LOTTR	Cong./Reli.	PK_VOC	Safety Def.	NFC	NFC Description	NHS Design	Lanes	PASER 2022
Byron Township	68th Street	US-131 SB Ramps	US-131 NB Ramps	0.07	1.91	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	6	8
Byron Township	84th Street	Division Avenue	US-131	0.73	1.58	Yes	0.60	No	3	Urban Principal Arterial	Yes	5	6
Byron Township	68th Street	Clyde Park Avenue	US-131 SB Ramps	0.24	1.50	Yes	0.55	Yes	3	Urban Principal Arterial	Yes	5	8
Cascade Township	Patterson Avenue	M-37	52nd Street	0.59	1.85	Yes	0.56	Yes	3	Urban Principal Arterial	Yes	5	6
Cascade Township	John J Oostema Blvd EB	Patterson Avenue	GRR Airport Terminal	0.59	1.64	Yes	0.20	Yes	3	Urban Principal Arterial	Yes	2	8
City of Grand Rapids	Fulton Street	Division Avenue	West of Monroe	0.34	2.17	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	4	7
City of Grand Rapids	Leonard Street	Turner Avenue	Scribner Avenue	0.06	1.78	Yes	1.05	Yes	3	Urban Principal Arterial	Yes	6	7
City of Grand Rapids	Burton Street	Towner Avenue	Century Avenue	0.26	1.76	Yes	0.85	Yes	3	Urban Principal Arterial	Yes	4	7
City of Grand Rapids	Plainfield Avenue	I-96	3 Mile Road	0.60	1.75	Yes	0.43	Yes	3	Urban Principal Arterial	Yes	4	5
City of Grand Rapids	Leonard Street	Walker Avenue	Seward Avenue	1.24	1.72	Yes	0.75	No	3	Urban Principal Arterial	Yes	2	6
City of Grand Rapids	Wealthy Street	Lafayette Avenue	Eastern Avenue	0.63	1.72	Yes	0.68	Yes	4	Urban Minor Arterial	No	2	6
City of Grand Rapids	Wealthy Street	Division Avenue	Jefferson Avenue	0.18	1.72	Yes	0.63	Yes	4	Urban Minor Arterial	No	4	5
City of Grand Rapids	Wealthy Street	Jefferson Avenue	Lafayette Avenue	0.11	1.72	Yes	0.63	No	4	Urban Minor Arterial	No	3	2
City of Grand Rapids	Hall Street	Steele Avenue	US-131 SB Ramps	0.19	1.71	Yes	0.70	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Pearl Street	Division Avenue	Monroe Avenue	0.21	1.71	Yes	0.65	Yes	3	Urban Principal Arterial	Yes	2	6
City of Grand Rapids	Burton Street	Division Avenue	Towner Avenue	0.59	1.67	Yes	0.81	Yes	3	Urban Principal Arterial	Yes	3	4
City of Grand Rapids	Pearl Street	Monroe Avenue	US-131	0.30	1.67	Yes	0.81	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Wealthy Street	US-131	Division Avenue	0.18	1.67	Yes	1.02	Yes	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Burton Street	US-131 SB Ramps	Clyde Park Avenue	0.15	1.66	Yes	0.95	Yes	4	Urban Minor Arterial	No	4	6
City of Grand Rapids	Franklin Street	US-131 NB Ramps	US-131 SB Ramps	0.05	1.66	Yes	0.84	No	3	Urban Principal Arterial	Yes	4	8
City of Grand Rapids	Hall Street	US-131 SB Ramps	Grandville Avenue	0.16	1.63	Yes	0.86	Yes	3	Urban Principal Arterial	Yes	3	3
City of Grand Rapids	Michigan Street	Lafayette Avenue	Monroe Avenue	0.53	1.63	Yes	0.59	Yes	3	Urban Principal Arterial	Yes	5	8
City of Grand Rapids	I-196 BL (Franklin St)	US-131 SB Ramps	Grandville Avenue	0.17	1.62	Yes	0.57	Yes	4	Urban Minor Arterial	No	4	5
City of Grand Rapids	Leonard Street	I-96 WB Ramps	East Beltline	0.63	1.59	Yes	0.44	No	3	Urban Principal Arterial	Yes	4	4
City of Grand Rapids	Leonard Street	Seward Avenue	Turner Avenue	0.28	1.57	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	2	7
City of Grand Rapids	Market Avenue	Wealthy Street	RR Bridge	0.50	1.56	Yes	1.07	Yes	4	Urban Minor Arterial	No	4	9
City of Grand Rapids	Market Avenue	Fulton Street	Wealthy Street	0.59	1.56	Yes	0.87	Yes	3	Urban Principal Arterial	Yes	4	10
City of Grand Rapids	Market Avenue	RR Bridge	West of Freeman Avenue	0.38	1.56	Yes	0.67	No	4	Urban Minor Arterial	No	4	7
