

FY 2017-2020 Transportation Improvement Program

DOCUMENT

**Grand Valley Metropolitan Council
Michigan Department of Transportation
Interurban Transit Partnership**

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Introduction

This is the official Transportation Improvement Program (TIP) for the area served by the Grand Valley Metropolitan Council (GVMC) for fiscal year 2017, beginning October 1, 2016, through fiscal year 2020, ending September 30, 2020. The GVMC study area encompasses all of Kent County; the City of Hudsonville; and Allendale, Georgetown, Jamestown and Tallmadge Townships. The Grand Valley Metropolitan Council (GVMC) is the designated Metropolitan Planning Organization (MPO) for the Greater Grand Rapids Area. See Map 1 on page 5 to view the Grand Valley Metropolitan Council study area.

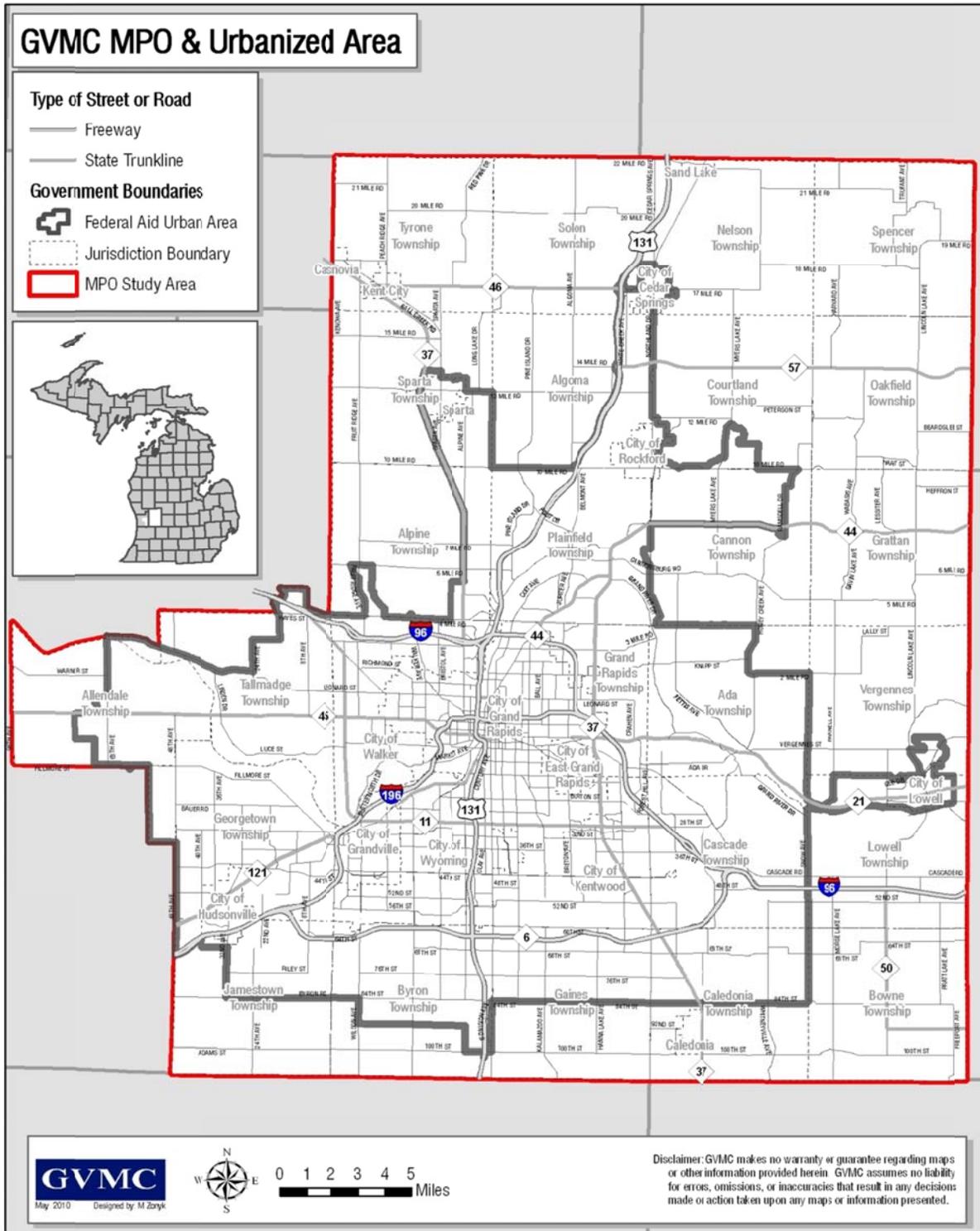
Currently, GVMC MPO area has an estimated population in excess of 690,000. The number of Federal Aid Urban roads is approximately 1,580 center lane miles.

