



GRAND VALLEY METROPOLITAN COUNCIL

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GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

TECHNICAL COMMITTEE MEETING

Wednesday, April 7, 2021

9:30 AM

REMOTE MEETING USING ZOOM

<https://zoom.us/j/96099257009?pwd=YmkwL3pxSmVIL29LMEdFMGw4ak9zdz09>

Webinar ID: 960 9925 7009 | Passcode: 466717

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AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES—ACTION: Tech Committee meeting minutes dated January 6, 2021.

Please refer to Item II: Attachment A

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. TIP AMENDMENTS—ACTION: On behalf of MDOT, Grand Rapids, KCRC, Hope Network, and The Rapid amendments/modifications to the FY2020-2023 TIP are being requested.

Please refer to Item IV: Attachment A

V. STP-URBAN AND HIP FUNDING RECOMMENDATIONS—ACTION: The Committee will be asked to review and recommend approval of the TPSG Subcommittee's recommendations for programming FY2021 STP-Urban and FY2020, FY2021, and COVID Relief HIP funds.

Please refer to Item V: Attachment A

VI. POLICIES AND PRACTICES UPDATE—INFORMATION/ACTION: The Committee will review GVMC's updated Policies and Practices document and may choose to take action. This precedes the 2023-2026 TIP development.

Please refer to Item VI: Attachment A

VII. OTHER BUSINESS- INFORMATION: GVMC has updated the Interactive Construction Map Viewer to include 2021 projects and created an Interactive Crash Map both located on our Mapping Resources page. <https://www.gvmc.org/mapping-resources>

VIII. ADJOURNMENT

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, January 6, 2021
Video Conference**

Laughlin, chair of the Technical Committee, called the meeting to order at 9:33 am. Joseph went through the Committee roster by agency for roll call. When the agency was called, the appointed Committee member or their proxy introduced themselves, the agency they were representing, and the location they were calling from, as instructed and as required by the amendments to the Open Meetings Act. Voting members were sent panelist invitations and had the ability to control their audio and video settings. Participants were notified that the meeting was being recorded on Zoom.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Sue Becker		Alpine Township
Kristin Bennett		City of Grand Rapids
Brad Boomstra		City of Kentwood
Tim Bradshaw (<i>Vice Chair</i>)		Caledonia Twp.
Terry Brod		Cannon Township
Mike Burns		City of Lowell
Scott Conners		City of Walker
Dave Datema		Tallmadge Township
Rick DeVries		City of Grand Rapids
Jim Ferro		Ada Township
Jeff Franklin		MDOT
Shay Gallagher		Village of Sparta
Tim Haagsma		Gaines Charter Township
Jerry Hale		Lowell Township
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County/ County of Kent
		Grand Rapids Township
Russ Henckel		City of Wyoming
Brian Hilbrands		Cascade Township
Nicole Hofert		City of Wyoming
James Kilborn	<i>Proxy for Jim Holtvluwer</i>	Ottawa County
		Ottawa County
Doug LaFave		City of East Grand Rapids
Brett Laughlin, <i>Chair</i>		Ottawa County Road Commission
Matt McConnon		Courtland Township
Robert Miller		City of Hudsonville
Clint Nemeth		GFIAA
Rick Solle		Plainfield Township
Charlie Sundblad		City of Grandville
Jeff Thornton		Village of Caledonia
Phil Vincent		City of Rockford
Steve Warren		Kent County Road Commission

Rod Weersing
Kevin Wisselink

Georgetown Township
ITP-The Rapid

Staff and Non-Voting Guests Present

Janet Arcuicci
Allison Balogh
Brad Doane
Andrea Faber
Laurel Joseph
Dennis Kent
Tyler Kent
Roger Marks
Terry Martin
Suzette Peplinski
Tom Richer
Rick Sprague
Steve Waalkes
Susan Weber
George Yang
Mike Zonyk

MDOT
MDOT
GVMC Staff
GVMC Staff
GVMC Staff
MDOT
MDOT
c2ae Engineering
Carrier and Gable
MDOT
MDOT
KCRC
Michigan Concrete Assn.
FTA
GVMC Staff
GVMC Staff

Voting Members Not Present

Mike DeVries
Adam Elenbaas
Rachel Gokey
Kevin Green
Jim Holtvluwer
Bill LaRose
Tom Noreen
Don Tillema
Laurie VanHaitsma

Grand Rapids Township
Allendale Township
Village of Sand Lake
Algoma Township
Ottawa County
Cedar Springs
Nelson Township
Byron Township
Jamestown Township

II. APPROVAL OF MINUTES

Laughlin entertained a motion to approve the November 4, 2020 Technical Committee minutes.

MOTION by Haagsma, SUPPORT by DeVries, to approve the November 4, 2020 Technical Committee minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Joseph explained the procedure for members of the public to offer public comment. They were to click the hand icon in Zoom to raise their hand, and after doing so, they would be unmuted to offer their comments verbally to the Committee.

Roger Marks, C2AE, raised his hand and commented that he was checking the system to make sure he could raise a hand and participate when needed. No other comments were offered from members of the public or the Technical Committee members.

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the TIP amendments that were being requested, which are as follows:

- MDOT requested the amendments/modifications to the TIP project list in the attached pending projects summary in the agenda, which included “abandoning” a regionwide pavement marking project and adding a project to the FY2021 Trunkline Road GPA, which has triggered a threshold amendment. MDOT also requested committee review of the S/TIP exempt project list. Many of the projects on this S/TIP exempt list have been reviewed by the Committees in the past.
- The City of Grand Rapids has received grants for two FY2022 safety projects and requested to add them to the TIP, which has triggered a threshold amendment for the FY2022 Local Traffic Operations and Safety GPA. Grand Rapids also requested to remove a FY2022 project from the TIP after initial design discussions have indicated the need to increase the scope for the project. They are requesting to add the federal budget associated with this removed project to an existing FY2022 TIP project, increasing that project’s federal budget.
- Staff, on behalf of the City of Lowell, requested to modify the scope and construction length of a statewide TAP funded project. This project is also moving from FY2021 to FY2023.

Dennis Kent provided additional information about MDOT’s TIP amendments/modifications. He added that a Construction Coordination meeting would take place in February in place of the regularly scheduled Technical Committee Meeting and that he would provide details about the construction schedule then.

Bennett provided an explanation of the City of Grand Rapids’ safety projects, and DeVries noted that the City of Grand Rapids’ Division Avenue from Fulton to Michigan Street project has turned into a reconstruction project. The resulting cost increase will cause a delay, which was why the City was requesting the STPU grant for the project to go toward their Collindale project. Discussion ensued.

Burns provided additional information about the City of Lowell’s project, noting that the scope changed because the plans for the project weren’t approved by the railroad.

Joseph added that further attachments in the agenda packet included GPA threshold increases and the S/TIP exempt project list for Committee consideration and approval.

Dennis Kent noted that on the I-196 major rehab project, they would be adding bridge work on the M-6 ramp. It’s not on the S/TIP exempt list yet, but it’s an administrative modification, and the cost is \$120,000 to replace the railing.

MOTION by Brod, SUPPORT by Harrall, to approve the TIP amendments requested by MDOT, the City of Grand Rapids, GVMC Staff and the City of Lowell, as requested. MOTION CARRIED UNANIMOUSLY by roll call vote.

V. ADJUSTED NHS BRIDGE CONDITION TARGETS

Referring to Item V: Attachment A, Joseph explained that, in accordance with federal performance measure requirements, MDOT established Bridge Condition targets in 2018, which the Technical and Policy Committees elected to support. We have now reached the mid-point of the performance period, which allows for adjustment of the 4-year targets. Based on updated data, MDOT has elected to adjust their 4-Year Bridge Performance Targets, which are listed below.

- Percentage of NHS bridges classified as in “Good” condition
- Percentage of NHS bridges classified as “Poor” condition

Factors that led to MDOT adjusting their 4-year targets include four large-deck-area bridges deteriorating faster than expected and changes in the inventory of NHS bridges, which the adjusted targets account for. A table summarizing the old and new targets and data is below.

Bridge Performance Measures					
Performance Measure	2018 Measured (Statewide)	Original 4-Year State Target	2020 Measured (Statewide)	2020 Measured (GVMC area)	Updated 4-Year State Target
Percentage of NHS bridges classified as in “Good” condition	33%	27%	26%	38%	23%
Percentage of NHS bridges classified as “Poor” condition	10%	7%	6%	4%	8%

MPOs have until March 31, 2021 to take action on these updated targets and can continue to support State targets or develop MPO targets. This item is being brought to the Committee today so that there is ample time for discussion before the deadline.

Staff has participated in target coordination meetings and working groups throughout the development process of all the State targets that have been presented to the Committee and believe the State’s methodology for target development to be reasonable. For this reason, and because MDOT selects the recipients of local bridge funds in addition to allocating state bridge funds, staff is recommending that the Technical Committee recommend support of the state targets for the updated Bridge Performance Measures at this time. The generally better condition of NHS bridges in the GVMC area and the work that continues to be done by MDOT and our local agencies to improve NHS bridges in our region can support statewide target achievement.

