



GRAND VALLEY METROPOLITAN COUNCIL

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TECHNICAL COMMITTEE

Wednesday, November 6, 2019

9:30 AM

**KENT COUNTY ROAD COMMISSION OFFICES
COMMISSIONERS BOARD ROOM
1500 SCRIBNER NW, GRAND RAPIDS**

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Dated October 2, 2019
Please refer to Item II: Attachment A**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: MDOT; Kent County Road Commission; Grand Rapids; Wyoming; and staff, on behalf of Lowell and Jamestown Twp; are requesting to amend/modify the FY2020-2023 TIP
Please refer to Item IV: Attachment A**
- V. POLICIES AND PRACTICES DOCUMENT REVISION—ACTION: Staff has updated the Safety and CMAQ sections of the Policies and Practices for Programming Projects document to reflect 2045 MTP investment strategy recommendations.
Please refer to Item V: Attachment A**
- VI. 2045 MTP PROJECT LIST—ACTION: The Committee will be asked to review and take action on the proposed project list for the 2045 MTP.
Please refer to Item VI: Attachment A**
- VII. 2020 SAFETY TARGETS—ACTION: GVMC staff is recommending that the Committee approve supporting the state’s safety targets for 2020 and will provide data to support that action.
Please refer to Item VII: Attachment A**
- VIII. DRAFT CONSULTATION PLAN—ACTION: The Committee will be asked to review and take action on the draft Consultation Plan.
Please refer to Item VIII: Attachment A**



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IX. ELECTION OF OFFICERS—ACTION: The two-year terms for the Committee’s chair and vice chair will expire at the end of the year, so the Committee will need to elect a new chair and vice chair.

X. OTHER BUSINESS

XI. ADJOURNMENT

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, October 2, 2019
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

DeVries, chair of the Technical Committee, called the meeting to order at 9:30 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Rick DeVries (<i>Chair</i>)		City of Grand Rapids
Sue Becker		Alpine Township
Kristin Bennett		City of Grand Rapids
Terry Brod		Cannon Township
Scott Conners		City of Walker
Wayne Harrall	<i>Proxy for Mike DeVries</i>	Kent County
		Grand Rapids Township
Russ Henckel		City of Wyoming
Nicole Hofert		City of Wyoming
Tom Hooker		Byron Township
Dennis Kent	<i>Proxy for Mike Burns</i>	MDOT
		City of Lowell
Brett Laughlin		Ottawa County Road Commission
Terry Schweitzer	<i>Proxy for Tim Bradshaw</i>	City of Kentwood
		City of Kentwood/Caledonia Twp.
Rick Sprague	<i>Proxy for Tim Haagsma</i>	Kent County Road Commission
		Gains Charter Township
Dan Strikwerda		City of Hudsonville
Charlie Sundblad		City of Grandville
Steve Warren		Kent County Road Commission
Kevin Wisselink		ITP-The Rapid

Staff and Non-Voting Guests Present

Andrea Faber	GVMC Staff
Art Green	MDOT
Laurel Joseph	GVMC Staff
Tyler Kent	MDOT
Doug LaFave	City of East Grand Rapids
Roger Marks	CZAE
Terry Martin	Caries and Gable
Norm Sevensma	WMEAC-RWBC
Kerri Smit	GVMC Staff
George Yang	GVMC Staff
Mike Zonyk	GVMC Staff

Voting Members Not Present

Ken Bergwerff
Tim Bradshaw
Mike Burns
Mike DeVries
Tom Doyle
Adam Elenbaas
Rachel Gokey
Kevin Green
Tim Grifhorst
Tim Haagsma
Jerry Hale
Roy Hawkins
Jim Holtvluwer
Bill LaRose
Matt McConnon
Tom Noreen
Steve Peterson
Rick Solle
Sandy Stelma
Julius Suchy
Toby VanEss
Phil Vincent
Rod Weersing

Jamestown Township
City of Kentwood/Caledonia Twp.
City of Lowell
Grand Rapids Township
MDOT
Allendale Township
Village of Sand Lake
Algoma Township
Tallmadge Township
Gaines Charter Township
Lowell Township
GFIAA
Ottawa County
Cedar Springs
Courtland Township
Nelson Township
Cascade Charter Township
Plainfield Township
Village of Caledonia
Village of Sparta
Tallmadge Township
City of Rockford
Georgetown Township

II. APPROVAL OF MINUTES

DeVries entertained a motion to approve the September 4, 2019 Technical Committee minutes.

MOTION by Harrall , SUPPORT by Laughlin, to approve the September 4, 2019, Technical Committee meeting minutes with the addition of Dennis Kent’s name in the attendees section. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. POLICIES AND PRACTICES DOCUMENT REVISION

Referring to Item IV: Attachment A. Joseph explained that Staff is requesting Committee review and recommendation for approval of the revised Non-Motorized section of the Policies and Practices for Programming Projects document.

As part of the MTP update process, staff reviews the Policies and Practices document to ensure the MPO’s policies and practices align with the goals and objectives of the MTP.

Staff has completed this review and updated the Non-Motorized section, which referred to specific objectives from the 2040 MTP that were not retained in the 2045 MTP goals and objectives as a result of the significant effort that was made to condense the MTP’s goals and objectives. This reduction in the number of Plan goals and objectives was a recommendation that came out of the MPO’s last federal certification review.

No other sections were revised.

MOTION by Laughlin, SUPPORT by Conners, to recommend APPROVAL of the revised Non-Motorized section of the Policies and Practices for Programming Projects document.
MOTION CARRIED UNANIMOUSLY

V. 2045 MTP DEFICIENCIES AND NEEDS ANALYSIS

Referring to **Item VI: Attachment A** Faber explained that at the October Technical Committee meeting, staff will present the findings of GVMC’s modal needs analysis. To determine current and future transportation need by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and non-motorized modes of transportation. As part of this effort, staff also analyzed deficiencies for pavement and bridge condition, traffic congestion, safety and reliability for all users of the transportation system based on the performance measure targets the Committee has previously supported. These analyses will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode and deficiencies for the 2045 Metropolitan Transportation Plan (MTP).

Yang discussed Congestion deficiency:

V/C Ratio	Congestion Level
V/C<=0.8	Low/No Congestion
0.8<PTI<1.0	Moderate Congestion
V/C>=1.0	Severe Congestion

Kent suggested that staff should consider other factors. Conners added that the data may need to be revisited. Staff advised that they would do so. Zonyk discussed the Metropolitan Transportation Plan and the annual pavement budget of \$21 million for 2019 that will include state and local funds. Joseph advised the committee that staff will go back and make adjustments. Discussion ensued.