The Interurban Transit Partnership (ITP)-The Rapid's current service area is approximately 185 square miles with a population of approximately 485,000. There are a variety of services provided by The Rapid, including 28 bus routes, GO!Bus paratransit service, ridesharing, carpooling services, PASS, and county connection.

The TIP is used to identify proposed projects developed in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All federal monies returned to the Grand Rapids area from the federal fuel tax are distributed through this process.

The annual process for selecting multi-modal transportation projects was developed based on locally determined transportation needs and helps to ensure that programmed transportation improvements are consistent with expected revenues from federal, state and local sources.

MAP 1 Map of GVMC Area



Chapter I Financial Plan

Introduction

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local);
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
3. Expected rate of change in available funding (unrelated to inflation);
4. Year of Expenditure (YOE) factor to adjust for predicted inflation;
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally-powered vehicles, as well as a growing number of hybrid and fully-electric vehicles that require little to no motor fuel.

There are a number of federal highway programs serving different purposes. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (*apportionment* means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within GVMC receive approximately \$14.5 million in federal-aid highway funding each year. In addition, The Michigan Department of Transportation (MDOT) spends approximately \$46 million (average over 4 years) annually for capital needs on state-owned highways in the region (I-, US-, and M- roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Appendix A. Transit funds are distributed according to a complex set of distribution formulas. ITP The Rapid receives approximately \$11 million in federal-aid transit funding each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this

sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$167 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year.¹

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a S/TIP is *fiscal constraint*. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are **not** the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2017-FY 2020 TIP (see Appendix A).

Within GVMC, there are 21 jurisdictions and transportation providers. All jurisdictions are provided the funding targets for the years covered by the TIP. This controls the amount of federal-aid highway funding programmed. The large public transit agency (ITP The Rapid) is issued a similar target (developed by FTA and MDOT's OPT) with the amount of federal-aid transit funding expected. Each jurisdiction has developed a

¹ Hamilton, William E., Jim Stansell, and Kyle I. Jen. "Road Funding Package—Enacted Analysis." Lansing, MI, House Fiscal Agency, November 2015.

system for determining which projects are selected for funding. Criteria can include pavement condition, traffic volumes, and number of years since last repair, and/or other factors. MDOT has a similar project selection process. Agencies throughout the state use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), whose duties are prescribed by state law. Transit agencies each select projects based on internal assessment of capital and operations needs.

Year of Expenditure (YOE)

When MDOT, local jurisdictions, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each local jurisdiction has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2017-FY 2020 TIP cycle, they are five percent for FY 2017 and FY 2018, 4.5 percent for FY 2019, and four percent for FY 2020. See Appendix A for more details.

Summary: Resources available for capital needs on the federal-aid highway system

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system within GVMC over fiscal years 2017 through 2020. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project.

Table 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System within GVMC (millions of dollars).

2017	2018	2019	2020
\$20.0	\$19.1	\$18.7	\$19.4

Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Appendix A explains the method and assumptions used to formulate the estimate. Table 2 contains a summary O and M cost estimate for roads on the federal-aid highway system within GVMC. These funds are not shown in the TIP, because most highway

operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors (see Appendix A for a discussion of YOE adjustments).

Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid System within GVMC (millions of dollars).

2017	2018	2019	2020
\$44.0	\$46.2	\$48.3	\$50.3

Summary: Resources available for capital needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the GVMC Transportation Management Areas (TMAs; urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally-specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Appendix A for more information on federal transit resources.

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal-aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from farebox revenues, a community’s general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operations needs, depending on the program) for public transit agencies within GVMC during fiscal years 2017 through 2020. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies within GVMC is also included.

Table 3. Forecast of Resources Available for Public Transit Capital Needs within GVMC (millions of dollars).

2017	2018	2019	2020
\$12.3	\$12.5	\$12.8	\$13.0

Demonstration of Financial Constraint, FY 2017 through FY 2020

After determination of resources available for federal-aid highway and transit capital needs within GVMC from FY 2017 through FY 2020, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year’s YOE factor and then fiscally constrained to available revenues (see Appendix A). Table 4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2017 through FY 2020 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 4. Demonstration of fiscal constraint, FY 2017 through FY 2020 TIP (millions of dollars).

