



GRAND VALLEY METROPOLITAN COUNCIL

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TRANSPORTATION PROGRAMMING STUDY GROUP

Wednesday, March 17, 2021

9:30 AM

REMOTE MEETING USING ZOOM

<https://zoom.us/j/96504471997?pwd=UXoyVmx2UHg5VTBhT3k0SUN5UzFrUT09>

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AGENDA

- I. **ROLL CALL AND INTRODUCTIONS**
- II. **APPROVAL OF MINUTES**—ACTION: Dated March 2, 2021
Please refer to Item II: Attachment A
- III. **OPPORTUNITY FOR PUBLIC COMMENT**
- IV. **FY2020/FY2021 HIP FUNDS** —DISCUSSION/ACTION: The Subcommittee will be tasked with discussing and making a recommendation regarding additional available FY2020/FY2021 funds in the HIP funding categories.
Please refer to Item IV: Attachment A
- V. **OTHER BUSINESS**
- VI. **ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TRANSPORTATION PROGRAMMING STUDY GROUP
Tuesday March 2, 2021
Video Conference**

Brett Laughlin, Chair of the TPSG Subcommittee, had audio issues and was unable to run the meeting.

Terry Schweitzer nominated Wayne Harrall as Temporary Chair of the TPSG Subcommittee.

MOTION by Schweitzer, SUPPORT by Conners, to appoint Wayne Harrall as Temporary Chair of the TPSG Subcommittee. MOTION CARRIED UNANIMOUSLY.

Harrall, Temporary Chair of the TPSG Subcommittee, called the meeting to order at 1:01 pm. Everyone in attendance introduced themselves and the organization they represented.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Michelle Baker	<i>Proxy for Clint Nemeth</i>	GFIAA
Kristin Bennett		City of Grand Rapids
Brad Boomstra		City of Kentwood
Tim Bradshaw (Vice Chair)		City of Kentwood
Scott Conners		City of Walker
Mike DeVries		Grand Rapids Charter Township
Rick DeVries		City of Grand Rapids
Shay Gallagher		Village of Sparta
Wayne Harrall (Temporary Chair)		County of Kent
Russ Henckel		City of Wyoming
Nicole Hofert		City of Wyoming
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
Jim Kirkwood		City of Lowell
Brett Laughlin (Chair)		City of Kentwood
Nick Monoyios		Ottawa County Road Commission
Jon Moxey		GFIAA
Terry Schweitzer		Village of Caledonia
Rick Sprague		City of Kentwood
Dan Strikwerda		Kent County Road Commission
Charlie Sundblad		City of Hudsonville
Jeff Thornton		City of Grandville
Kevin Wisselink		Village of Caledonia
Steve Warren		The Rapid
		Kent County Road Commission

DRAFT

Staff and Non-Voting Guests Present

Bradley Doane
Andrea Faber
Art Green
Laurel Joseph
Susan Rozema
John Weiss
George Yang
Mike Zonyk

GVMC Staff
GVMC Staff
MDOT
GVMC Staff
MDOT
GVMC Staff
GVMC Staff
GVMC Staff

Voting Members Not Present

Mike Burns
Adam Elenbaas
Jeff Franklin
Rachel Gokey
Tim Haagsma
Steve Hartman
Joan Konyndyk
Doug LaFave
Bill LaRose
Travis Mabry
Robert Miller
Clint Nemeth
Jeff Oonk
Steve Peterson
Liz Schelling
Max Smith
Phil Vincent
Mike Womack

City of Lowell
Allendale Township
MDOT
Village of Sand Lake
Kent County Road Commission
Hope Network West Michigan
Hope Network West Michigan
East Grand Rapids
City of Cedar Springs
City of Walker
City of Hudsonville
GFIAA
City of Wyoming
Cascade Charter Township
ITP – The Rapid
Hope Network West Michigan
City of Rockford
City of Cedar Springs

I. APPROVAL OF MINUTES

Bradshaw said on page 2, the second to last paragraph says, “Harrall suggested that Kentwood gets \$80,000, and Kentwood gets \$33,000.” The first “Kentwood” should be “Kent County Road Commission.” Staff noted the change.

Mike DeVries entertained a motion to approve the March 4, 2020 TPSG minutes.

MOTION by Mike Devries, SUPPORT by Conners, to approve the March 6, 2020 TPSG Subcommittee meeting minutes. MOTION CARRIED UNANIMOUSLY.