Faber discussed safety, brought up the memo that was received from Lynee Wells and asked the committee for feedback. Yang followed up with a safety discussion. Bennett added that bikers do not feel safe on the roads and that there need to be separate bike lanes. Bennett suggested that the verbiage listed should be more general. Drinking and Driving should be changed to “impaired.” Bennett also suggested that it would be beneficial to have age friendly intersections mainly for Senior Citizens when crossing. Wisselink added to establish better access to bus stops. Schweitzer asked staff to summarize all the requested changes. Joseph responded with the following:

- Safety Section needs to be addressed. Changes to the language, add information on age friendly and accessibility.
- Budget for Pavement condition assessment to make sure the local dollars that are spent on federal aid roads are included.
- Clean up some of the segment information on the congested facilities list. Also look at the data related to M37 through Caledonia and M11 through Walker in the model to make sure the congestion captured is accurate.

Conners suggested to refer a smaller subgroup to discuss the changes once made to the MTP. Bennett, Conners, Kent, Sprague will be assisting in the small group. Sprague suggested to keep the formatting consistent and to reduce the acronyms.

MOTION by Harrall, SUPPORT by LaFave, to recommend to the Policy Committee approval of the needs and deficiencies analysis with the changes that will be made by the subgroup. MOTION CARRIED UNANIMOUSLY.

VI. OTHER BUSINESS

Faber explained that the comment period is open for GVMC's consultation plan. Faber also mentioned that the plan will be on the GVMC website.

VII. ADJOURNMENT

DeVries entertained a motion to adjourn the October 2, 2019, Technical Committee meeting at 10:08 am.

MOTION by Warren, SUPPORT by Conners, to adjourn the October, 2 2019 Technical Committee meeting at 10:08 am. MOTION CARRIED UNANIMOUSLY.



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MEMORANDUM

DATE: October 30, 2019

TO: Technical Committee

FROM: Laurel Joseph, Transportation Planner

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

MDOT; Kent County Road Commission; Grand Rapids; Wyoming; and staff, on behalf of Lowell and Jamestown Twp; are requesting to amend/modify the FY2020-2023 TIP. 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 (please see attachments).
- Kent County Road Commission is requesting to add a local bridge project to FY2020 and to move two FY2019 TAP projects (one State and one GVMC) into FY2020 (please see attachment).
- The City of Grand Rapids is requesting to move a project from FY2019 to FY2020 and make subsequent changes to FY2020 and FY2021 projects to accommodate this move within the same financial constraints (please see attachment).
- The City of Wyoming is requesting to move two FY2019 projects into FY2020. Both of these projects will utilize funding that can be rolled from one fiscal year to another, so no other projects will be impacted (please see attachment).
- Staff, on behalf of Lowell, is requesting to add a Small Urban project to FY2022 that was selected by MDOT for funding (see pending project summary table for details).

- Staff, on behalf of Jamestown Twp/OCRC, is requesting to add the Greenly Street nonmotorized path project officially to the TIP now that it has received a conditional commitment after completing the MDOT MGS review process.

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

FY 2020-2023 Transportation Improvement Program
November 2019 Amendment/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Federal Amendment Type	Comments
2020	130600	S/TIP Line items	Grand Rapids	Hall St	Fuller Avenue to Colorado Avenue	0.298	Reconstruction	Reconstruction	AC	2021	\$0	\$0	\$100,000	\$100,000	\$500,000	N/A	Admin Mod - Changed to advanced construct
2020	130603	S/TIP Line items	Wyoming	54th Street	54th Street-US131 Intersection	0.001	New Roads	Construct Access Drive Into Meijer			\$0	\$1,001,277	\$250,319	\$1,251,596	1251596	Phase Added	Moving from 2019 to 2020
2020	130604	S/TIP Line items	Grand Rapids	Hall St	Kalamazoo Avenue to Fuller Avenue	0.289	Reconstruction	Reconstruction	AC	2021	\$150,000	\$0	\$100,000	\$250,000	\$500,000	N/A	Admin Mod - Reduced 2020 funding and shifted to AC
2020	205251	S/TIP Line items	Grand Rapids	Hastings St NE	Hastings St - Prospect to College	0.190	Reconstruction	Reconstruction			\$630,450	\$0	\$635,594	\$1,266,044	\$1,266,044	Phase Added	Moving from 2019 to 2020
2020	200348	S/TIP Line items	MDOT	Regionwide	I196 EB OFF RAMP @ 44TH ST I-196 WB OFF-RAMP @ 44TH ST I196BS (CHICAGO DR) @ BURLINGAME (Sue survey ordered) US131 NB OFF RAMP @ PEARL,SCRIBNER	0.000	Traffic Safety	Traffic Signal Modernizations; connected vehicle installations.			\$784,944	\$0	\$0	\$784,944	2108084	Phase Added	
2021	130604	S/TIP Line items	Grand Rapids	Hall St	Kalamazoo Avenue to Fuller Avenue	0.289	Reconstruction	Reconstruction	ACC	2021	\$250,000			\$250,000	\$500,000	N/A	ACC funding
2020	206572	S/TIP Line items	MDOT	TSC wide	M37 (Alpine) @ 7 Mile Rd. M37 (ALPINE) @ N Center Dr, Old Orchard M37 (ALPINE) @ CENTER DR,K MART DR M21 (FULTON) @ SPAULDING US-131 SB OFF RAMP @ 68TH ST US-131 SB OFF-RAMP @ MARKET AVE / CHERRY ST US131 NB OFF RAMP @ 68TH ST I96 EB OFF RAMP @ LEONA	0	Traffic Safety	Traffic Signal Modernization; connected vehicle installations			5000	0	0	5000	2709872	Phase Added	
2020	128768	Trunkline Roadside Infrastructure Improvement	MDOT	I-96	I-96: M-37 east to M-44; I-196 @ M-11 Interchange	2.775	Operation Improvements	Upgrade to LED			5458	530	76	6064			
2020	209491	S/TIP Line items	Jamestown Twp/Ottawa County	Greenly Street	Sun Ridge Drive to 24th Avenue	0.765	New Facilities	10-foot wide path	AC	2021	138600	0	118800	257400	396000	Phase Added	
2020	205247	S/TIP Line items	Wyoming	Metro Way Ct SW	Frog Hollow/M-6 Connection	0.105	New Facilities	Shared Use Path			\$61,041	\$0	\$26,160	\$87,201	\$87,201	Phase Added	
2021	209309	Local Livability and Sustainability	Grand Rapids	44th St SE	44 Street SE (Eastern Avenue to Trade Drive), Grand Rapids	0.493	Roadside Facilities - Improve	44th Street Sidewalk			\$221,000	\$0	\$479,856	\$700,856	700856	GPA over or over 25%	
2021	130600	S/TIP Line items	Grand Rapids	Hall St	Fuller Avenue to Colorado Avenue	0.298	Reconstruction	Reconstruction	ACC	2021	\$400,000			\$400,000	\$500,000	N/A	ACC funding
2021	205513	S/TIP Line items	Grand Rapids	Godfrey Ave SW	Liberty Street to Oxford Street	0.501	Reconstruction	Reconstruction			\$358,607	\$0	\$116,393	\$475,000		Phase Suspended	Moving to Illustrative List
2021	205514	S/TIP Line items	Grand Rapids	Godfrey Ave SW	Oxford Street to Market Avenue	0.553	Reconstruction	Asphalt Reconstruct			358607	0	116393	475000		Phase Suspended	Moving to Illustrative List