Harrall asked for clarification on the justification for raising the target on poor bridge condition percentage and if there were ramifications for MDOT on how NHS funds are delegated if the targets aren’t met. For instance, would funds need to be transferred from road to bridge projects in the future? Joseph provided likely presumptions on how

MDOT arrived at the new percentage. Dennis Kent replied that there are funding implications for missing targets, but it is dependent on funding level. Joseph stated that she believed the state is already spending funding in performance measure areas that they would have to spend if targets weren't met. Dennis Kent stated that he would check on this further before the next meeting. Discussion ensued.

Laughlin entertained a motion to support MDOT's adjusted bridge condition targets.

MOTION by Warren, Support by Conners, to recommend to the Policy Committee support of MDOT's adjusted bridge condition targets. MOTION CARRIED UNANIMOUSLY by roll call vote.

VI. ITS UPDATE

Tyler Kent introduced this item to the Committee, noting that at the last MPO Certification, FHWA brought up additional opportunities for efficient collaboration between agencies on ITS initiatives. Peplinski shared a presentation with the Committee and introduced herself, Balogh, and Richer, who would be presenting on MDOT's recent ITS activities. Topics discussed included ITS Architecture Update, covered by Peplinski; WMTOC Update, covered by Balogh; and 5 Year Plan Projects, covered by Richer.

Joseph thanked the presenters for the update and noted that she was looking forward to this group discussing ITS needs in the region and bringing the ITS subcommittee back together. Tyler Kent echoed that sentiment and encouraged the redevelopment of a subcommittee to discuss ways to collaborate ITS activities going forward. Peplinski stated that the time requirement would be two or three meetings per year.

VII. OTHER BUSINESS

Joseph announced that there would be a construction coordination meeting in February in place of the regularly scheduled Technical Committee meeting. Local agencies should bring their current list of projects to the meeting to update the construction coordination application map. She will forward the invite from Teams. Joseph also mentioned that the TPSG Subcommittee would be meeting in February, likely on the time/date of the regularly scheduled Policy Committee meeting, to program additional HIP funding. Kent added details about the February construction coordination meeting.

Tyler Kent announced a new MetroQuest survey for the 131 PEL study, which will be open through early February.

VIII. ADJOURNMENT

Laughlin adjourned the January 6, 2021 Technical Committee meeting at 10:39 am.



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MEMORANDUM

DATE: March 31, 2021

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2020-2023 Transportation Improvement Program**

On behalf of MDOT, Grand Rapids, KCRC, Caledonia, The Rapid, and Hope Network the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary. MDOT is also requesting committee review of the S/TIP exempt project list. Many of the projects on this S/TIP exempt list have been reviewed by the Committees in the past, but MDOT staff may highlight a few of note during the meeting (please see attachments).
- The City of Grand Rapids has received a conditional commitment for a statewide TAP grant for the Grand River Edges trail from Leonard to Ann Street and are now requesting that this project be added to the TIP in FY2023. Grand Rapids is also requesting to modify a couple projects that are on illustrative lists (please see attachments).
- Kent County Road Commission is requesting to revise total project costs for two FY2021 projects. Federal funds are not impacted. Kent County has also received bridge funding for two FY2023 projects, which has triggered a GPA threshold amendment for the FY2023 Local Bridge GPA (see attachments).
- Caledonia has requested a total budget increase for their FY2021 project (see pending projects attachment).

- Ottawa County Road Commission has received bridge funding for a FY2023 bridge replacement project. Staff, on OCRC's behalf, is requesting its addition to the TIP.
- On behalf of The Rapid and Hope Network, staff is requesting committee review of the pending Transit Capital GPA projects, which when added/modified triggered a GPA threshold amendment for the FY2021 Transit Capital GPA.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

FY 2020-2023 Transportation Improvement Program

April 2021 Amendments/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Amount	State Amount	Local Amount	Total Amount	Federal Amendment Type
2023	212254	Local Bridge	Kent County	Knapp Street NE	Knapp Street NE, Str #5022 over the Grand River, Kent County	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	\$336,000	\$63,000	\$21,000	\$420,000	GPA over 25%
2023	212261	Local Bridge	Kent County	18 Mile Road	18 Mile Road, Str #5036 over the Rogue River, Kent County.	0.000	Bridge Rehabilitation	Bridge Rehabilitation	CON	\$370,400	\$69,450	\$23,150	\$463,000	GPA over 25%
2022	201133	S/TIP Line items	MDOT	I-196	48th Avenue to 32nd Avenue	6.865	Reconstruction	Reconstruction	CON	\$0	\$11,340,000	\$0	\$11,340,000	
2021	201136	S/TIP Line items	MDOT	I-196	48th Avenue to 32nd Avenue	7.208	Traffic Safety	Shoulder Widening and Median Crossovers for Maintenance of Traffic	CON	\$1,282,680	\$142,520	\$0	\$1,425,200	Phase Budget equal or over 24%
2021	205545	S/TIP Line items	Caledonia	Kinsey Ave SE	Main Street to Maple Street	0.341	Reconstruction	Asphalt Reconstruct with sidewalk	CON	\$283,111	\$0	\$659,903	\$943,014	Phase Budget equal or over 24%
2023	212262	S/TIP Line items	Ottawa County	Hayes Street	Hayes Street, Str #8838 over Branch of Sand Creek, Ottawa County	0.000	Bridge Replacement	Bridge Replacement	CON	\$1,020,800	\$63,800	\$191,400	\$1,276,000	Phase Added
2023	212553	S/TIP Line items	Grand Rapids	Monroe Ave NW	Monroe Avenue NW (Leonard Street to Ann Street), Grand Rapids	0.801	New Facilities	Construct one mile of nonmotorized shared use pathway.	CON	\$806,735	\$0	\$1,093,139	\$1,899,874	Phase Added
2021	206854	Transit Capital	Interurban Transit Partnership	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2021 Bus/Bus Facilities Grants	NI	\$1,053,602	\$263,400	\$0	\$1,317,002	GPA over 25%
2021	212449	Transit Capital	Hope Network, Inc.	Transit Capital	Areawide	0.000	6410-5310 Projects	Three (3) small buses with lift - replacements	NI	\$248,678	\$62,170	\$0	\$310,848	GPA over 25%
2021	212451	Transit Capital	Hope Network, Inc.	Transit Capital	Areawide	0.000	6410-5310 Projects	Three (3) Vans without lift - replacements	NI	\$153,766	\$38,441	\$0	\$192,207	GPA over 25%
2021	212452	Transit Capital	Hope Network, Inc.	Transit Capital	Areawide	0.000	6410-5310 Projects	Three (3) vans without lift - replacement	NI	\$169,346	\$42,337	\$0	\$211,683	GPA over 25%

April 2021 - Pending GPAs

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Threshold Amount	Total Usage Amount	Total Proposed Amount
2021	GVMC	Multi-Modal	Transit Capital	Proposed	\$1,855,810	\$2,456,740	\$600,930
2023	GVMC	Local	Local Bridge	Proposed	\$0.00	\$883,000.00	\$883,000.00