II. OPPORTUNITY FOR PUBLIC COMMENT

None.

III. FY2020 STP-URBAN AND STATE EDC ADDITIONAL FUNDS

DRAFT

Please refer to Item IV: Joseph explained there are STP-Urban funds that need to be obligated in FY2021 from a City of Grandville project that cannot obligate this year. The City of Grandville is requesting these funds are used by other members in hopes to get HIP funding for their project in a future year.

- FY 2021 STP-Urban: \$218,881 (from City of Grandville project)

Joseph presented members with a list of eligible projects that have not yet been obligated. Discussion ensued.

Connors pointed out there are two agencies that have projects that aren't matched, he recommended splitting them up between the two biggest agencies, Kent County Road Commission, and the City of Grand Rapids. Harrall elaborated, explaining Connors was referring to the KCRC Whitneyville Ave project and a project of choice for Grand Rapids. Connors confirmed.

Laughlin asked Joseph if the Caledonia job on the proposed list was the same as the Caledonia job on the current TIP list, and if both jobs had different limits. Joseph explained the TIP job was a proposal for HIP funding, but included a longer segment of road, and Caledonia is requesting funding to get back to their original limit ask and expense.

Moxey said he wasn't sure if 24.50% was the correct Local Share percentage for the Caledonia project. Joseph explained the percentage is from what is currently listed in the TIP, so if the project's total cost has changed and is not currently reflected in the TIP, then that percentage may differ. Moxey said the amount shown is for essentially half the project that was originally requested. Harrall asked Moxey if Caledonia was in good shape to obligate their project for FY2021. Moxey said yes, they're looking at starting construction this fall or next spring. Harrall asked if Caledonia was submitting the expanded project that was submitted for HIP funding or the reduced length project. Moxey said it was essentially half of what was outlined in the HIP description. Harrall said KCRC could take about \$50,000 for the Whitneyville Ave project to make the project closer to an 80/20 split.

Joseph stated all recommendations are slighted to go through final approval in April. Rick DeVries asked if that would hold up obligation on a project if dollars were added. Joseph said yes. Rick DeVries said, in that case, they should assign it to the Lake Eastbrook Blvd project if there are extra dollars. Joseph noted DeVries' comments.

Joseph asked for clarification that the Subcommittee is recommending getting the Whitneyville Ave project up to 24.5% local match and the rest to go to the Grand Rapids Lake Eastbrook Blvd project. Connors said that recommendation would result in \$37,760 additional dollars going to the Whitneyville project and \$181,121 going to the Lake Eastbrook project, putting Kent County at 24.5% local share, consistent with everybody else, and Grand Rapids well under that amount.

Moxey said the \$375,000 for the Caledonia project was incorrect and the total participating amount is looking more like \$450,000 for the project. Joseph asked Moxey to send his estimate to herself and Mike Zonyk. Harrall asked if that estimate would still be within 25%. Moxey said no, it's closer to 40% for half the project.

Schweitzer asked, regarding the HIP money, if they would be eligible to be spent on projects like the Caledonia Kinsey project. Joseph said yes.

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MOTION by Conners, SUPPORT by Laughlin to approve reallocation of funds from the City of Grandville’s Wilson Ave project to KCRC’s Whitneyville Ave and City of Grand Rapids’ Lake Eastbrook projects.

Please refer to Item IV: Joseph explained the three different pots of funding available:

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

Harrall asked if the COVID funding has no local match required. Joseph said yes.

Moxey presented the Village of Caledonia’s Kinsey Street Improvement project.

Harrall asked Moxey if Caledonia is including the entire corridor including the FY 2021 project previously discussed. Moxey said no but they’d like to combine both as one project.

Rick DeVries presented the City of Grand Rapids’ Division Ave, Grandville Ave, and Hall St projects.

Harrall asked DeVries if Grand Rapids had the ability to add more to the projects. Rick DeVries said watermain and sewer weren’t eligible, if their Federal budget ask was around \$1.4 million, they could do a normal grant project with an 80/20 split between Grandville and Hall.

Sundblad presented the City of Grandville’s Wilson Ave project.

Strikwerda presented the City of Hudsonville’s 40th Ave: Grant to Van Buren, 40th Ave: M-121 to Grant, and 40th Ave: Van Buren to N city limit projects.

Harrall asked if Hudsonville had a priority of the three projects. Strikwerda said the portion from Grant to Van Buren due to the shape it’s in.