FY 2020-2023 Transportation Improvement Program
November 2019 Amendment/Modifications

2021	205519	S/TIP Line items	Grand Rapids	Lake Eastbrook Blvd SE	East Beltline to 28th Street	0.799	Reconstruction	Asphalt Reconstruct			661782	0	163218	825000	825000	N/A	Slight increase to funding to maintain constraint balance
2021	206976	S/TIP Line items	MDOT	I-196	Fuller Avenue east to Maryland Avenue	1.71	Reconstruction	Reconstruction, Widening, ITS and Bridge Replacement			22011102	4880898	0	26892000	27092000	Phase Added	
2021	128768	Trunkline Roadside Infrastructure Improvement	MDOT	I-96	I-96: M-37 east to M-44; I-196 @ M-11 Interchange	2.775	Operation Improvements	Upgrade to LED			60032	5836	834	66702			
2021	209491	S/TIP Line items	Jamestown Twp/Ottawa County	Greenly Street	Sun Ridge Drive to 24th Avenue	0.765	New Facilities	10-foot wide path	ACC	2021	138600			138600	396000	Phase Added	
2022	208266	S/TIP Line items	Lowell	N Monroe St SE	Fremont to Avery	0.537	Reconstruction	Reconstruct			375000	0	420236	795236	795236	Phase Added	Small Urban project selected by MDOT for funding
2022	201136	S/TIP Line items	MDOT	I-196	48th Avenue to 32nd Avenue	6.874	Traffic Safety	Shoulder Widening and Median Crossovers for Maintenance of Traffic			\$453,600	\$50,400	\$0	\$504,000	\$2,200,000	Phase Added	
2023	208927	S/TIP Line items	MDOT	M-44 CONN	I-96 north to Airway Street	2.665	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing			245550	53633	817	300000	6419000	Phase Added	
2023	209412	Trunkline Traffic Operations And Safety	MDOT	M-57	Northland Dr to Farland Ave	3.917	Traffic Safety	Shoulder Paving with Shoulder Rumble Strips			200700	22300	0	223000	1933000	GPA over or over 25%	



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 10/30/2019

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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
2020	Trunkline	201255	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296 SB	I-96 EB connector to I-296 SB over West River Drive and CSX RR	0.000	Bridge Rehabilitation	Deep overlay with barrier replacement.			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$225,235	\$0	M	10/21/2019		01/07/2022		
2020	Trunkline	201255	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296 SB	I-96 EB connector to I-296 SB over West River Drive and CSX RR	0.000	Bridge Rehabilitation	Deep overlay with barrier replacement.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$48,317	\$0	M	10/21/2019		01/07/2022		
2020	Trunkline	204663	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6	Kalamazoo Avenue to East Paris Avenue	3.480	Road Capital Preventive Maintenance	Concrete Joint Repairs & Asphalt Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$75,000	\$0	M	10/14/2019		12/04/2020		
2020	Trunkline	206976	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	Fuller Avenue east to Maryland Avenue	1.710	Reconstruction	Reconstruction, Widening, ITS and Bridge Replacement			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	11/01/2019		12/04/2020		
2020	Trunkline	206976	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	Fuller Avenue east to Maryland Avenue	1.710	Reconstruction	Reconstruction, Widening, ITS and Bridge Replacement			PE	Programmed	20-23	A	\$0	\$0	\$0	\$150,000	\$0	M	11/01/2019		12/04/2020		
2020	Trunkline	208781	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	GR TSC Areawide	GR TSC Areawide	0.000	Road Capital Preventive Maintenance	Asphalt Crack Treatment			PE	Programmed	20-23	A	\$0	\$0	\$0	\$10,000	\$0	M	10/15/2019		03/05/2021		
2020	Trunkline	208782	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	M-11 east to Thornapple River Drive	2.869	Road Capital Preventive Maintenance	Concrete Joints Reseal			PE	Programmed	20-23	A	\$0	\$0	\$0	\$25,000	\$0	M	10/15/2019		02/05/2021		
2020	Trunkline	209415	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 N	North US-131 at Hall and Wealthy	0.545	Traffic Safety	Install Wrong Way Traffic alert system			CON	Programmed	20-23	A	\$0	\$0	\$0	\$33,288	\$0	M	10/25/2019				
2021	Trunkline	200816	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	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	10/16/2020		03/03/2023		
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-S	Programmed	20-23	A	\$0	\$0	\$0	\$160,042	\$0	M	10/01/2020		12/02/2022		
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	Programmed	20-23	A	\$0	\$0	\$0	\$46,654	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	201324	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS E	3 Bridges on I-196 Ramp Corridor from I-196 to Chicago Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$155,794	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	201324	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS E	3 Bridges on I-196 Ramp Corridor from I-196 to Chicago Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$72,289	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	204663	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6	Kalamazoo Avenue to East Paris Avenue	3.480	Road Capital Preventive Maintenance	Concrete Joint Repairs & Asphalt Overlay			CON	Programmed	20-23	A	\$0	\$0	\$0	\$1,900,000	\$0	M	10/09/2020		12/04/2020		
2021	Trunkline	204758	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0.000	Roadside Facilities - Preserve	Cold milling and one course asphalt overlay.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$5,000	\$0	M	10/12/2020		01/06/2023		
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	Programmed	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 E	Monroe Avenue to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$100,000	\$0	M	10/30/2020		01/07/2022		



S/TIP EXEMPT - REVERSIBLE JOBS

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Date: 10/30/2019

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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
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$463,006	\$0	M	11/01/2021		12/01/2023		
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	11/01/2021		12/01/2023		
2022	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-S	Programmed	20-23	A	\$0	\$0	\$0	\$90,505	\$0	M	10/04/2021		01/05/2024		
2022	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	10/04/2021		01/05/2024		
2022	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 E	Monroe Avenue 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	11/12/2021		01/07/2022		
2022	Trunkline	208525	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	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		
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	3 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 bridge)			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$169,368	\$0	M	11/01/2022		11/01/2024		
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	3 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 bridge)			PE	Programmed	20-23	A	\$0	\$0	\$0	\$158,848	\$0	M	11/01/2022		11/01/2024		
Grand Total:																	\$0	\$0	\$0	\$12,285,202	\$0						