S/TIP EXEMPT - REVERSIBLE JOBS

Date: 03/31/2021

Fiscal Year(s) : 2021, 2022, 2023

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2021	Trunkline	200582	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196 W	M-11 east to Market Ave	4.454	Road Capital Preventive Maintenance	Paver Placed Surface Seal			PE	Active	20-23	A	\$0	\$25,000	\$0	\$25,000	\$5,545	M	11/30/2020	12/17/2020	12/03/2021		
2021	Trunkline	200816	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Cascade Road east to M-11	3.025	Road Rehabilitation	Two Course Asphalt Resurfacing			PE	Programmed	20-23	A	\$0	\$0	\$0	\$75,000	\$0	M	03/15/2021		11/04/2022		
2021	Trunkline	201133	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	48th Avenue to 32nd Avenue	6.865	Reconstruction	Reconstruction			ROW	Programmed	20-23	A	\$0	\$0	\$0	\$30,000	\$0	M	04/05/2021		12/03/2021		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PES	Active	20-23	A	\$0	\$160,042	\$0	\$160,042	\$0	M	10/15/2020	01/21/2021	09/02/2022		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PE	Active	20-23	A	\$0	\$46,654	\$0	\$46,654	\$0	M	10/15/2020	01/21/2021	09/02/2022		
2021	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PES	Programmed	20-23	A	\$0	\$0	\$0	\$90,505	\$0	M	01/08/2021		10/06/2023		
2021	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$33,035	\$0	M	01/08/2021		10/06/2023		
2021	Trunkline	207994	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	8 structures located along I-196	0.000	Bridge CSM	Healer Sealer			CON	Abandoned	20-23	A	\$0	\$0	\$0	\$389,850	\$0	M	10/09/2020		12/04/2020		
2021	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Monroe Avenue east to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			PE	Active	20-23	A	\$0	\$100,000	\$0	\$100,000	\$61,139	M	10/26/2020	11/02/2020	10/01/2021		
2021	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Monroe Avenue east to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			CON	Programmed	20-23	A	\$0	\$0	\$0	\$6,400,000	\$0	M	08/06/2021		10/01/2021		
2021	Trunkline	208905	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 SB	From Pearl Street north to Richmond Street	1.591	Road Rehabilitation	Concrete Inlay			EPE	Programmed	20-23	A	\$0	\$0	\$0	\$750,000	\$0	M	02/08/2021		11/07/2025		
2021	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	2.875	Road Rehabilitation	Crush and Shape, Widening			ROW	Programmed	20-23	A	\$0	\$0	\$0	\$1,500,000	\$0	M	06/01/2021		08/02/2024		
2021	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	2.875	Road Rehabilitation	Crush and Shape, Widening			PE	Programmed	20-23	A	\$0	\$0	\$0	\$2,500,000	\$0	M	06/01/2021		08/02/2024		
2021	Local	210311	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	68th Ave	M-45 to the Grand River, Ottawa County	2.922	Road Rehabilitation	Mill and resurface pavement			CON	Active	20-23	A			\$0	\$1,021,847		EDF	02/26/2021	10/07/2020			
2021	Multi-Modal	210692	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Transit Operating	areawide	0.000	SP09-Specialized Service	FY21 Spec. Svc.-Services for the elderly and individuals with disabilities			NI	Active	20-23	A	\$0	\$542,369	\$0	\$542,369	\$135,592	CTF	09/30/2021	10/28/2020			
2021	Trunkline	210833	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 E	E of Bristol east to West River Drive	2.659	Road Capital Preventive Maintenance	Single Course Asphalt Resurfacing			PE	Active	20-23	A	\$0	\$50,000	\$0	\$50,000	\$46,177	M	11/30/2020	12/01/2020	10/01/2021		
2021	Multi-Modal	211199	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Transit Operating	Interurban Transit Partnership	0.000	SP05-Local Bus Operating	FY21 Local Bus Operating			NI	Active	20-23	A	\$0	\$15,011,084	\$0	\$15,011,084	\$8,756,468	CTF	09/30/2021	10/01/2020			
2021	Trunkline	212378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-11	M11 (28TH ST) @ KALAMAZO	0.000	Traffic Safety	Replace all traffic signals. Replace all pedestrian signals. Replace FRBs			CON	Active	20-23	A	\$0	\$48,328	\$0	\$48,078	\$0	M	02/23/2021	02/24/2021			



S/TIP EXEMPT - REVERSIBLE JOBS

Date: 03/31/2021

Fiscal Year(s) : 2021, 2022, 2023

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2021	Trunkline	212379	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-11	M11 (28TH ST) @ BRETON RD	0.000	Traffic Safety	Replace all traffic signals. Replace all pedestrian signals. Replace FRB.			CON	Active	20-23	A	\$0	\$40,472	\$0	\$40,222	\$0	M	02/23/2021	02/24/2021			
2021	Trunkline	212381	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	US131 NB and SB OFF RAMPs @ M11 (28TH ST)	0.000	Traffic Safety	Replace all signal heads. Replace case signs			CON	Active	20-23	A	\$0	\$8,856	\$0	\$8,606	\$0	M	02/23/2021	02/24/2021			
2021	Trunkline	212435	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296 S	over West River Drive and Marquette Railroad	0.000	Bridge Miscellaneous	Railroad Review			CON	Programmed	20-23	A	\$0	\$0	\$0	\$16,390	\$0	M	02/19/2021				
2021	Trunkline	212569	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Regionwide - Grand Region	Regionwide - Grand Region	0.000	Contracts	Warranty Administration for Road CPM, Road R&R and Bridge Projects			CON	Active	20-23	A	\$0	\$150,000	\$0	\$150,000	\$0	M	04/01/2021	03/10/2021			
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PES	Programmed	20-23	A	\$0	\$0	\$0	\$463,006	\$0	M	10/14/2021			10/06/2023	
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$65,971	\$0	M	10/14/2021			10/06/2023	
2022	Trunkline	207873	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Rapids TSC Areawide	Grand Rapids TSC Areawide	0.000	Road Capital Preventive Maintenance	FPVS HMA Crack Treatment			PE	Programmed	20-23	A	\$0	\$0	\$0	\$10,000	\$0	M	11/01/2021			11/09/2022	
2022	Trunkline	208525	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.342	Road Rehabilitation	Concrete Inlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$1,315,000	\$0	M	11/12/2021			12/06/2024	
2022	Trunkline	208905	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 SB	From Pearl Street north to Richmond Street	1.591	Road Rehabilitation	Concrete Inlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$2,680,000	\$0	M	11/01/2021			11/07/2025	
2022	Trunkline	210185	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6 and US-131	2 Locations on M-6 and US-131 in Kent County	0.000	Bridge CSM	Silane treatment of barrier and substructure.			CON	Abandoned	20-23	A	\$0	\$0	\$0	\$246,158	\$0	M	10/08/2021			12/03/2021	
2022	Trunkline	211211	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45	The Grand River east to the Ottawa/Kent County Line	4.628	Road Capital Preventive Maintenance	Paver Placed Surface Seal			PE	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	01/03/2022			10/07/2022	
2022	Trunkline	211212	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45	West of 68th Avenue east to The Grand River	4.206	Road Capital Preventive Maintenance	Cold Mill and single course HMA resurface			PE	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	11/01/2021			10/07/2022	
2023	Trunkline	200196	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-21	From Bennett Street east to Valley Vista Drive	6.079	Road Rehabilitation	Two Course Asphalt Resurfacing			PE	Programmed	20-23	A	\$0	\$0	\$0	\$500,000	\$0	M	11/01/2022			10/02/2026	
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			ROW	Suspended	20-23	A	\$0	\$0	\$0	\$48,000	\$0	M	10/10/2022			11/01/2024	
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			PE	Suspended	20-23	A	\$0	\$0	\$0	\$20,000	\$0	M	10/10/2022			11/01/2024	
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	4 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement			PES	Programmed	20-23	A	\$0	\$0	\$0	\$212,368	\$0	M	10/07/2022			12/06/2024	
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	4 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement			PE	Programmed	20-23	A	\$0	\$0	\$0	\$183,848	\$0	M	10/07/2022			12/06/2024	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2021, 2022, 2023

Date: 03/31/2021

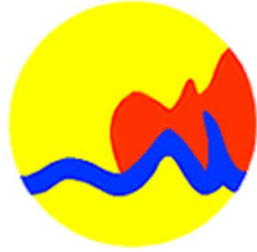
Page: 3 of 3

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments				
2023	Trunkline	211694	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management	Active Traffic Management Systems			EPE	Programmed	20-23	A	\$0	\$0	\$0	\$1,900,000	\$0	M	10/03/2022		08/07/2026						
Grand Total:																	\$0	\$16,182,805	\$0	\$36,733,033	\$9,004,920										

Total Job Phases Reported: 36

- Preferences:**
- Report Format:** Standard
 - FISCAL Year(s):** 2021, 2022, 2023
 - MPO/Non-MPO:** Grand Valley Metropolitan Council (Grand Rapids)
 - County:** ALL
 - Prosperity Region:** ALL
 - MDOT Region:** ALL
 - STIP Cycle:** Fiscal Year 2020 - Fiscal Year 2023
 - STIP Status:** Approved, Pending
(A - Approved, P - Pending)
 - Job Type:** Trunkline, Local, Multi-Modal
 - Phase Type:** ALL
 - Phase Status:** ALL
(AP - Programmed, AC - Active, CP - Completed)
 - Amendment Type:** ALL
 - Templates:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL
 - Finance System:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

March 29, 2021

Dear Ms. Joseph,

From time to time and perhaps now, Congress may be authorizing additional funding opportunities for projects. There is a desire that these typically be part of the Metropolitan Planning Organization's Transportation Improvement Plan. There is a project that was part of the FY20-23 TIP Illustrative List, that we wish to adjust the limits, type of work and amount. There is also a project that is part of the non-motorized plan project list that we wish to adjust and clarify the limits.