Harrall presented the Kent County Road Commission’s Leffingwell Ave, Northland Dr, and 68th St projects.

Boomstra presented the City of Kentwood’s two Burton St projects.

Harrall asked if Kentwood’s priority was the bigger of the two projects. Boomstra said the opposite, their priority is the Forest Hill/Patterson project. Bennett asked if the intent of the Forest Hill/Patterson project was to take away all or some of the shoulder space. Boomstra said some of it, they’re looking to take away 10 feet to leave some shoulder. Bennett encouraged Kentwood to expand to 12 feet to make the section more bike friendly. Boomstra acknowledged the suggestion. Bennett asked if there was any assumption of signal change costs. Boomstra said yes, and they do expect some intersection work.

DRAFT

Laughlin presented Ottawa County Road Commission's Fillmore St/Cottonwood Dr project.

Harrall asked if OCRC were to add \$500,000 to the project, what would that put them at? Laughlin replied \$1.3 million, totaling \$1.8 million.

Connors presented the City of Walker's Bristol RR Bridge project.

Harrall asked if Walker was trying to physically widen the bridge. Connors said they're proposing a combination of large culverts. Schweitzer asked if the level of tracks will stay where they are. Connors said yes, preliminarily, and they'd bring the road down a couple of feet for more clearance. Bradshaw asked if there was any concern from a historical perspective to altering the bridge. Connors said Walker was not aware of any and they'd like to preserve the character of the bridge.

Joseph presented the Regional TDM Strategy and Transit Master Plan projects.

Monoyios added it has been over 10 years since the region's last TMP and an update would benefit the entire region. Monoyios continued, saying as they prepare the scope of work, there will be an exhaustive task force put together which will be composed of member jurisdictions of GVMC. Wisselink said this project is more of a regional planning effort and they're looking to start in the summer of 2022.

Schweitzer asked if the TMP would include the West Michigan Express corridor project discussed in the previous Tech/Policy Committee meeting. Monoyios said that's a great idea and it's worth discussion. Monoyios went on to say he felt the output from the TDM strategy would be a great beneficial influence for how we develop the TMP as well. Wisselink asked if they wanted projects folded into the same effort. Joseph said the budgets were not combined, however there was a general consensus at February's combined Tech/Policy meeting that the West Michigan Express and bus-only lanes projects could all be part of a broader transit master plan. Strikwerda expressed support for the idea.

Weiss asked Joseph to talk about enhancing work and holding dues. Joseph explained the upcoming GVMC Work Program and staff's efforts to allocate all funds. Discussion ensued.

Warren presented the M-37 Added Capacity and Fruit Ridge Interchange projects for consideration.

Bradshaw said his understanding is the bond money the state is receiving will cover most, if not all, of the M-37 project. Dennis Kent said it is technically not a bond funded project, it is a backfill project. Kent went on to explain additional dollars added to the project would be for added capacity.

Harrall asked, related to capacity on M-37, of Kent's opinion if any showstoppers were to be added. Kent said the preliminary engineering phase has looked into environmental issues, for a 5-lane option, there appears to be no showstoppers. Kent added the Fruit Ridge project is a categorical exclusion. Harrall asked if Fruit Ridge was currently programmed. Kent said there is some work programmed for the project.

Rick DeVries said he felt the \$250,000 requested for the Planning Study benefits everyone in the region. DeVries asked Joseph what the total amount of funding is for COVID relief. Joseph said \$3.7 million. DeVries expressed a desire to get more funding for the region.

DRAFT

Warren explained funding on a previous 100th St project. Warren suggested \$1 million allocated to the M-37 or Fruit Ridge projects to entice an increase in State funding. Weiss asked Warren if he had enough information to talk about potential project costs in detail. Kent said he couldn't get a handle on cost for the whole project.

Schweitzer said the memo indicates, at the latest, money must be obligated by September 2024. Schweitzer asked if money could be applied to the M-37 project in time. Kent said yes. Green explained the project has been successful in its operations template and preliminary work has already been done to know there are strong indications to know capacity improvement is warranted. Weiss said the difficulty is going to be a clear and direct strategy of MDOT leadership that the region is going to maintain our existing system. Weiss continued, regional jurisdictions will likely have to pay for a lot of an expanded capacity M-37 project, citing a doubt MDOT will want to expand the system. Weiss asked Kent and Green how the Subcommittee could get the M-37 Added Capacity project started financially. Kent said there is not a specific amount, it's more of a good-faith financial effort from non-MDOT sources.