Total Job Phases Reported: 27

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



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: October 30, 2019

Page: 1 of 2

Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
2020	GVMC	Local	Local Livability and Sustainability	Proposed	\$3,436,080	\$5,136,080	\$1,700,000	\$0	\$0		
2020	GVMC	Local	Local Road	Local Approved	\$12,801,688	\$12,801,688	\$0	\$0	\$0	10/11/2019	
2020	GVMC	Local	Local Traffic Operations And Safety	Local Approved	\$4,377,679	\$4,377,679	\$0	\$0	\$0	10/18/2019	
2020	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$2,670,524	\$2,670,524	\$0	\$0	\$0	06/28/2019	09/27/2019
2020	GVMC	Multi-Modal	Transit Operating	Local Approved	\$598,454	\$598,454	\$0	\$0	\$0	10/18/2019	
2020	GVMC	Trunkline	Trunkline Bridge	Local Approved	\$2,980,152	\$2,980,152	\$0	\$0	\$0	10/24/2019	
2020	GVMC	Trunkline	Trunkline Road	Federal Approved	\$1,265,001	\$1,265,001	\$0	\$0	\$0	06/28/2019	10/02/2019
2020	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$4,859,635	\$4,859,635	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Bridge	Federal Approved	\$881,000	\$881,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Livability and Sustainability	Proposed	\$0	\$693,485	\$693,485	\$0	\$0		
2021	GVMC	Local	Local Road	Federal Approved	\$9,350,500	\$9,350,500	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Traffic Operations And Safety	Federal Approved	\$960,000	\$960,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$1,651,145	\$1,651,145	\$0	\$0	\$0	06/28/2019	09/27/2019
2021	GVMC	Multi-Modal	Transit Operating	Federal Approved	\$281,207	\$281,207	\$0	\$0	\$0	06/28/2019	09/27/2019
2021	GVMC	Trunkline	Trunkline Road	Federal Approved	\$1,165,002	\$1,165,002	\$0	\$0	\$0	09/25/2019	10/02/2019
2021	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$10,168,583	\$10,168,583	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Livability and Sustainability	Federal Approved	\$187,500	\$187,500	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Road	Federal Approved	\$12,350,364	\$12,350,364	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Traffic Operations And Safety	Federal Approved	\$1,160,000	\$1,160,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$1,974,412	\$1,974,412	\$0	\$0	\$0	06/28/2019	09/27/2019
2023	GVMC	Trunkline	Trunkline Bridge	Federal Approved	\$1,485,626	\$1,485,626	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Trunkline	Trunkline Road	Federal Approved	\$4,700,000	\$4,700,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Proposed	\$4,065,957	\$4,288,957	\$223,000	\$0	\$0		
Grand Total:					\$83,370,509	\$85,986,994	\$2,616,485	\$0.00	\$0		



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: October 30, 2019

Page: 2 of 2

Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
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Number of Records: 23

Preferences:

Years : 2020, 2021, 2023

MPO : Grand Valley Metropolitan Council (GVMC)



Kent County Road Commission

October 30, 2019

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 2020 TIP be amended to include the following projects:

Division Street Bridge over the Grand River

Work: Bridge Preservation
Location: 50 feet north of Grand River Drive
Length: 0.1 Mile
Federal Bridge Funds = \$226,100 (Local Bridge Funds)
Total Bridge Estimate = \$238,000
Local Share = \$11,900

Fred Meijer Pioneer Trail Phase 5

Work: Non-Motorized Trail Construction
Length: 1.3 Miles
Federal Funds = \$1,105,000 (65% TAP)
Local Match = \$595,000 (35%)
Total Cost = \$1,700,000

Nelson Township Trail

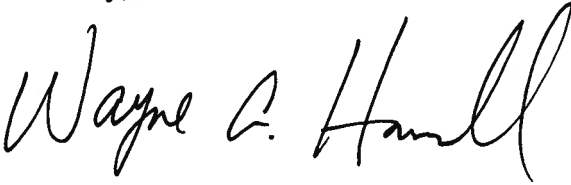
Work: Non-Motorized Trail Construction
Length: 1.2 Miles
Federal Funds = \$231,000 (70% TAP)*
Local Match = \$99,000 (30%)
Total Cost = \$330,000

* 2021 Advance Construction

Ms. Laurel Joseph
October 30, 2019
Page two

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

Sincerely,

A handwritten signature in black ink that reads "Wayne A. Harrall". The signature is written in a cursive, flowing style.

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

WAH:kl

C: Steve Warren
Jerry Byrne
Tom Byle
Tim Haagsma
Rick Sprague
Michael Burns – City of Lowell
Dan DeLooff – Kent County Parks
Robyn Britton – Nelson Township

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

October 24, 2019

Dear Ms. Joseph,

On September 19, 2019, the City of Grand Rapids was informed that our Hastings Street – Prospect Avenue to College Avenue did not get Federally funded in FY2019 as obligational authority has been exhausted.

The City of Grand Rapids wishes to fund a portion of the costs for Hastings Street with Federal funds in FY2020. To accomplish this, we would ask that the following changes be made to the FY2020 – FY2023 TIP. We would like to delete Godfrey Avenue – Liberty Street to Oxford Street and Godfrey Avenue – Oxford Street to Market Avenue from FY2023. This project will be funded locally. We would like to move Hall Street – Fuller Avenue to Colorado Avenue from FY2020 to FY2021. We would also like to move a portion of the funding for Hall Street – Kalamazoo Avenue to Fuller Avenue from FY2020 to FY2021. The projects Hall Street – Kalamazoo Avenue to Fuller Avenue, Hall Street – Fuller Avenue to Colorado Avenue and Hall Street – Colorado Avenue to Sylvan Avenue should be designated for Advance Construction. We are planning to construct Hall Street – Kalamazoo Avenue to Sylvan Avenue in FY2020 and seek Advance Construction Conversion in FY2021. Finally, we wish to increase the grant amount for Lake Eastbrook Boulevard from a Federal grant amount of \$594,563 to \$661,813. The result of these changes will leave the TIP fiscally constrained.

The requested changes are shown on the second page. If you or members of the Technical Committee have questions, please let me know. Also, if it found that there are additional funds that may become available as part of a reconciliation of the FY2019 projects funding, we ask that Grand Rapids projects would be considered. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick DeVries', written over a faint circular outline.