We ask that the following changes be made to the Transportation Improvement Program and Non-Motorized Plan:

<u>PROJECT</u>	<u>PROJECT LIMITS</u>	<u>SCOPE</u>	<u>LENGTH</u>	<u>FEDERAL/STATE</u>	<u>NON-FED</u>	<u>TOTAL</u>
<u>DELETE</u>						
Division Avenue	Fountain St to Michigan St	Road Rehabilitation	0.117	\$ 187,336	\$ 62,664	\$ 250,000
Grand River Walkway (West)	West bank of the River under and around Fulton St	Shared Use Path	0.78			\$ 1,312,500
<u>ADD</u>						
Division Avenue	Fulton St to Michigan St	Reconstruction	0.117	\$3,700,000	\$7,050,000	\$10,750,000
Grand River Walkway (West)	North of Watson Street to Pearl Street	Shared Use Path	0.78	\$4,000,000	\$ 600,000	\$ 4,600,000

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,


Rick DeVries, P.E.
Assistant City Engineer

cc: Eric DeLong
Kristin Bennett

Karyn Ferrick
Tim Burkman

Josh Naramore



Kent County Road Commission

March 29, 2021

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

Re: 2020 – 2023 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the 2021 TIP be amended to include the revised total construction cost for the following projects:

Burton Street Trail Extension (JN 203653)

Work: Non- Motorized Trail including Pedestrian Bridge over I-96
Location: Between Patterson Avenue and Highridge Lane (pvt)
Length: 0.4 Mile
Federal Funds = \$1,286,669 (TAP)
Revised Total Project Cost = \$2,700,000
Local Share = \$1,413,331

7 Mile Road Resurfacing (JN 205704)

Work: Alpine Avenue (M-37) to Pine Island Drive
Length: 1.8 Miles
Federal Funds = \$462,000 (STP U)
Revised Total Project Cost = \$750,000
Local Match = \$288,000

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

Sincerely,

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



GRAND VALLEY METROPOLITAN COUNCIL

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

MEMORANDUM

DATE: March 31, 2021

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

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

The TPSG Subcommittee met twice in March to make programming recommendations regarding FY2021 STP-Urban funds as well as additional FY2020 and FY2021 funds in the Highway Infrastructure Program (HIP) funding categories. The amounts of federal funds recommended for programming by TPSG are listed below.

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

TPSG recommends that the \$218,881 in STP-Urban funding be split among two FY21 projects that have not yet been obligated with \$37,760 going toward KCRC's Whitneyville Ave project and \$181,121 going to Grand Rapids' Lake Eastbrook Blvd project.

A call for projects was sent out for the HIP funding, and several proposals were submitted for consideration. TPSG reviewed these proposals along with

applicable performance measure data and made the recommendations in the attached table.

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

TPSG Programming Recommendations from TPSG

April 2021

Proposed Year	Responsible Agency	Project Name	Description	Federal HIP Budget Ask	Local Cost	Total Cost	Local Share	Comments
2022	Grand Rapids	Grandville Ave	Reconstruct from Beacon to Franklin	\$ 618,879	\$3,731,121	\$ 4,350,000	85.77%	
2022	Grandville	Wilson Ave	Mill and fill from Rivertown Pkwy to S CL	\$ 217,500	\$ 72,500	\$ 290,000	25.00%	
2022	Hudsonville	40th	Mill and resurface from Van Buren to Grant	\$ 199,500	\$ 66,500	\$ 266,000	25.00%	
2022	Kent County Road Commision	Northland Dr	Resurface 11 Mile to 12 Mile	\$ 675,000	\$ 225,000	\$ 900,000	25.00%	
2024	Kent County Road Commision	M-37	92nd Street to North of 76th Street	\$ 475,000	\$1,525,000	\$ 2,000,000	76.25%	
2022	Kentwood	Burton (1)	Mill and fill from Patterson to Forest Hill; narrow pavement and replace 5 ft sidewalk with 10 ft path	\$ 700,550	\$ 256,850	\$ 1,027,400	25.00%	Willing to switch \$70,000 in TAP funding from a different project to this project lowering the ask for HIP funds - subtracted from the HIP figure.
2022	OCRC	Fillmore St/ Cottonwood Dr	Mill and Resurface	\$ 475,000	\$ 475,000	\$ 2,250,000	21.11%	Updated total cost to reflect safety elements added to the scope of the project - high friction surface and recessed pavement markings on curved areas of the corridor. This increase in budget makes room for both the \$1,300,000 of STP (and it's required match) and the \$475,000 in HIP funding recommended by TPSG
2021	Village of Caledonia	Kinsey Street	Reconstruct from Main to Maple	\$ 141,550	\$ 115,478	\$ 540,139	21.38%	Main to Maple in TIP for 2021 - JN205545. Currently has \$283,111 in STP-U funding - only focusing on the current project. Village modified request to \$149,000 to get to 20% of current project cost in combination with STP funding. Lowered HIP by 5%, consistent with the recommendation for the rest of the projects.

TPSG Programming Recommendations from TPSG
April 2021

2023	Walker	Bristol RR Bridge	Widen to 2 lanes	\$ 712,500	\$ 237,500	\$ 950,000	25.00%	
2022	GVMC	Regional TDM Strategy	Planning Study to develop coordinated regional TDM strategy	\$ 235,708		\$ 250,000	94.28%	
2023	ITP	Transit Master Plan	Planning Study to develop Regional Transit Master Plan	\$ 285,000		\$ 600,000	47.50%	
			TOTAL	\$ 4,736,187	\$2,973,828	\$ 9,073,539		
			Total HIP funds available	\$4,736,187				



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OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: March 31, 2021
TO: Technical Committee
FROM: Laurel Joseph, Transportation Planner
RE: **Revised Policies and Practices Document**

For the past couple months GVMC staff, in coordination with MDOT staff, have been working on updating the Policies and Practices document. With the development of the 2023-2026 TIP on the horizon, this is one of the first steps in starting that process.

The purpose of the Policies and Practices document is to promote performance-based planning and programming as required by federal law. The document ensures a transparent and clearly defined process is identified for the development and maintenance of the Metropolitan Transportation Plan, Transportation Improvement Program, and related activities at the MPO. The Policies and Practices document is for the use of local jurisdictions and MPO, MDOT, FHWA, and FTA staff.

It is the intention of GVMC staff to have this document approved by the Technical and Policy Committees before the development of the FY2023-2026 TIP. This is the first draft offering for your consideration to discuss and approve.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.



POLICIES AND PRACTICES
FOR PROGRAMMING
PROJECTS

Updated April 2021

General Policies and Transportation Performance Measures

The Policies and Practices document outlines what strategies GVMC has put into place to govern the selection of regional transportation projects and how federal and state dollars are spent for the Metropolitan Planning Organizing (MPO) through the implementation of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP). All projects listed in the TIP and MTP fall under these policies/practices, regardless of funding source or category.

The MPO project prioritization and selection process will support federal Transportation Performance Measures (TPMs) identified in the current transportation bill, other applicable federal laws, as well as corresponding statewide or regional measures, as defined by the MPO.

Each year, the MPO will assess pavement and bridge condition to determine if progress is being made toward established targets, based on the funding available. If the MPO system is not within the parameters set by targets, the MPO will adjust strategies to the extent feasible and practical.

In addition, all major pavement rehabilitation and reconstruction projects will assess and incorporate feasible safety enhancements to address correctable crash patterns, consistent with the Regional Transportation Safety Plan and TPM Safety targets, to reduce the number and rate of vehicular and nonmotorized fatal and serious injury crashes, to the extent practicable.

Congestion and TPM Travel Time Reliability and CMAQ targets will also be considered as part of other roadway and bridge improvement projects. However, this will need to consider the impact of revised federal Air Quality Conformity rules, which could impact major roadway and transit capacity improvement projects. The impact of these rules will need to be monitored and coordinated with TPM targets.

Decisions related to capital transit project funding will be made in the context of federal Transit Asset Management (TAM) requirements and support regional TAM targets and applicable Public Transportation Agency Safety Plans.

To the extent of the MPO's ability, decisions related to bridge project funding will be made in the context of federal bridge condition performance requirements and support regional bridge condition performance targets.

The MPO will monitor progress toward all TPM targets. Progress reporting will be consistent with the procedures and documentation developed in consultation with the Federal Highway Administration (FHWA)/the Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), and the Michigan Transportation Planning Association (MTPA). If progress is not being made toward the targets, the MPO investment strategies in each category will be adjusted for those areas within MPO control, pursuant to federal regulations.

A comprehensive Roadway Infrastructure Deficiency Management System (RIDMS) will be used as an inventory for all federal-aid roadways within the MPO boundary. The information contained in RIDMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIDMS will be updated as information becomes available. All MTP/TIP projects (state and local) will come from RIDMS. Data for RIDMS will be acquired through various sources, including, but not limited to, local data submittal, Pavement Surface Evaluation and Rating (PASER) inventory, the GVMC traffic count program, MDOT's traffic count program, Michigan Traffic Crash Fact data analysis, etc.

All projects using federal-aid monies require consideration of Social and Environmental (S/E) impacts through the federal NEPA process. Minor projects, generally within the existing right-of-way, are usually classified as Categorical Exclusions. Projects which change capacity to an existing road or transit facility, and/or involve construction of a new transportation facility, often require an Environmental Assessment (EA). The purpose of the EA is to identify the S/E effects of the proposed project and any mitigation required. If, through the EA process, significant S/E impacts are identified, an Environmental Impact Statement (EIS) is required. The EIS quantifies all S/E impacts associated with major projects and identifies the required and feasible mitigation measures to address the impacts identified. Extensive public involvement, including a public hearing and federal/state regulatory agency review, are included in both the EA and EIS processes. Proposed projects involving new or modified access to the Interstate system also require the completion of an Interstate Access Change Request (IACR), to assess traffic impacts on the interstate highway system. The EA, EIS, and IACR processes may occur prior to inclusion of a project in the MPO MTP or may occur as part of the TIP project implementation process, depending on the scope of the proposed project.