City of Grand Rapids	Franklin Street	Madison Avenue	Jefferson Avenue	0.25	1.55	Yes	0.77	Yes	4	Urban Minor Arterial	No	3	9
City of Grand Rapids	Franklin Street	Jefferson Avenue	Division Avenue	0.18	1.55	Yes	0.70	Yes	4	Urban Minor Arterial	No	3	9
City of Grand Rapids	Division Avenue	Cherry St SE	Wealthy Street	0.26	1.52	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	4	9
City of Grand Rapids	Monroe Avenue	Pearl Street	Fulton Street	0.23	1.52	Yes	0.43	Yes	3	Urban Principal Arterial	Yes	5	6
City of Grand Rapids	Leonard Street	Scribner Avenue	Monroe Avenue	0.46	1.50	Yes	0.76	Yes	3	Urban Principal Arterial	Yes	4	6
City of Grand Rapids	M-21 (Fulton St)	Robinson Road	Cascade Road	0.67	1.50	Yes	0.48	No	3	Urban Principal Arterial	Yes	2	3
City of Grandville	44th Street	I-196 EB Ramps	Canal Avenue	0.15	1.96	Yes	0.75	Yes	3	Urban Principal Arterial	Yes	5	5
City of Grandville	Wilson Avenue	Chicago Drive	M-11 (28th St)	0.28	1.81	Yes	0.61	No	4	Urban Minor Arterial	No	4	5
City of Hudsonville	32nd Avenue	I-196 EB Ramps	I-196 WB Ramps	0.27	1.81	Yes	0.69	No	3	Urban Principal Arterial	Yes	5	8
City of Walker	3 Mile Road	Fruit Ridge Avenue	Wilson Avenue	0.75	1.51	Yes	0.50	Yes	3	Urban Principal Arterial	Yes	4	4
City of Wyoming	44th Street	US-131 SB Ramps	US-131 NB Ramps	0.07	1.85	Yes	0.59	No	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	54th Street	Clyde Park Avenue	Clay Avenue	0.42	1.74	Yes	0.87	No	3	Urban Principal Arterial	Yes	5	4
City of Wyoming	44th Street	Byron Center Avenue	Burlingame Avenue	0.96	1.59	Yes	0.69	No	3	Urban Principal Arterial	Yes	4	7
City of Wyoming	44th Street	RR Xing	Buchanan Avenue	0.25	1.51	Yes	0.73	No	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	Buchanan Avenue	Division Avenue	0.26	1.51	Yes	0.72	Yes	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	Clay Ave SW	RR Xing	0.17	1.51	Yes	0.70	No	3	Urban Principal Arterial	Yes	4	8
City of Wyoming	44th Street	US-131 NB Ramps	Clay Avenue	0.10	1.51	Yes	0.62	No	3	Urban Principal Arterial	Yes	5	8
MDOT	M-37 (East Beltline Ave) NB	Cascade Road	Michigan Street	0.87	3.58	Yes	0.87	No	3	Urban Principal Arterial	Yes	2	6
MDOT	US-131 NB	Burton Street	Hall Street	0.98	1.95	Yes	1.01	Yes	2	Urban Freeway	Yes	3	5
MDOT	M-37 (East Beltline Ave)	Michigan Street	South of Bradford Street	0.42	1.81	Yes	0.87	No	3	Urban Principal Arterial	Yes	5	6
MDOT	US-131 NB	28th Street	Burton Street	1.04	1.77	Yes	0.99	Yes	2	Urban Freeway	Yes	3	5
MDOT	28th Street	Wilson Ave SW	Ivanrest Ave SW	0.97	1.74	Yes	0.70	Yes	3	Urban Principal Arterial	Yes	5	3
MDOT	Wilson Ave SW	E I 196/28th RAMP	28th/E I 196 RAMP	0.12	1.72	Yes	0.83	Yes	3	Urban Principal Arterial	Yes	5	9
MDOT	US-131 NB	Hall Street	Wealthy Street	0.92	1.69	Yes	1.05	Yes	2	Urban Freeway	Yes	3	5
MDOT	Wilson Ave SW	Indian Mounds Dr SW	Bridge 4814	0.17	1.68	Yes	0.79	Yes	3	Urban Principal Arterial	Yes	4	7
MDOT	Wilson Ave NW	Fennessy St NW	Lake Michigan Dr NW	1.15	1.66	Yes	0.69	No	3	Urban Principal Arterial	Yes	2	6
MDOT	I-96 (WB)	Cascade Road	M-21 (Fulton St)	1.33	1.57	Yes	0.66	No	1	Urban Interstate	Yes	2	6
MDOT	M-37 (Broadmoor Ave)	Blvd Section	M-11 (28th Street)	0.53	1.56	Yes	0.64	Yes	3	Urban Principal Arterial	Yes	5	7
MDOT	28th Street	US-131	S Division Ave	0.59	1.54	Yes	0.91	Yes	3	Urban Principal Arterial	Yes	5	8
MDOT	28th Street	E Beltline Ave SE	Lake Eastbrook Blvd SE	0.42	1.53	Yes	0.69	Yes	3	Urban Principal Arterial	Yes	5	6
MDOT	M-21 (Fulton St)	M-37	Robinson Road	0.26	1.50	Yes	0.92	Yes	3	Urban Principal Arterial	Yes	2	4