Rick DeVries, P.E.
Assistant City Engineer

cc: Karyn Ferrick
Josh Naramore
Kristin Bennett
Eric DeLong
Tim Burkman
Breese Stam
Abed Itani

FY2020 STP-U

<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>						
Hall Street	Fuller Avenue to Colorado Avenue	Reconstruct	0.298	\$400,000	\$100,000	\$500,000
<u>REDUCE TO</u>						
Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruct	0.289	\$150,000	\$ 30,000	\$180,000
<u>ADD</u>						
Hastings Street	Prospect Avenue to College Avenue	Reconstruction	0.190	\$650,000	\$615,000	\$1,265,000

FY2021 STP-U

<u>DELETE</u>						
Godfrey Avenue	Liberty Street to Oxford Street	Reconstruction	0.50	\$358,625	\$116,375	\$475,000
Godfrey Avenue	Oxford Street to Market Avenue	Reconstruction	0.50	\$358,625	\$116,375	\$475,000
<u>INCREASE TO</u>						
Lake Eastbrook Boulevard	East Beltline to 28 th Street	Reconstruct	0.80	\$661,782	\$163,218	\$825,000
<u>ADD</u>						
Hall Street	Fuller Avenue to Colorado Avenue	Reconstruct	0.298	\$400,000	\$100,000	\$500,000 AC
Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruct	0.289	250,000	50,000	300,000 AC

Also, Hall Street – Colorado Avenue to Sylvan Avenue should be designated as AC as well.

Laurel Joseph

From: Henckel, Russ <HenckelR@wyomingmi.gov>
Sent: Tuesday, October 29, 2019 2:01 PM
To: Laurel Joseph
Cc: Hofert, Nicole
Subject: RE: Frog Hollow TIP Amendment

Hey Laurel,

The City of Wyoming would also to amend the Tip by moving the 54th St Meijer Access Drive into 2020 FY. We are still working with FHWA and MDOT to gain approval for the project to create a new access into Meijer and improve the left turn storage for WB 54th Street.

Thanks for your help with this request.

Russ Henckel

From: Henckel, Russ
Sent: Wednesday, October 23, 2019 2:47 PM
To: 'Laurel Joseph' <laurel.joseph@gvmc.org>
Cc: Hofert, Nicole <hofertn@wyomingmi.gov>
Subject: Frog Hollow TIP Amendment

Hey Laurel,

The City of Wyoming would like to request a TIP amendment to move it's TAP project, Frog Hollow Connector Trail from FY2019 to FY2020.

Additionally, the City would request to move the Plaster Creek Trail project from FY2020 to FY 2022. Could you please place these requests on the next Tech Committee meeting?

Also, Nicole Hofert and myself were authorized by our City Council as voting members for Tech Committee. I believe, Bill Dooley may be listed as the voting member. Is there anything that we need to do to make the change?

Thanks for your help.

Russ Henckel



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: October 30, 2019
TO: Technical Committee
FROM: Laurel Joseph, Transportation Planner
RE: **Policies and Practices Document Revision**

Staff is requesting Committee review and recommendation for approval of the revised Safety and CMAQ sections of the Policies and Practices for Programming Projects document.

On October 23, 2019 the Transportation Programming Study Group (TPSG) Subcommittee met to review the recommendations from the MTP Steering Committee and develop an investment strategy for the 2045 MTP. During that discussion the subcommittee reaffirmed the importance of safety enhancements to be included in all projects and that transit should be assured up to 50% of the annual apportionment of CMAQ funding. Based on these discussions staff has reviewed and made some modifications to the Safety and CMAQ sections of the Policies and Practices document to codify these policy recommendations.

These sections of the document are attached for Committee review. No other sections were revised.

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

Safety Project Eligibility

Goal:

GVMC shall undertake efforts to focus planning resources on traffic crashes in an effort to minimize ~~the loss of human life and~~ the impact they have on the economy of the region ~~as well as the loss of human life.~~

Deficiency Definition

The Safety Performance Management Final Rule issued by FHWA require the use of 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

Deficiency rankings from the West Michigan Traffic Safety Plan are derived from excess expected fatal and serious injury crash frequency. The excess fatal and serious injury crash threshold for each ranking is as follows:

- Low: 1 to 3 crashes per year
- Medium: 3 to 5 crashes per year
- High: 5 crashes per year

Recommended Strategy/Practice:

~~Safety enhancement will be considered with all projects.~~ High-priority roadway segments and intersections based on the performance measures shown above are identified in the West Michigan Traffic Safety plan as well as in the GVMC Traffic Safety Plan. Roadway segments, intersections and initiatives identified in both the plans are given priority for safety funding. ~~Where possible, safety enhancement will be considered with all reconstruction projects.~~

CMAQ Program

Policies/Practices:

Traditionally, buses, intersections and the Clean Air Action Program are funded with this program. Other eligible projects will be considered on a case by case basis. MDOT/Local split of the funds (MDOT 50%/Local Agencies 50% of the CMAQ funds statewide per MDOT Policy, less the ITS set-asides.)

With the CMAQ funds allocated to the MPO up to 50% will be flexed to transit. With the remaining funds, the TPSG Committee will rank all CMAQ eligible projects based on an emission reduction/cost benefit basis. MPO staff/Committees, through the MTPA process, 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 currently being developed. The MPO will monitor improvements to AQ 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 rider-ship meets projections.

Agreement for CMAQ funding in West Michigan

- MDOT will do the East/West estimating of funding split.
- MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the current Census data.
- Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
- MDOT will provide a time line with the estimates for completion of task #3.
- All parties will meet to discuss all projects and compile the CMAQ program.
- MDOT (CMAQ CFP Sub-Committee) makes the final decisions to reach financial constraint and project eligibility for the final program.
- This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard, and/or new federal CMAQ guidelines and TPM targets are developed.



GRAND VALLEY METROPOLITAN COUNCIL

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

MEMORANDUM

To: GVMC Technical Committee
 From: Andrea Faber, Transportation Planner
 Re: 2045 Metropolitan Transportation Plan (MTP) Project List
 Date: October 29, 2019

At the November Technical Committee meeting, staff will present the draft project list for the 2045 Metropolitan Transportation Plan (MTP) for approval. The basis for the project list was the needs analysis presented at last month's Technical Committee meeting. Staff also conducted a financial analysis, which shows that \$557,602,015.04 is expected in federal funding for local projects over the life of the MTP, \$2,828,434,110.77 in local funding, \$4,043,966,357 for transit, and \$3,419,807,284 for MDOT. Please refer to attached table.

To develop an investment strategy for anticipated funding, GVMC staff met with the MTP Steering Committee on Thursday, October 17. The MTP Steering Committee recommended emphasizing the following priorities in the 2045 MTP:

- Maintaining the system in a state of good repair
- Nonmotorized
- Safety
- System preservation (including bridge)
- Transit

Additional information is attached.