Projects included on the draft project lists for GVMC's TIP and MTP go through extensive consultation, environmental justice (EJ) and public involvement processes before the documents are approved. For the consultation process, GVMC reaches out to stakeholders by email inviting them to comment on proposed projects through a process described in GVMC's Consultation Plan. GVMC also conducts an EJ analysis of the projects to ensure that there will be no adverse or disproportionate impacts to populations that have been or are underserved in the transportation planning process. Finally, the public is engaged during the development of the TIP and the MTP at several pivotal milestones, and public input is sought on draft project lists before the documents are brought forward for committee approval. More information on GVMC's public participation process can be found in GVMC's Public Participation Plan (PPP).

Funding Sources and Eligible Work

For the most part, Federal transportation funds are flexible, giving state and local governments control over how to best invest in the transportation system. These monies come from fuel taxes, mostly gas and diesel, which are deposited in the Federal Highway Trust Fund (HTF), then apportioned to states through a formula outlined in the current transportation bill. This funding is then delegated to several programs designed to accomplish different objectives. Whether through direct allocation for programming by the MPO, through an application process administered by the state, or direct allocation to transit agencies, the following federal transportation funding programs are used for eligible projects in the TIP/MTP. State law governs the distribution of these funds, in some instances.

Bridge

Administered by MDOT, funds are used for bridge preventative maintenance, rehabilitation, replacement, approach construction, etc.

Congestion Mitigation and Air Quality (CMAQ)

Funds intended to reduce emissions from transportation-related sources. Up to half of local CMAQ funds go to transit and the remainder is designated to roadway and other eligible projects.

FTA Section 5307 – Urbanized Area Formula Grants

Funding made available to designated recipients (transit agencies) for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

FTA Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA Section 5339 – Buses and Bus Facilities Program

Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Highway Infrastructure Program (HIP)

As established in the Fixing America's Surface Transportation (FAST) act, this funding is distributed by FHWA, and has had several individual cycles of funding, each applicable to different eligible project types. Eligibility may vary by fiscal year and overall funding availability.

Highway Safety Improvement Program (HSIP)

Funds to correct or improve a hazardous road location or feature or address other highway safety problems.

National Highway Performance Program (NHPP)

Funds to maintain condition and support performance on the National Highway System (NHS) and to construct new facilities on the NHS.

Surface Transportation Program

Funds for construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads that are on the federal-aid transportation system. STP can also be flexed to transit projects. Subcategories include STP Urban, STP Flex, STP Small Urban, and STP Rural categories.

Transportation Alternatives (TA)

Funds can be used for several activities to improve the transportation system environment, including (but not limited to) nonmotorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds may also be used to support non-motorized improvements on other road and bridge jobs.

State Funding Sources

Michigan also has programs that use both state and federal funding. These programs are collectively known as the Transportation Economic Development Fund (TEDF). The following TEDF funds apply to GVMC's area.

Category C – Urban Congestion Relief (Kent County) (EDC)

To provide funding for transportation projects which improve the operational level of service in heavily congested urban areas, reduce the accident rate on heavily congested urban roadways, improve the surface and base condition of heavily congested urban roadway.

Category D – Secondary All-Season Roads (Ottawa County) (EDD)

To provide funding for transportation projects which complement the existing state trunkline system with improvements on connecting local routes that have high commercial traffic and minimize disruptions that result from seasonal load restrictions.

2045 MTP Priorities

During the development of the 2045 Metropolitan Transportation Plan (MTP), the MTP Steering Committee determined five priority areas for future investment, including:

- (1) Maintaining the system in a state of good repair
- (2) Congestion management
- (3) Nonmotorized
- (4) Safety
- (5) Transit

Projects that work toward achieving these priorities will be funded as follows:

Priority	Fund Source(s)
Maintaining the system in a state of good repair	STP, NHPP
Congestion Management	<i>Expansion Projects</i> STP (Ottawa County only), EDC (Kent County only), NHPP <i>System Signal Operations and Intersection Improvements</i> CMAQ (~50% of available funds) MDOT Operations Template funding (state highway only)
Nonmotorized	All TAP Funds
Safety	STP Funds (\$50 million over the life of the Plan proposed)
Transit	CMAQ (~50% of available funds), FTA funds

Capacity Deficient Project Eligibility

Goal

Reduce system-wide congestion and unreliability.

Strategy/Practice

In Kent County, the MPO shall use available EDC funding to improve capacity and operations of facilities that are rated or are projected to be rated Moderate Congestion or Severe Congestion. In Ottawa County, the MPO shall use available federal funding to improve capacity and operations of facilities that are rated or are projected to be rated Moderate Congestion or Severe Congestion. These projects must be listed in the MPO's Metropolitan Transportation Plan (MTP) prior to implementation through the TIP process.

Projects that increase capacity by adding lanes (thru lanes, center turn lanes, and/or boulevard) should be prioritized for funding with EDC funding. Projects that widen existing lanes should not be funded with EDC funds. Rehabilitation projects on roadways that were formerly widened with EDC funding are also eligible for current EDC funding.

The funding ratios for capacity deficient projects should be set at 80% EDC with a required 20% local match. The committees may alter this ratio to accommodate funding shortfalls. STP funding may be used for capacity improvement projects in Kent County if the necessity exists to do so due to financial constraint demonstrated in the MTP.

Travel time reliability is an important performance measure of congestion because it can better measure the benefits of traffic management and operation activities than simple averages. Travel time reliability can be used to prioritize roadway segments for congestion improvement in the GVMC transportation system, where feasible. The MPO shall also use available EDC and CMAQ funding to improve travel time reliability on the GVMC highway network on segments that are identified as congested/unreliable and outlined below.

Capacity and operational improvements on state highways are prioritized based on MPO and regional needs, statewide polices, and funding levels.

Eligibility/Explanation

Level of Service (LOS)/Volume to Capacity Ratio (V/C)

If a facility on the National Highway System (NHS) in the GVMC region has a 24-hour capacity of 24,000, and a 24-hour traffic volume of 18,000, then the V/C ratio would be 0.75. The enhanced GVMC travel demand model will produce estimated volume, speed, and travel time for each road. GVMC will use peak hour volume-capacity (V/C) ratio from the enhanced travel demand model to identify congested corridors on existing and future highway network. Greater of the AM and PM peak period V/C ratio will be selected for congestion deficiency analysis. Corridors are identified as "Low/No Congestion,"

“Moderate Congestion,” or “Severe Congestion,” as summarized below. Corridors identified with “Low/No Congestion” would not be eligible for federal funding for the purpose of widening or adding capacity.

LOS Scale	
V/C 0.00-0.79	Low/No Congestion
V/C 0.80-0.99	Moderate Congestion
V/C 1.00-9.99	Severe Congestion

Travel Time Index

Travel time index provides an easy way to understand the scale of congestion. It is defined as the ratio of actual travel time to free-flow travel time. GVMC also uses AM (7:00-9:00am) and PM (3:00-6:00pm) travel time index on weekdays to identify congested corridors on the highway network. The thresholds for different congestion levels based on travel time index are shown below.

Travel Time Index for Congestion Levels for Freeway	
<1.25	Low/No Congestion
1.25-1.5	Moderate Congestion
>1.5	Severe Congestion

Travel Time Index for Congestion Levels for Non-Freeway Arterial	
<1.5	Low/No Congestion
1.5-2.0	Moderate Congestion
>2.0	Severe Congestion

Planning Time Index

Planning time index is defined as the ratio of the 95th percent travel time to the free-flow travel time. It represents the total time needed to plan for an on-time arrival 95% of the time. A value of 1.50 means that a 30-minute trip in free-flow traffic should be planned for 45 minutes. The thresholds for different reliability levels based on worst peak period (AM or PM peak) planning time index are shown below.

Planning Time Index for Reliability Levels	
<2.0	Low/No Congestion
2.0-3.0	Moderate Congestion
>3.0	Severe Congestion

Level of Travel Time Reliability

As defined in federal regulations, the Level of Travel Time Reliability Index (LOTTRI) is defined as 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. The segment will be deemed as reliable when the LOTTR for each time period is below 1.5.

Condition Deficient Project Eligibility

Goal

Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure in support of federal performance measures.

Strategy/Practice

The MPO will use STP, NHPP, and other applicable funding sources to fund projects that improve the condition of the existing transportation system.

Eligibility/Explanation

The MPO will maintain a Pavement Management System (PaMS) and include pavement condition data in the RIDMS. This system will include all necessary data to reasonably manage and improve the pavement condition of the federal aid network. MPO staff will update the condition data on the network annually.

GVMC will follow directives from the Transportation Asset Management Council (TAMC) annually to determine what networks will be evaluated at a minimum using the Pavement Surface Evaluation and Rating (PASER) system. The PASER system will be utilized as the primary basis for determining project eligibility. Staff representing individual jurisdictions in conjunction with trained GVMC staff will conduct the survey in the GVMC data collection vehicle. Field data for the entire network will be verified by GVMC staff by using data and photos collected concurrently with the automated data collection system. Final PASER ratings will be provided to each jurisdiction in the study area. Upon completion of the data review, an annual system condition report will be produced and placed on the GVMC website for public consumption.

GVMC shall program federal funds using PASER condition according to the following criteria.