Level of Travel Time Reliability (LOTTR)

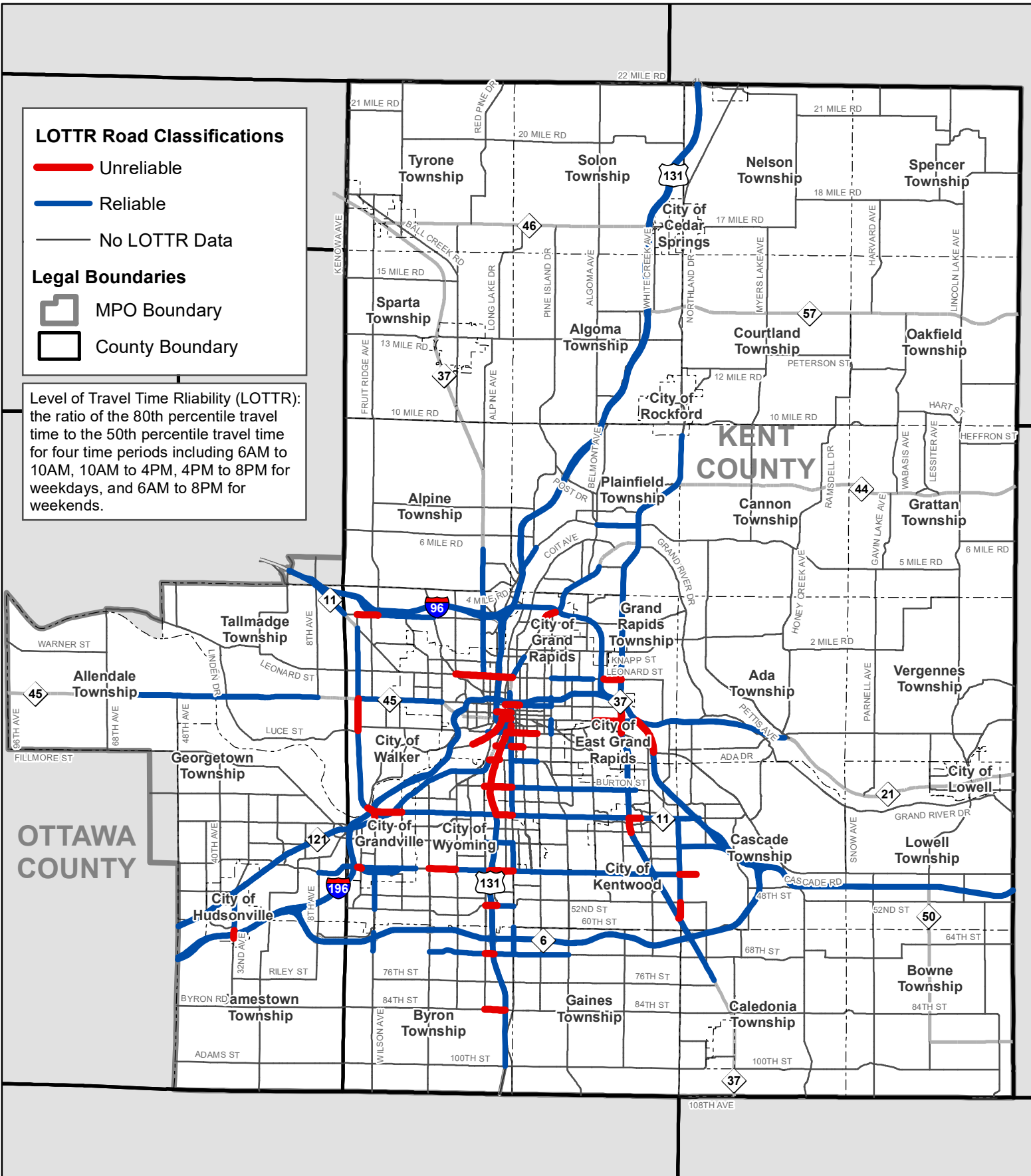
LOTTR Road Classifications

- Unreliable
- Reliable
- No LOTTR Data

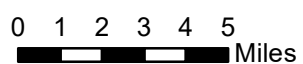
Legal Boundaries

- MPO Boundary
- County Boundary

Level of Travel Time Reliability (LOTTR): the ratio of the 80th percentile travel time to the 50th percentile travel time for four time periods including 6AM to 10AM, 10AM to 4PM, 4PM to 8PM for weekdays, and 6AM to 8PM for weekends.



OTTAWA COUNTY



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GVMC 2050 MTP Congestion Deficiencies List (TTTR)

Government Unit	Road Name	From Description	To Description	Length Miles	TTTR	Cong./Reli	PK_VOC	Safety Def.	NFC	NFC Description	NHS Design	Lanes	PASER 2022
MDOT	I-96 EB	I-196	M-37	0.48	4.40	Yes	0.42	No	1	Urban Interstate	Yes	3	6
MDOT	I-196 (EB)	M-11 (28th Street)	Chicago Drive (Wyoming)	1.81	4.06	Yes	1.05	No	1	Urban Interstate	Yes	2	7
MDOT	I-196 (WB)	Market Avenue	Chicago Drive (Wyoming)	1.89	3.97	Yes	1.07	No	1	Urban Interstate	Yes	2	7
MDOT	US-131 NB	Michigan Street	Leonard Street	0.99	3.85	Yes	0.93	Yes	2	Urban Freeway	Yes	3	6
MDOT	I-196 (EB)	Lane Avenue	US-131	0.74	3.75	Yes	0.85	No	1	Urban Interstate	Yes	3	7
MDOT	I-96 EB	M-37	Fulton Street	0.99	3.51	Yes	0.65	No	1	Urban Interstate	Yes	3	6