Staff also met with the TPSG Committee on Wednesday, October 23 to further discuss the MTP Steering Committee's investment strategy and projects for the 2045 MTP. Please note that only congestion deficient expand and improve projects that are known at this time are listed on a project-level basis. Items such as preservation are included in bins of funding that will be programmed in the future.

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

Recommended Action: Technical Committee approval of the draft 2045 MTP Project List.

MTP Investment Priorities

On Thursday, October 17, the MTP Steering Committee met and affirmed the following priorities for the 2045 MTP:

Priority	Rationale
Maintaining the system in a state of good repair (includes bridge*)	<ul style="list-style-type: none"> • <i>Preserve the System</i> is a goal of the 2045 MTP. • Maintaining the system in a state of good repair (pavement and bridge) is a federal performance measure. GVMC has supported the State’s targets to show positive movement in this area. • Our infrastructure is crumbling, and as repairs are delayed, they become more costly. • Poor pavement condition creates a safety issue for all users of the transportation system. • In order to achieve a PASER rating of 5 (fair condition), we would need a 50% increase in the annual budget by the year 2030. • Our public survey showed that the public’s top priority is improving pavement condition. • *Bridge rehabilitation activities are determined by the state and the locals.
Congestion Management	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Increasing the percentage of the person-miles traveled on the interstate and non-interstate NHS that are reliable is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Improving the Truck Travel Time Reliability (TTTR) Index is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicles (SOV) to transit or active modes of transportation would be beneficial in reducing congestion. • Based on the deficiency analysis, there is \$1.02 - \$1.52 billion in identified need to improve congestion in the GVMC region • Our public survey showed that the public’s second highest priority was using technology to reduce traffic congestion and delays, and the public’s third highest priority was widening busy roads and interchanges.
Nonmotorized	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • <i>Ensure Equity, Access and Mobility</i> is a goal of the 2045 MTP. • There is \$80 million in unfunded need for nonmotorized projects in the GVMC region.

	<ul style="list-style-type: none"> • Shifting toward nonmotorized modes of transportation can help alleviate congestion.
Safety	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Reducing the number and rate of fatalities and serious injuries and nonmotorized fatalities and serious injuries on all public roads is a federal performance measure, and GVMC supported the state’s targets to show positive movement in this area.
Transit	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • Transit asset management is a federal performance measure. • Increasing transit and rideshare usage means less cars on the road and reduced congestion. • Our public survey showed that the public’s fourth highest priority is enhancing transit service.

Funding Sources

The MTP Steering Committee agreed to fund these priorities in the following ways:

Priority	Fund Source
System Preservation	<ul style="list-style-type: none"> • STP Funds • STP Flex • NHPP
Congestion Management	<p><i>Expand and Improve Projects:</i></p> <ul style="list-style-type: none"> • STP Funds (Ottawa County Only) • STP Flex (EDFC) Kent County • NHPP <p><i>System Signal Operations and Intersection Improvements</i></p> <ul style="list-style-type: none"> • CMAQ (50% of available funds)
Nonmotorized	<ul style="list-style-type: none"> • All TAP funds
Safety	<ul style="list-style-type: none"> • STP Funds (\$50 million over the life of the plan proposed)
Transit	<ul style="list-style-type: none"> • CMAQ (up to 50% of all available funds) • FTA funds

Fund Source	Eligible Work
CMAQ	<ul style="list-style-type: none"> • Signal System Operations • Intersection Improvements • Transit (up to 50% of available funds) • Other eligible projects
NHPP	<ul style="list-style-type: none"> • System preservation • Expand and improve
STP	<ul style="list-style-type: none"> • System preservation • Other eligible deficiencies • Expand and Improve (Ottawa County only) • Safety (\$50 million over the life of the plan proposed)
STP FLEX	<ul style="list-style-type: none"> • System preservation • Expand and Improve (Kent County only)
TAP	<ul style="list-style-type: none"> • Nonmotorized
FTA	<ul style="list-style-type: none"> • Transit

Total by Fund Source per Band Year

	CMAQ	NHPP	STP Flex	STP Rural	STP-Small Urban	EDFC	STP-Urban	TAP TMA	Total All Fund Sources
2020-2023	\$7,419,968.00	\$2,897,000.00	\$4,999,000.00	\$3,616,000.00	\$375,000.00	\$7,227,275.00	\$37,475,630.00	\$5,736,508.76	
2024-2025	\$5,135,369.81	\$1,537,058.40	\$2,651,734.80	\$1,918,232.40	\$375,000.00	\$1,998,588.00	\$19,524,350.40	\$3,028,521.96	
2026-2035	\$28,961,680.01	\$8,668,468.92	\$14,954,851.87	\$10,818,156.25	\$1,875,000.00	\$11,271,333.58	\$110,110,471.11	\$17,079,798.94	
2036-2045	\$35,304,126.32	\$10,566,815.24	\$18,229,880.98	\$13,187,272.10	\$1,875,000.00	\$13,739,692.74	\$134,224,049.86	\$20,820,179.61	
Total:	\$76,821,144.13	\$23,669,342.55	\$40,835,467.65	\$29,539,660.75	\$4,500,000.00	\$34,236,889.31	\$301,334,501.37	\$46,665,009.27	\$557,602,015.04

Local Capital Funds by Band Year*

2020-2023	\$388,816,534.21
2024-2025	\$199,823,365.19
2026-2035	\$1,081,949,937.33
2036-2045	\$1,157,844,274.04
Total:	\$2,828,434,110.77

FY2024-2025 STP Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Available:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Cost:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP FLEX							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Available:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Cost:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP Rural							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD			Various		\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
					\$ -	\$ -	\$ -
Total Available:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
Total Cost:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP Small Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
Total Cost:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
Total Remaining:					\$0	\$0	\$0

FY2024-2025 NHPP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS-TBD			Various		\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
Total Cost:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD			Various		\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Available:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Cost:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Remaining:					\$0	\$0	\$0

FY2024-2025 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD *			Various		\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
					\$ -	\$ -	\$ -
Total Available:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
Total Cost:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
Total Remaining:					\$0	\$0	\$0
<i>*Includes transit and other eligible needs</i>							

FY2024-2025 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD	TBD		Various		\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
					\$ -	\$ -	\$ -
Total Available:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
Total Cost:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
Total Remaining:					\$0	\$0	\$0

*FY2024-2025 MDOT							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match
I-196/I-96 Corridor Improvements			MDOT		\$ -	\$ -	\$ -
Operations and Maintenance					\$ 36,784,708.01	\$ 30,108,283.50	\$ 6,676,424.50
Preservation					\$ 166,991,082.47	\$ 136,682,201.00	\$ 30,308,881.47
					\$ -	\$ -	\$ -
Total Available:					\$ 203,775,790.47	\$ 166,790,484.50	\$ 36,985,305.97
Total Cost:					\$ 203,775,790.47	\$ 166,790,484.50	\$ 36,985,305.97
Total Remaining:					\$0	\$0	\$0
<i>*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance</i>							