PASER Rating	PASER Investment Scale
PASER 10-8	Not eligible for federal funds
PASER 7	Eligible for crack sealing funding*
PASER 6-5	Eligible for sealcoat/thin overlay funding*
PASER 4	Eligible for structural overlay funding
PASER 3-1	Eligible for reconstruction funding
*Approved GVMC treatment, subject to MDOT programming approval	

Additional metrics that pertain to the Federal Transportation Performance Measures (TPM) will be utilized on the National Highway System (NHS). TPM data will be collected by the MDOT and/or the MPO. These metrics will allow for the reporting of overall performance—Good, Fair, or Poor—for each segment. International Roughness Index (IRI) data will be collected on all NHS classified roads where Rutting, Faulting (Concrete), and Cracking will be identified for Interstate NHS only.

In planning for future improvements both TPM metrics and PASER data will be presented to our committees for review to help inform and validate the project selection process.

Projects that receive funding through the MPO process should be designed and constructed to ensure a long-lasting, improved condition.

Jurisdictions shall use due diligence to properly maintain each facility that receives federal funding. These maintenance strategies could include, but are not limited to, crack sealing when a facility reaches a PASER “7,” or sealing or thin overlay when it reaches a PASER “6”. Proper maintenance will ensure a high level of return on the federal investment. Please see the recommended Condition and Treatment Measures in the link below based on the PASER system for asphalt and concrete.

https://www.michigan.gov/documents/tamc/paser-cheat-sheet_602538_7.pdf

Safety Project Eligibility

Goal

Improve safety of the transportation system for motorized and nonmotorized users in support of federal performance measures by identifying and prioritizing projects that will reduce the likelihood or severity of crashes and incorporating safety improvements with all transportation projects where feasible and practical.

Strategy/Practice

Safety enhancement(s) will be considered with all projects. High-priority roadway segments and intersections based on federal performance measures are identified in the GVMC Traffic Safety Plan along with the RIDMS. Roadway segments, intersections, and initiatives identified in both the plan and the RIDMS should be given priority for safety funding.

Eligibility/Explanation

Safety improvements are reviewed with most projects and safety improvements are added with most preservation and operational improvement projects, where feasible. The federal safety program funds have more specific goals and criteria, as defined in federal regulation.

The Safety Performance Management Final Rule issued by FHWA requires the use of a five-year rolling average for each of the five safety performance measures shown below:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

GVMC staff performs a safety deficiency analysis which includes whether segments are safety deficient based on the targets currently supported/adopted by the MPO as outlined on the MPO's Performance-Based Planning and Programming webpage (<https://www.gvmc.org/performance-based-planning-and-programming>). If supporting state targets, a roadway segment will be considered safety deficient based on the fatality or serious injury **rate** being greater than the targets for those performance measures.

Furthermore, GVMC has maintained a safety plan or safety management system for many years. Currently, this plan lists the top 25 segments and intersections ranked by the following safety criteria:

- Intersections Ranking by Expected Excess Fatal and Injury Crash
- Intersections Ranking by Total Crashes in five years
- Intersections Ranking by Fatal and Serious Injury Crash in five year
- Freeway Segments Ranking by Expected Excess Fatal and Injury Crash
- Non-Freeway Segments Ranking by Expected Excess Fatal and Injury Crash
- Segments Ranking by Total Crash in five year
- Segments Ranking by Fatal and Serious Injury Crash in five year
- Intersection Ranking by Expected Excess Fatal and Injury Pedestrian Crash
- Intersection Ranking by Pedestrian Crash in five year
- Intersection Ranking by Expected Excess Fatal and Injury Bicycle Crash

These segments/intersections should be prioritized for safety improvements as well.

CMAQ Project Eligibility

Goal

Reduce emissions from transportation-related sources by funding projects that reduce reliance on single occupancy vehicles and/or support intelligent transportation systems, improved system signal operations, and intersection and mobility improvements.

Strategy/Practice

Traditionally, buses, intersections, and the West Michigan Clean Air Action Program are funded with this program. Other eligible projects will be considered on a case-by-case basis. With the CMAQ funds allocated to the MPO, up to 50% will be flexed to transit. With the remaining funds, the TSPG Committee will rank all CMAQ eligible projects based on an emission reduction/cost benefit basis.

Eligibility/Explanation

MPO staff/Committees, based on MTPA and MDOT process agreements, will develop and implement a consistent and improved statewide evaluation process of CMAQ projects, and project selection process, based on federal guidelines and TPM targets for CMAQ (if applicable to the GVMC region). The Statewide CMAQ Committee has delegated authority, from FHWA, to determine most state and local project eligibility, unless there is a need for FHWA clarification on federal eligibility guidelines. The MPO

will monitor improvements to air quality and the effectiveness of CMAQ projects based on MPO progress toward approved statewide or future MPO targets.

All new transit route projects need to show a demonstration of need and that service will continue beyond a 3-year commitment if ridership meets projections.

Agreement for CMAQ funding in West Michigan:

1. MDOT allocates CMAQ funding to local areas (MPOs, RTFs, etc.) based on population from the most current Census data, Air Quality non-attainment status, and other applicable guidelines.
2. MDOT will provide estimates of funding available for each eligible MPO.
3. Working through the TIP development process, the MPO will cooperatively distribute the funds to local and state eligible projects; currently, statewide CMAQ funding for MDOT state highway projects are programmed through the Statewide Operations Template, based on eligibility.
4. All parties will meet to discuss all projects and compile the CMAQ program.
5. MDOT (Statewide CMAQ Committee) makes the final decisions to reach financial constraint statewide and project eligibility. The MPO is responsible for CMAQ financial constraint for local projects.
6. This process may be modified based on updated FHWA and USEPA air quality guidelines and federal funding levels. MDOT will notify the MPOs, through MTPA, of program and process changes.

Nonmotorized Transportation Project Eligibility

Goal

Promote a balanced transportation system and work toward creating a mode shift from single occupancy vehicles to more active forms of transportation.

Strategy/Practice

Federal surface transportation law provides flexibility to MPOs to fund bicycle and pedestrian improvements from a wide variety of federal programs (STP, CMAQ, TAP, etc.). All nonmotorized projects included in the GVMC Metropolitan Transportation Plan/Nonmotorized Transportation Plan are eligible for funding as allowed under these applicable federal-aid categories.

All GVMC Transportation Alternatives funding will be used to fund bicycle and pedestrian facilities.

Any allocated funds to the MPO for the CMAQ program shall also be eligible and considered for use on bicycle and pedestrian facility improvements. All CMAQ funded nonmotorized projects shall be addressed on a case-by-case basis to prove high use, mode shift, and connectivity and score well using

the scoring criteria set forth in the Nonmotorized Plan. For the use of CMAQ funds all projects must demonstrate emission reduction and alleviate congestion.

Eligibility/Explanation

All nonmotorized projects included in the MTP/Nonmotorized Plan are eligible for funding as allowed under applicable federal-aid categories.

Projects receiving TA funding must be selected using a competitive process. Therefore, proposed projects shall be evaluated during the development of the Nonmotorized Plan and the development of the TIP and scored using the evaluation criteria set forth in the plan and/or agreed upon by the Nonmotorized Subcommittee (if updated between NM Plans). The utilized evaluation criteria and scoring process will be documented in the Nonmotorized Plan and TIP documents as applicable. Project evaluation results – along with fiscal constraint, project readiness, and other context-related factors – shall drive the programming process.

Projects selected during the TIP development process for potential TA funding will go through the Committee process for endorsement to complete the constructability and eligibility review process through MDOT. Once a project completes that process and receives a Conditional Commitment it will be officially added to the TIP through the TIP amendment/modification process.

Transit Project Eligibility

Goal

Identify strategies and recommend investments that preserve and enhance regional transit systems and support federal State of Good Repair and Transit Safety performance measures.

Strategy/Practice

Capital transit projects will be funded with FTA Section 5307, 5310, and 5339 funds awarded to the transit agencies either directly or through MDOT Office of Passenger Transport (OPT). Transit projects will also be funded with up to 50% of GVMC CMAQ funds as outlined above.

Eligibility/Explanation

Transit project eligibility will align with the FTA eligibility requirements for the applicable funding programs. Additionally, capital transit projects should be consistent with agency Transit Asset Management (TAM) and Transit Safety performance measure requirements and contribute to meeting regional TAM targets and agency safety performance targets.

Bridge Project Eligibility

Goal

Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure (including bridges) in support of federal performance measures.

Strategy/Practice

To the extent of the MPO's ability, decisions related to bridge project funding should be made in the context of federal bridge performance requirements and support regional bridge condition performance targets.

The MPO encourages local jurisdictions to apply for local bridge funds administered by MDOT.

Freight-Related Project Eligibility

Goal

Implement strategies to promote efficient and reliable system management and operation that result in the reliable and safe movement of people and freight and support federal freight performance measures.