MDOT	I-196 (WB)	Lake Michigan Drive	Market Avenue	1.50	3.39	Yes	0.94	Yes	1	Urban Interstate	Yes	2	6
MDOT	I-96 EB	28th Street	36th Street	1.19	3.37	Yes	0.57	No	1	Urban Interstate	Yes	2	7
MDOT	I-96 (WB)	Alden Nash Avenue	M-6	5.82	2.99	Yes	0.90	No	1	Urban Interstate	Yes	2	6
MDOT	I-196 (WB)	College Avenue	Ottawa Avenue	0.67	2.97	Yes	0.76	No	1	Urban Interstate	Yes	2	9
MDOT	I-196 (WB)	Ottawa Avenue	US-131	0.42	2.86	Yes	0.76	Yes	1	Urban Interstate	Yes	2	9
MDOT	I-196 (EB)	Fuller Avenue	I-96	2.10	2.84	Yes	0.68	No	1	Urban Interstate	Yes	2	9
MDOT	I-196 (WB)	32nd Avenue	48th Avenue	2.23	2.64	Yes	0.81	Yes	1	Urban Interstate	Yes	2	10
MDOT	N US 131/I 96	N US 131	Bridge 4752	0.75	2.57	Yes	0.80	No	1	Urban Interstate	Yes	2	7
MDOT	US-131 NB	I-96	West River Drive	1.41	2.57	Yes	0.77	Yes	2	Urban Freeway	Yes	3	8
MDOT	US-131 SB	I-96	Ann Street	1.88	2.44	Yes	0.82	No	2	Urban Freeway	Yes	4	8
MDOT	I-96 (WB)	28th Street	Cascade Road	2.97	2.19	Yes	0.92	No	1	Urban Interstate	Yes	2	6
MDOT	I-96 (WB)	Cascade Road	M-21 (Fulton St)	1.33	2.12	Yes	0.66	No	1	Urban Interstate	Yes	2	6
MDOT	I-196 (WB)	US-131	Lane Avenue Off Ramp	0.52	2.03	Yes	0.77	No	1	Urban Interstate	Yes	3	9
MDOT	I-196 (EB)	Lake Michigan Drive	Lane Avenue	0.88	1.82	Yes	1.01	Yes	1	Urban Interstate	Yes	2	6