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding

availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2024-2025 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 3,473,390.00	\$ 3,473,390.00
Facility Expansion/Maintenance Needs					\$ 1,605,900.00	\$ 1,605,900.00
IT Capital Needs					\$ 1,515,000.00	\$ 1,515,000.00
Replacement of fixed-route buses					\$ 17,549,782.00	\$ 17,549,782.00
Replacement of paratransit vehicles					\$ 1,626,100.00	\$ 1,626,100.00
Replacement of RapidVan vehicles					\$ 252,500.00	\$ 252,500.00
Capitalized Operating Expense					\$ 4,040,000.00	\$ 4,040,000.00
Miscellaneous Capital Needs					\$ 777,700.00	\$ 777,700.00
					\$ -	\$ -
Total Available:					\$ 30,840,373.00	\$ 30,840,373.00
Total Cost:					\$ 30,840,372.00	\$ 30,840,372.00
Total Remaining:					\$ 1.00	\$ 1.00

FY2026-2035 STP Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
					\$ -	\$ -	\$ -
Total Available:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
Total Cost:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP FLEX							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
					\$ -	\$ -	\$ -
Total Available:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
Total Cost:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP Rural							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD			Various		\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
					\$ -	\$ -	\$ -
Total Available:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
Total Cost:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP Small Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Remaining:					\$0	\$0	\$0

FY2026-2035 NHPP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS TBD			Various		\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
					\$ -	\$ -	\$ -
Total Available:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
Total Cost:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD	TBD				\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
					\$ -	\$ -	\$ -
Total Available:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
Total Cost:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
Total Remaining:					\$0	\$0	\$0

FY2026-2035 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD*	TBD		Various		\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
					\$ -	\$ -	\$ -
Total Available:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
Total Cost:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
Total Remaining:					\$0	\$0	\$0

*Includes transit and other eligible needs

FY2026-2035 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD	TBD		Various		\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
					\$ -	\$ -	\$ -
Total Available:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
Total Cost:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
Total Remaining:					\$0	\$0	\$0

*FY2026-2035 MDOT								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Project Description
I-196/1-96 corridor improvements			MDOT		\$ 537,568,723.27	\$ 440,000,000.00	\$ 97,568,723.27	
Operations and maintenance			MDOT		\$ 164,935,858.28	\$ 135,000,000.00	\$ 29,935,858.28	
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$ 73,304,825.90	\$ 60,000,000.00	\$ 13,304,825.90	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.
EB I-96 On-Ramp from Leonard St	Leonard St	EB I-96	MDOT					Replacement of existing EB I-196 bridge over the Grand River and Monroe Ave in downtown Grand Rapids. No addition of lanes; 4 lanes will remain (3 thru-lanes and 1 weave-merge lane between NB US-131 off-ramp and Ottawa Ave).
EB I-96 Off-Ramp to WB I-196	EB I-96 (south of Leonard St interchange)	WB I-196 (near Maryland Ave overpass)	MDOT					Reconstruct and relocate EB I-96 on-ramp from Leonard St to allow more space for merging between on-ramp and off-ramps to dedicated M-37/M-44 (East Beltline Ave) interchange and new EB I-96 to WB I-196 ramp. Existing weave-merge lane will tie in with new EB I-96 on-ramp from Leonard St.
EB I-196 On-Ramp to WB I-196	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					Construct new off-ramp from EB I-96 (south of Leonard St interchange) to WB I-196 (near Maryland Ave overpass). Provides new access to WB I-196.
EB I-196 On-Ramp to WB I-196	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					Construct new on-ramp and bridges to WB I-96 (south of Leonard St interchange) from EB I-196 (near Maryland Ave overpass). Provides new access to WB I-96 and Leonard St.
WB I-96	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					Relocation of mainline WB I-96 closer to EB I-96 (new alignment completed in 2020). Old alignment will be replaced with WB I-96 / NB M-37 collector-distributor (CD). No change in total thru lanes.
WB I-96 / NB M-37 Collector-Distributor	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					New collector-distributor (CD):
								<ul style="list-style-type: none"> M-37/M-44 (East Beltline Ave) ramps to WB I-96 and WB I-196 will be directed to CD ramp first, then mainline system. This eliminates the cross-weaving between traffic exiting to WB I-196 from the M-37/M-44 (East Beltline Ave) interchange. CD will be used to access WB I-196 from WB I-96 CD will be used to access Leonard St from WB I-96
**EB I-96	M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)			\$ 458,155,161.88	\$ 375,000,000.00	\$ 83,155,161.88	M-37/M-44 (East Beltline Ave) traffic will access Leonard St via the new WB I-96 CD.
WB I-96 Off-Ramp to M-21 (Fulton St)	WB I-96	M-21 (E. Fulton St)			\$ 6,108,735.49	\$ 5,000,000.00	\$ 1,108,735.49	Provides additional access to/from M-37/M-44 (East Beltline Ave) and Leonard St.
***WB I-96	Cascade Rd	Bridge over Grand Rapids Eastern Railroad (GRE RR), near M-37/M-44/						Addition of weave-merge lane between EB I-96 on-ramp from M-37/M-44 (East Beltline Ave) and M-21 (E. Fulton St)
								Construct new WB I-96 off-ramp to M-21 (E. Fulton St).
								This will include:
								<ul style="list-style-type: none"> New weave-merge lane between WB I-96 on-ramp from Cascade Rd to new WB I-96 off-ramp to M-21 (Fulton St)
								New thru-lane on WB I-96 between Cascade Rd and bridge over GRE RR, near M-37/M-44 (East Beltline Ave). This will tie in with new location of WB I-96 and WB I-96 Collector-Distributor (CD).
Preservation					\$ 498,352,081.86	\$ 407,901,179.00	\$ 90,450,902.86	
						\$ -		
Total Available:					\$ 1,738,425,386.68	\$ 1,422,901,179.00	\$ 315,524,207.68	
Total Cost:					\$ 1,738,425,386.68	\$ 1,422,901,179.00	\$ 315,524,207.68	
Total Remaining:					\$0	\$0	\$0	

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance
**All EB I-96 and I-196 projects are included in the total listed for this project
***Cost is included in project above