Strategy/Practice

Allow the use of federal funds, where eligible, to address identified freight constrained intersections, roadways, and corridors. While there are no identified federal fund sources specifically designated for freight projects, during the development of a TIP, special consideration may be given to proposed projects that are in an identified and/or candidate freight corridor/route and contribute to statewide or MPO performance targets. Concerns identified by the GVMC Freight Subcommittee, made up of industry stakeholders, will also be considered in this process, to the extent practicable.

Eligibility/Explanation

The MPO has worked with MDOT to identify Critical Urban and Rural Freight Corridors within the MPO boundary, to support the National Highway Freight Network. Due to the limited mileage allowed for the Urban and Rural Freight Corridors in the FAST Act, the MPO worked with MDOT to identify candidate Freight routes, which serve critical local industries or provide connections to the formal Freight Network. These candidate routes could be formally designated if a project eligible for federal Freight funding is identified and proposed in the future. Freight related projects and funding will target the formal and candidate MPO Freight Network corridors and applicable performance measure targets.

If a proposed project specifically addresses an identified constraint/conflict point/etc. that project may be given a higher priority over a typical resurface/reconstruct project. Freight needs will be balanced with other federal performance measures when selecting projects for the TIP, unless funds are allocated

and restricted to freight corridor needs and improvements. All federal fund sources currently available (where appropriate) shall be considered for addressing freight-related projects.

The Use and Definition of General Program Accounts (GPAs)

Federal regulation 23 CFR 450.324 (f) states projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the Transportation Improvement Program (TIP).

In Michigan, these groupings of projects are called General Program Accounts (GPAs). A project consists of all the job numbers and phases for proposed work that are included in the associated environmental documents. Projects that have similar work type activities can be grouped together in a GPA based on that work type activity and included in the state’s metropolitan area TIPs and/or the State Transportation Improvement Program (STIP) for non-metropolitan areas. Trunkline project lists for each individual GPA are maintained by MDOT.

To streamline TIP and STIP development processes and minimize the need to amend the TIP and STIP, a statewide committee was developed in 2017 to review current definitions for General Program Accounts. The goal of the committee is to clearly define the General Program Account categories and to find ways to make more efficient use of them for eligible state, local and transit projects. Furthermore, this committee will continue to review the GPA process and reconvene as deemed necessary to make updates to this process and this document. MDOT-Statewide Transportation Planning Division worked with the Michigan MPOs, FHWA, FTA and others within MDOT to review the current use of GPAs and their definitions.

GPAs may be used as a tool to streamline the TIP and STIP development processes and minimize the need to amend the TIP and STIP. The GPA, while it contains several small-scale projects, is treated as one project for the purposes of amendment/administrative modifications to the TIP and STIP. This allows for more flexible programming of the TIP and STIP and a reduction in the number of amendments.

Strategy/Practice

GVMC uses GPAs where and when possible to facilitate smooth modification of projects listed in the current TIP. GPA projects, while grouped together for TIP amendment threshold purposes are listed individually in the TIP reports for clear viewing by stakeholders and the public.

The following rules apply to all GPA categories:

1. The project cannot be a new road/facility, capacity expansion, or capacity reduction (road diet) project.
2. The project cannot be funded with a congressional or state earmark.
3. The project cannot be experimental.
4. Each project must be a categorical exclusion and air quality neutral.
5. Advance Construct and Advance Construct Conversion phases cannot be listed as a GPA project.
6. Reconstruction projects are not GPA eligible. (Reconstruction projects are identified by work type codes.)
7. GPA projects shall cost less than \$5.0 million.

Adding/Programming New or Revised Projects to the TIP

Federal TIP Amendments

TIP amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as MDOT and federal approval, and are characterized by one of the following proposed changes:

- Applies to projects over \$5.0 million and all reconstruction projects
- Projects (including GPA category accounts/budgets) with cost change exceeding 25% of the programmed total project cost.
- Adding a “new” project; the candidate project should be included on a deficiency list as well as the illustrative list
- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming
- Changing non-federally funded project to federally funded project
- Major changes in project design concept or design scope, affecting roadway capacity and/or air quality (see matrix)

Exceptions to this policy include new projects using Federal aid funding sources not impacting other Federal aid funded projects, such as MDOT, ITP, Statewide TAP, bridge, safety, or other discretionary sources (see matrix). Upon MPO staff recommendation, the Technical and Policy Committee chair or vice chairpersons are authorized to approve Federal project amendments and MPO adjustments in the referenced federal funding categories. Projects covered under these exceptions will be posted on the GVMC website for public review for 1 week prior to submitting for federal approval. MPO Committees will be notified at their next regular meeting.

Projects that are categorized as “GPA Projects” can be added, deleted, moved, and changed in cost, through administrative modifications (per policies herein), as long as the GPA account/budget does not exceed the 25% threshold outlined above.

Existing MPO, State and Federal processes will be followed for proposed TIP amendments in the areas of air quality conformity, financial constraint, public participation, environmental justice, and consultation. TIP amendments involving the addition of a new project to an existing TIP will be subject to public involvement as described in the MPO Public Participation Plan. Public involvement for changes to existing projects or moving projects from the illustrative list to the funded TIP project list will be accommodated through the MPO committee process as these projects have gone through the extensive public participation, environmental justice, and consultation processes during TIP development.

At all times, the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Committee approved Federal amendments will be forwarded to MDOT via electronic format (via JobNet) with the noted changes, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

TIP Administrative Modifications

Administrative modifications or MPO adjustments for the TIP will be considered when any of the following is proposed to an existing project (see matrix for appropriate MPO approvals):

- Change in total cost less than or equal to 25% of the TIP programmed amount is an administrative modification and requires MPO staff approval (before it is obligated).
- Cost changes which may impact project funding available to other MPO members will be classified as MPO adjustments, requiring MPO Committee approval as well as staff approval.
- Minor Federal-aid changes may be administrative if other local projects are not impacted and will be reflected in the next TIP list of projects (i.e., MDOT, ITP, TAP, bridge, safety, or other discretionary sources).
- Revisions that cause projects to switch fiscal years can be made by MPO staff with Committee notification; however, if financial constraint and/or another agency project are impacted, MPO Committee approval is required (MPO adjustment).
- Minor changes in scope; however, project scope changes affecting AQ conformity or other projects will require MPO Committee approval (MPO adjustment) and may become a TIP amendment (see matrix).
- Changes in funding source within the same funding category (i.e., federal to federal, state to state and local to local; adding, changing, or combining job numbers within the project funding limits described herein); these modifications will be reflected in the next TIP list of projects.
- Corrections to minor listing errors that do not change cost or scope; these modifications will be reflected in the next TIP list of projects.
- Changing an existing project to an advance construction project and vice versa.
- Adding lanes or non-motorized, up to ½ mile.
- Adding, deleting, or changing GPA qualifying projects in most cases will be an administrative modification.

- GPA budget changes less than 25% of the last federally approved threshold will qualify as an administrative change requiring MPO staff approval, consistent with the Statewide GPA Policy.

Administrative modifications or MPO adjustments do not require Federal approval. GVMC practice is that project changes affecting Federal-aid and/or other projects require Technical review and recommendation and Policy Committee approval as an MPO adjustment. In addition, MPO staff may approve modifications as noted above. The public will be notified of administrative modifications and MPO adjustments affecting existing projects in the TIP through the MPO committee meetings or the GVMC website.

If an administrative modification or MPO adjustment must be considered immediately, staff will have the authority to implement that adjustment; and for MPO adjustments, with permission from the Chairpersons of the Technical and Policy Committees and the requesting agency impacted by the adjustment. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought. The modification will be included in the next TIP list of projects.

At all times, the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications and MPO adjustments will be communicated to MDOT and FHWA in a timely fashion and reflected in the next TIP list of projects and posted on the GVMC website for public information.

Major transit capital expenditures and/or projects may be considered a Federal TIP amendment, depending on their scope and impact on the air quality conformity process.

Technical and Policy Committee Quorum

If a quorum is not present, or an action item (modifications or amendments) is time sensitive, at the Technical Committee meeting, action items can go directly to the Policy Committee; if a quorum is not present at either the Technical and/or Policy Committee meeting(s), then action by the respective Chairperson(s) may be requested and then confirmed at the next committee meeting.

Adding/Programming New or Revised Projects to the MTP

MTP Amendments

MTP amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as state and federal approval and are characterized by one of the following proposed changes (see corresponding MTP revisions matrix):

- Adding a new regionally significant project, as defined by inter-agency work group (IAWG) and/or air quality (AQ) conformity non-exempt project list. ***See the definition of regionally significant projects below for more detail.**

- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming.
- Projects with cost exceeding 25% of the MTP programmed Federal-aid amount.
- Major changes in project design concept or design scope. A major change is one affecting roadway capacity and/or air quality.
- Moving an illustrative list project into the body or project list of the MTP document.
- Changing non-federally funded project to federally funded project.
- Changing air quality conformity model year grouping for a regionally significant project.

Existing MPO, State and Federal processes will be followed for proposed MTP amendments in the areas of air quality conformity, financial constraint, public participation, and environmental justice. MTP amendments will be subject to public involvement as described in the MPO Public Participation Plan.