Connors asked Joseph what the deadline is for completing this discussion on HIP funding. Joseph said it doesn't need to be completed today but she'd like to make a decision about what Grandville can do with their project now that they've given up their STP funding.

Harrall asked if there was any other project on the list intended to happen sooner than 2022. Joseph said just the Kinsey St project in Caledonia. Harrall asked Moxey if he had the entire section ready for GI submittal. Moxey said they're under design on the half section. To fully fund the entire project, they'd need roughly another \$120,000.

Connors said Grandville has always been good with the group about not overreaching and taking on reasonable efforts, and he can't see where Grandville gets left out. Harrall agreed.

Joseph asked the Subcommittee how they wanted to handle the position of TPSG Chair. Connors nominated Brett Laughlin to continue his position as Chair. Laughlin accepted.

Meeting tabled until March 17, 2021 at 9:30 am.

IV. OTHER BUSINESS

None.

V. ADJOURNMENT

Harrall adjourned the March 2, 2021 TPSG Subcommittee meeting at 2:54 pm.



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MEMORANDUM

DATE: March 10, 2021

TO: TPSG Subcommittee

FROM: Laurel Joseph, Director of Transportation Planning

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

At the next TPSG meeting, which will take place on March 17, 2021 at 9:30 am over Zoom, the Subcommittee will be tasked with discussing and making a recommendation regarding additional available FY2020 and FY2021 funds in the Highway Infrastructure Program (HIP) funding categories – continuing the conversation from the March 3rd meeting. The amounts of additional federal funds are listed below.

- FY 2020 HIP General: \$502,729 (must be obligated by 9/30/23, typical 80/20 or 81.85/18.15 required split)
- FY 2021 HIP General: \$540,111 (must be obligated by 9/30/24, typical 80/20 or 81.85/18.15 required split)
- FY 2021 HIP COVID Relief: \$3,693,347 (must be obligated by 9/30/24 – earlier obligation has been recommended, 100% federal – no local match required)

A call for projects was sent out for the HIP funding, and several proposals were submitted for consideration. These proposals were discussed at the March 3 meeting and remain in this packet. One additional proposal has been submitted and is also included, as is a summary of performance measure data, comments, and previous subcommittee discussion regarding each proposed project.

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$960,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

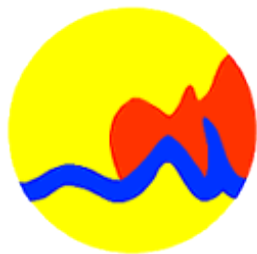
Please describe how this project would address the applicable MTP Recommendations.

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

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

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

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

February 18, 2021

Dear Ms. Joseph,

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

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

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

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

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

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

Sincerely,

Rick DeVries, P.E.
Assistant City Engineer

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: 5400000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: 4350000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: 1725000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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



February 22, 2021

Dear Laurel,

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

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

Sincerely,

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

Charlie Sundblad
Director of Public Works

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$290,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$266,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$179,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

This is a shared road with Georgetown Township providing collector access to Chicago Drive, including the Hudsonville Fairgrounds. It has a PASER rating of 2. 18 accidents and 2 injuries for this road section per MPO crash summary. None with bicycles but bike lanes will help with traffic calming.

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$143,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

Project Name: M-37: 92nd Street to N.O. 76th Street **Submitted by (Name and Agency):** KCRC

Project Description:

MDOT is planning major preservation work and major improvements at the 84th Street intersection on this corridor in 2025, with FY 24 funding. Beyond the 84th St. intersection, no major capacity improvements are currently planned. In a recent meeting with local officials, KCRC and MPO staff, MDOT indicated additional capacity improvements would be considered with local participation in the non-preservation costs. MDOT committed funding for this project is approximately \$32 Million for construction. KCRC estimates the local share of directly applicable project costs is approximately \$2 Million. KCRC is suggesting that part of the estimated \$2 Million local share could be funded with the COVID funds currently being discussed at TSPG, as well as other local and/or MPO sources TBD. Total construction costs for a 5-lane roadway would be approximately \$35-40 Million.

Total Project Cost: \$2 Million

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

M-37, south of the boulevard section has ADTs ranging from 25,000 south of 84th St., to 35,000 south of M-6, which is high for a 2-lane roadway. Travel along this corridor is congested and the 84th street intersection is a high crash location. The MDOT project will address the condition of the roadway and safety at the 84th street intersection. The additional through and turning lanes would improve safety, relieve congestion, improve the reliability of the M-37 corridor, and accommodate additional commercial and commuter traffic from Amazon and other developments in the area.