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2026-2035 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 19,588,698.00	\$ 19,588,698.00
Facility Expansion/Maintenance Needs					\$ 9,056,712.00	\$ 9,056,712.00
IT Capital Needs					\$ 8,544,068.00	\$ 8,544,068.00
Replacement of fixed-route buses					\$ 98,974,602.00	\$ 98,974,602.00
Replacement of paratransit vehicles					\$ 9,170,633.00	\$ 9,170,633.00
Replacement of RapidVan vehicles					\$ 1,424,011.00	\$ 1,424,011.00
Capitalized Operating Expense					\$ 22,784,180.00	\$ 22,784,180.00
Miscellaneous Capital Needs					\$ 4,385,955.00	\$ 4,385,955.00
					\$ -	\$ -
Total Available:					\$ 173,928,859.00	\$ 173,928,859.00
Total Cost:					\$ 173,928,859.00	\$ 173,928,859.00
Total Remaining:					\$0	\$0

FY2036-2045 STP Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
Total Cost:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP FLEX

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
Total Cost:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP Rural

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
					\$ -	\$ -	\$ -
Total Available:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
Total Cost:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP Small Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Remaining:					\$0	\$0	\$0

FY2036-2045 NHPP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS TBD					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
					\$ -	\$ -	\$ -
Total Available:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
Total Cost:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD			Various		\$ 15,266,325.26	\$ 13,739,692.74	\$ 3,053,265.05
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 15,266,325.26	\$ 13,739,692.74	\$ 3,053,265.05
Total Cost:					\$ 15,266,325.26	\$ 13,739,692.74	\$ 3,053,265.05
Total Remaining:					\$0	\$0	\$0

FY2036-2045 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD*					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
					\$ -	\$ -	\$ -
Total Available:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
Total Cost:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
Total Remaining:					\$0	\$0	\$0

*Includes transit and other eligible needs

FY2036-2045 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
					\$ -	\$ -	\$ -
Total Available:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
Total Cost:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
Total Remaining:					\$0	\$0	\$0

*FY2036-2045 MDOT							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Operations and maintenance					\$ 164,935,858.28	\$ 135,000,000.00	\$ 29,935,858.28
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave			\$ 30,543,677.46	\$ 25,000,000.00	\$ 5,543,677.46
Preservation					\$ 1,522,939,624.92	\$ 1,246,526,083.00	\$ 276,413,541.92
Total Available:					\$ 1,718,419,160.66	\$ 1,406,526,083.00	\$ 311,893,077.66
Total Cost:					\$ 1,718,419,160.66	\$ 1,406,526,083.00	\$ 311,893,077.66
Total Remaining:					\$0	\$0	\$0

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In

addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2036-2045 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 23,878,515.00	\$ 23,878,515.00
Facility Expansion/Maintenance Needs					\$ 11,040,081.00	\$ 11,040,081.00
IT Capital Needs					\$ 10,415,170.00	\$ 10,415,170.00
Replacement of fixed-route buses					\$ 120,649,486.00	\$ 120,649,486.00
Replacement of paratransit vehicles					\$ 11,178,948.00	\$ 11,178,948.00
Replacement of RapidVan vehicles					\$ 1,735,861.00	\$ 1,735,861.00
Capitalized Operating Expense					\$ 27,773,788.00	\$ 27,773,788.00
Miscellaneous Capital Needs					\$ 5,346,454.00	\$ 5,346,454.00
					\$ -	\$ -
					\$ -	\$ -
Total Available:					\$ 212,018,305.00	\$ 212,018,305.00
Total Cost:					\$ 212,018,303.00	\$ 212,018,303.00
Total Remaining:					\$ 2.00	\$ 2.00

Illustrative List of Projects

2024-2025

Government Unit	Road Name	From Description	To Description	Length Miles	Add Lane Cost	Sign Opt. Cost	TDM	Further Study
City of Walker	Fruit Ridge Ave NW	3 Mile Rd NW	W I 96 Ramp	0.17	\$200,000			
City of Grand Rapids	College Ave NE	Michigan St NE	E I 196/College RAMP	0.07		\$20,000	\$20,000	\$20,000
City of Grand Rapids	E Fulton St	Fuller Ave NE	Maryland Ave SE	1.48				\$20,000
City of Grand Rapids	Franklin St SE	S Division Ave	Cornwall Ave SE & Rinquette Pl SE	0.04				
City of Grand Rapids	Godfrey Ave SW	City/Twp Line	Hall St SW	0.14	\$200,000			

2026-2035

Government Unit	Road Name	From Description	To Description	Length Miles	Add Lane Cost	Sign Opt. Cost	TDM	Further Study
City of Hudsonville	32nd Ave	Enterprise Dr	Corporate Grove	0.14				\$20,000

2036-2045



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: November 6, 2019

TO: Technical Committee

FROM: George Yang, Senior Transportation Planner

RE: **Support of MDOT Safety Targets for Calendar Year 2020**

The Michigan Department of Transportation (MDOT) has established the 2020 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC's baseline condition based on the five-year rolling average from 2014-2018.

Michigan State Safety Targets for Calendar Year 2020

Measure (5-year rolling average)	Baseline Condition (2014-2018)	2020 Targets (2016-2020)	GVMC Baseline Condition (2014-2018)
Number of Fatalities	987.4	999.4	67
Rate of Fatalities per 100 million VMT	0.99	0.97	0.97
Number of Serious Injuries	5,415.6	5,520.4	412.8
Rate of Serious Injury per 100 million VMT	5.41	5.34	5.96
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	742.4	735.8	65.8

MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either

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

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT has published its safety targets on August 31, 2019, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2020 no later than February 27, 2020.

The Technical Committee and Policy Committee approved of supporting MDOT's state safety targets for calendar year 2018 and 2019. GVMC's action of supporting the 2020 MDOT safety targets or establishing its own targets is needed by February 27th, 2020.

Recommended Action: Staff is requesting that the Technical Committee recommend support of the MDOT safety targets for all of the safety performance measures to the Policy Committee.

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



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MEMORANDUM

To: GVMC Technical Committee
From: Andrea Faber, Transportation Planner
Re: Draft Consultation Plan
Date: October 29, 2019

At the November Technical Committee meeting, staff will present the draft consultation plan for approval. While GVMC has always had a process for consulting with stakeholder organizations, such as agencies responsible for economic development, freight movement, environmental and historical preservation, etc., during the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP), this information had been included in a chapter of the document instead of in a formal plan. At GVMC's last certification review, it was recommended that GVMC develop a consultation plan that outlines the process for consulting with these stakeholder organizations. GVMC is federally required to adhere to a consultation process during the development of the TIP and the MTP.

The Consultation Plan is open for public comment through Thursday, October 31, and is available on our [website](#). No comments have been received so far. Once approved, GVMC will use the process outlined in the draft consultation plan to conduct consultation on the project list for the 2045 MTP.

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

Recommended Action: Approval of GVMC's draft consultation plan