Major projects affecting roadway through capacity or transit service capacity (non-exempt for AQ) shall be listed specifically in the MTP and subject to a MTP amendment if not in the plan. AQ exempt projects are not required to be listed individually, outside of those in the current TIP, but may be listed by categories of work (such as preservation, safety, etc.)

At all times, the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Approved MTP amendments will be forwarded to MDOT with updated project lists, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

MTP Administrative Modification

Administrative modifications will be considered when any of the following is proposed to an existing project:

- Adding lanes or non-motorized facilities, up to one mile, or as defined by the IAWG.
- Increase in Federal-aid cost less than or equal to 25% of the MTP programmed amount.
- Decrease in Federal-aid project cost.
- Change in Non-Federal-aid project cost.
- Change in Federal or Non-Federal funding category.
- Corrections to minor listing errors or other non-regionally significant project changes.
- Minor changes in scope, or scope changes not considered regionally significant.
- Update to the first four-years of the MTP to correspond to the most current TIP. The first four years of the MTP are the TIP. When the MTP is updated or amended, the first four years will be adjusted to match the latest version of the TIP, including all TIP amendments and modifications to-date.

Administrative modifications regarding the addition of lanes or non-motorized facilities up to one mile and increases in Federal-aid project cost up to 25% require MPO Committee approval. The other minor

modifications to the MTP occur only when the MTP itself is undergoing an update or is being amended. The MTP document is visionary and long range by its very nature and is only administratively modified when other major changes (amendments) are demanded.

At all times, the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications will be communicated to MDOT and FHWA during the next MTP amendment or plan update and be available for public information through the GVMC website.

Regionally Significant Project

Regionally significant project definition from 23 CFR 450.104:

A transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Additionally, for GVMC's purposes a project is considered regionally significant if it involves adding or reducing through road capacity over one mile or adding a newly constructed Federal-aid road, fixed guideway or BRT transit project, substantial multi-jurisdictional non-motorized project, or a major rail or transit infrastructure project. Roadway and bridge preservation, operational and/or safety (turning lanes, signalization, ITS equipment or services, etc.) projects are not considered regionally significant, as long as any new turning lanes are one mile or less in length (or exempt projects as defined in FHWA-FTA guidance issued on 4-23-2018 and Transportation Conformity Regulations issued in April of 2012 from EPA).

Adding a new regionally significant project as defined by IAWG and/or air quality (AQ) conformity non-exempt project list (per FHWA-FTA guidance issued on 4-23-2018 and Transportation Conformity Regulations issued in April of 2012 from EPA) may require a new AQ conformity analysis and finding, based on IAWG discussion and concurrence.

- Major projects affecting roadway through capacity or transit service capacity (non-exempt for AQ) shall be listed specifically in the MTP (in a TIP if applicable), and subject to a MTP/TIP amendment if not. AQ exempt projects are not required to be listed in the MTP, outside of

those in the current TIP, but may be listed by categories of work (such as preservation, safety, etc.).

All non-federal aid projects (for regional significance determination) will be considered on a case-by-case basis based on the regionally significant criteria herein by GVMC's Technical and Policy committee for inclusion into a TIP and MTP.

Advanced Construction

Advanced Construction allows agencies to begin a project in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs and will be paid back when obligation funds become available, usually in a later year.

Policy/Practice

When the TIP program is developed it needs to be financially constrained. The conversion of advance construction projects is the 1st priority. GVMC allows advanced construction within the four-year TIP and two illustrative years. There are no limits on the dollar amount and the number of advance construct projects allowed as long as the TIP remains fiscally constrained.

Obligation Authority

Obligation authority is a limitation put on the Federal-aid highway program financial obligations to act as a ceiling on the obligation of contract authority that can be made within a specific time period, usually a fiscal year, regardless of the year in which the funds are authorized. Obligation authority is currently tracked on a statewide basis.

Policy/Practice

- Encourage the use of advance construction.
- The goal is to have projects obligated by April 1st.
- If a project cannot be obligated in the first year, that projects drops to the second or third year and the advance construction project(s) are converted (paid for) in the first year.
- Carry over projects (where possible) have priority to be funded in the next year of the TIP.
- Preferably the fourth year of the TIP contains easily built projects (several overlay projects).
- Projects to be tracked monthly.

Functional Classification

Policy/Practice

- 1) Existing system considered legacy.
- 2) Classify facilities as County Primary or City Major roads according to Michigan Public Act 51 designations.

3) Use the following table prepared as proposed recommended thresholds for consideration:

NFC #	Facility Type	Area Type	Low AADT	High AADT	Proposed Min Threshold
1	Interstate	Rural	12,000	34,000	
		Urban	35,000	129,000	
2	Other freeways and expressways	Rural	4,000	18,500	
		Urban	13,000	55,000	
3	Other principal arterial	Rural	2,000	8,500	6,000
		Urban	7,000	27,000	15,000
4	Minor Arterial	Rural	1,500	6,000	4,000
		Urban	3,000	14,000	10,000
5	Major Collector	Rural	300	2,600	2,000
		Urban	1,100	6,300	4,000
6	Minor Collector	Rural	150	1,110	1,000
		Urban	1,100	6,300	4,000
7	Local	Rural	15	400	Not eligible for federal aid
		Urban	80	700	Not eligible for federal aid

Source (AADT range for NFC 1-7): FHWA Highway Functional Classification Concepts, Criteria and Procedures)

Note: The above represent only volume thresholds. Other criteria must also be evaluated to determine regional significance of a roadway facility.

A list of NFC value and general description are described below (Source: MDOT NFC Review),

- NFC 1 = Interstate, the limited access Dwight D. Eisenhower interstate system, federal-aid eligible and automatically National Highway Performance Program (NHPP) eligible.
- NFC 2 = Other freeways and expressways, limited access, grade separated interchanges and design features of interstates, but not part of the Dwight D. Eisenhower interstate system, federal-aid eligible.
- NFC 3 = OPA, connecting routes between cities and the most heavily traveled cross city routes within urbanized areas that encourage mobility and commercial traffic, federal-aid eligible.
- NFC 4 = Minor Arterial – shorter trip distances, less traffic and more local in nature than the other principal arterials, federal-aid eligible.
- NFC 5 = Major Collector – these routes funnel traffic from local and minor collector routes to the arterials. These may directly serve schools, business districts and important public functions, federal-aid eligible.
- NFC 6 = Minor Collector – more through traffic than a local road but not as heavy as a major collector. These may directly serve schools, business districts and public functions but less important than major collectors. Urban minor collectors were created recently by the 2010 Highway Performance Monitoring system (HPMS) re-assessment and have federal-aid

- eligibility; rural minor collectors are not federal-aid highways but do have limited STP federal-aid eligibility.
- NFC 7 = Local – predominately traveled by those accessing their property, rural farm roads and residential neighborhood roads. This is the majority of public road mileage, prior to the 2013 functional classification federal guidance, considered 65% or greater of a state’s mileage. Not federal-aid eligible.

NFC Modification Process

1. If a local jurisdiction wants to add/remove/modify a facility’s functional class, that jurisdiction needs to draft a memo describing the justification for the change to the road on, or adding to, the Federal-Aid network and fill out the NFC revision form. Justification needs to be that the function of the road has changed and not because the road needs to be improved using federal funds. Odds of the road getting reclassified go up for roads that serve as a pass-through between existing Federal-aid roads, have multiple lanes, have high daily traffic volume, and have higher speeds.
2. MDOT and the MPO need to review the submission preliminarily before submission to the Technical & Policy Committees for review and approval. Once approved by the Committees, the final submission is made by the MPO to MDOT. MDOT then reviews the request then submits it to the Federal Highway Administration for their review and approval.

High Priority Corridors

Policy/Practice

The TPSG and Technical Committees recommend corridors to the Policy Committee on a case-by-case basis to determine if a High Priority Corridor is eligible for special funding. Facilities must:

- Be continuous
- Provide connectivity
- Provide alternative routing during emergency situations
- Serve a regionally significant purpose
- Serve major activity centers
- Serve intermodal facilities
- Serve regional medical facilities
- Be a Minor Arterial or above

Federal Funding of Right of Way (ROW)

Policy/Practice

Use of Federal funds for ROW acquisition is not allowed in the local program unless the TPSG committee deems a corridor as a regionally significant special case as identified by the MPO.

MDOT federal funding for ROW will be allowed following the required TIP administrative modification, MPO adjustment or Federal TIP amendment processes.

Federal Funding of Engineering Expenses

Policy/Practice

There is no local allowance for the use of Federal funds for engineering costs by the MPO Committees.

MDOT federal funding for engineering will be allowed following the required TIP administrative modification, MPO adjustment or Federal TIP amendment processes.

Title VI

Policy/Practice

The MPO will update the Title VI Plan before the beginning of the development of the Metropolitan Transportation Plan, with new censuses, or when one of the signers of the plan changes (such as the Title VI Coordinator). The Plan will then be offered to the MPO members to complement their policies and practices. Any agency that receives federal funds must maintain a Title VI Plan that meets Federal regulations. GVMC will notify members to review their Title VI Plans to make sure they comply with the law at the start of the fiscal year.