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

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

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

M-37 improvements south of M-6 are included in MTP unfunded Illustrative Projects list. The MDOT project will address existing system condition issues and improve safety at the 84th Street intersection area. The additional lanes will address capacity and reliability issues. There is currently a non-motorized trail along part of the corridor, which could be extended with this proposed project. This area is not currently served by transit; it also has growing volumes of freight traffic using M-37 to access M-6 and other arterials.

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

This request would help to leverage additional MDOT investment in the M-37 corridor and is a partnership opportunity between MDOT, local agencies and the MPO. It is not expected that all of the local share would come from the MPO funding being discussed at TSPG. Additional investment will ensure reasonable and reliable mobility, and a balanced regional investment level for growing areas of the MPO and Kent County.

GVMC Construction Project Proposal Form

Project Name: 68th Street Submitted by (Name and Agency): Rick Sprague KCRC

Project Description:

Reconstruct segment between Kraft Avenue and Cherry Valley Avenue to All-Season design. Provide 8 foot shoulders (4 foot paved and 4 foot gravel)

Total Project Cost: \$1,500,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

The project would include improvements to the intersection of 68th Street and Kraft Avenue to address right turns and pavement condition improvement. This segment of road would no longer be under seasonal weight restrictions and would have an addition of 4 foot of paved shoulder.

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

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

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

The All-Season construction would allow no seasonal weight restrictions. The 8 foot wide shoulders and 4 foot paved portions would improve vehicle and pedestrian safety.

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

KCRC is planning to construct the portion of 68th Street from Cherry Valley Avenue east to Whitneyville Avenue during 2021-2022 with 100% KCRC funds. The segment requested for funding would complete the 68th Street All-Season corridor between US-131 and Whitneyville Avenue.

GVMC Construction Project Proposal Form

Project Name: Leffingwell Avenue Submitted by (Name and Agency): Rick Sprague KCRC

Project Description:

Between City Limits and Knapp Street. Remove existing HMA pavement and place 2 courses of new HMA pavement. Upgrade sidewalks and non-motorized trail ramps where needed.

Total Project Cost: \$250,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

Improving a poor condition pavement and improving the number of reliable miles on NHS.

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

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

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

Project will provide new pavement in place of existing 20 year old asphalt pavement in poor condition.

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

Project has no known environmental issues and qualifies for SHPO Waiver. No right-of-way issues.

GVMC Construction Project Proposal Form

Project Name: Northland Drive Submitted by (Name and Agency): Rick Sprague KCRC

Project Description:

Full Depth pavement replacement between 11 Mile Road and 12 Mile Road and upgrade guardrail.

Total Project Cost: \$900,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

Total pavement replacement will improve existing pavement condition which is currently in fair to poor condition while improving percentage of good pavement on non-NHS.

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

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

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

The project will provide new pavement in place of existing 24 year old pavement in fair to poor condition. The guardrail approach terminal endings will be upgraded to meet current crash standards and improve safety.

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

The project could be combined with 2022 TIP Project to cold mill and repave Wolverine Boulevard between 10 Mile Road and 11 Mile Road.

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$1,784,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$1,027,400

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

The current Paser rating of this facility is 4 .

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$1,958,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

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

GVMC Construction Project Proposal Form

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

Project Description:

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

Total Project Cost: \$950,000

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

Safety

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

Infrastructure

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

System Performance

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

Transit Asset Management

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

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

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

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

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

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

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

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

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

GVMC Planning Project Proposal Form

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

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

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

Total Project Cost: ~\$250,000

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users | <input checked="" type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users |
| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight |
| <input checked="" type="checkbox"/> Promote efficient system management and operation | <input checked="" type="checkbox"/> Enhance travel and tourism |
| <input type="checkbox"/> Increase the accessibility and mobility of people and freight | <input type="checkbox"/> Emphasize the preservation of the existing transportation system |

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

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

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

Please explain:

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

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

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

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

GVMC Planning Project Proposal Form

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

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

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

Total Project Cost: \$600,000

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input checked="" type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users | <input checked="" type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users |
| <input checked="" type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight |
| <input checked="" type="checkbox"/> Promote efficient system management and operation | <input checked="" type="checkbox"/> Enhance travel and tourism |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system |

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

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

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

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

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

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

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

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

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