Truck Travel Time Reliability (TTTR)

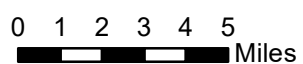
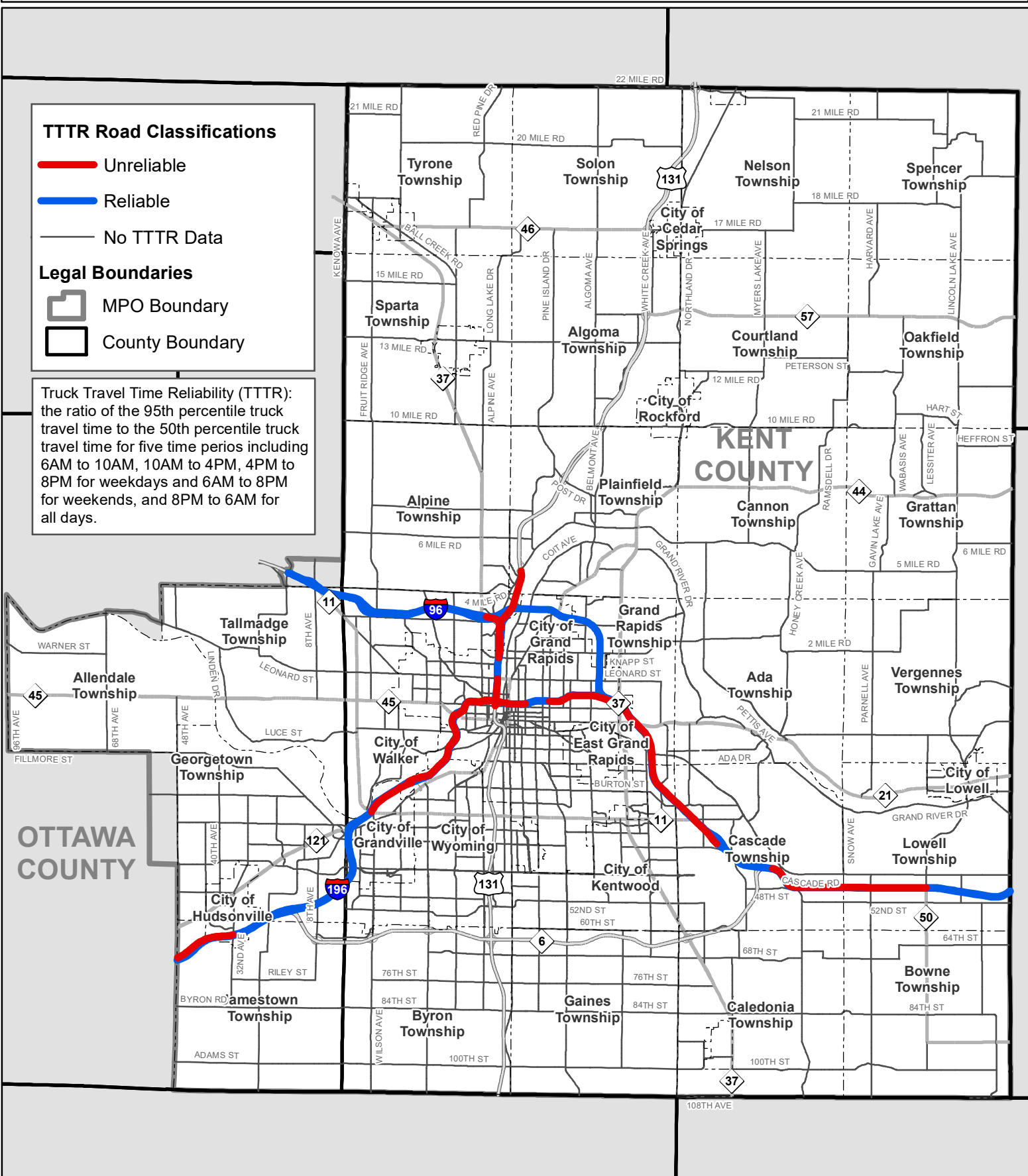
TTTR Road Classifications

- Unreliable
- Reliable
- No TTTR Data

Legal Boundaries

- MPO Boundary
- County Boundary

Truck Travel Time Reliability (TTTR): the ratio of the 95th percentile truck travel time to the 50th percentile truck travel time for five time periods including 6AM to 10AM, 10AM to 4PM, 4PM to 8PM for weekdays and 6AM to 8PM for weekends, and 8PM to 6AM for all days.



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