	2017	2018	2019	2020
Highway Funding	\$20.0	\$19.1	\$18.7	\$19.4
Highway Programmed	\$20.0	\$19.1	\$18.7	\$19.4
Transit Funding	\$12.3	\$12.5	\$12.8	\$13.0
Transit Programmed	\$12.3	\$12.5	\$12.8	\$13.0
Total Funding	\$32.3	\$31.6	\$31.5	\$32.4
Total Programmed	\$32.3	\$31.6	\$31.5	\$32.4
Difference	\$0	\$0	\$0	\$0

Chapter II Public Participation

Introduction

GVMC is required by the federal transportation legislation MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST (Fixing America's Surface Transportation) Act to explicitly set forth a Public Participation Plan (PPP) and process for transportation planning in order to receive transportation funds from the Federal Highway Administration and from the Federal Transit Administration. The actions and processes described in the PPP apply to transportation planning done by GVMC in conjunction with the work done by the transportation committees of the Council. The GVMC Public Participation Plan can be found at <http://www.gvmc.org/transportation/getinvolved.shtml>. The standards for this process are to be found in Title 23, Code of Federal Regulations, Part 450, and in Title 49, Code of Federal Regulations, Part 613 which requires that the public have reasonable opportunity to comment on transportation plans and programs.

TIP Public Participation Process

Opportunity for public participation in the development of the FY 2017-2020 Transportation Improvement Program (TIP) was in accordance with the GVMC Public Participation Plan.

Notification of TIP Development

The process began with an informational postcard mailing on December 31, 2015 (see Notification of TIP Development Postcard Appendix B) to the Interested Citizens/Agency list, made up of individuals interested in transportation planning related information and a host of agencies and organizations identified as important stakeholders in the planning process, including social service agencies, transit service providers, local land use and environmental organizations, economic development organizations, major employers, Native American tribes, and other interested parties. (See Interested Citizens and Agencies List Appendix B.) The postcard notified recipients that GVMC would begin developing the FY2017-2020 TIP in January 2016, and that additional information would be forthcoming. An ad with similar information was placed in the Wednesday, December 30 edition of El Vocero, a local Hispanic Spanish-language newspaper, and in the January 1 – January 7 edition of The Grand Rapids Times, a local newspaper that reaches the African American Community. Ads were placed in the Sunday, January 3 edition of the Advance newspaper and two of their affiliate papers: the Penasee Globe and the Cadence as well. Information was also posted on GVMC's website. (See Appendix B for examples.)

Notification of Transportation Programming Study Group (TPSG) Meetings

Notices of all TPSG meetings to program projects for the FY2017-2020 TIP were posted on GVMC's website in a timely manner. (See Appendix B.)

Notification of Public Comment Period (Project Lists) and Public Meeting #1

GVMC Staff sent a second mailing consisting of an informational postcard to the Interested Citizens/Agencies list on April 1, 2016 informing them that the draft Fiscal Year 2017-2020 TIP project lists were available for public comment and inviting them to a public meeting to discuss the draft TIP project lists on April 13. The same information included in the mailing was advertised in all area editions of the Advance newspaper on Sunday, April 3, including the Penasee Globe and the Cadence, and on Friday, April 1 in El Vocero, and in the April 1 – April 7 edition of The Grand Rapids Times. Concurrently, information pertaining to commenting on the project lists was posted on GVMC's website. A flyer about the public comment period and public meeting was developed and distributed for posting to all area libraries as well as all jurisdictions within the MPO area. Some of these entities highlighted the event on their own websites and newsletters. Those who wished to comment on the draft project lists were encouraged to do so by Monday, April 25, 2016. (See Appendix B for examples.)

Prior to this meeting, a separate informational postcard was sent to 12,623 people on March 14th as part of GVMC's Environmental Justice (EJ) review. This mailing informed the property resident/owner that their home or business may be impacted by a transportation improvement project scheduled to take place in their area between 2017 and 2020. The postcard also contained information about the public comment period, which concluded for EJ on Monday, April 4, 2016, and a public meeting, which took place on March 24th. (See Appendix B for examples.)

Notification of Public Comment Period (Entire Document)

GVMC staff placed a notice on gvmc.org advertising that an official public comment opportunity would be available at the Technical Committee meeting on May 4, the Policy Committee meeting on May 18, and at the GVMC Board meeting on June 2. Please see Appendix B to view the announcement.

Public Meetings

The public meetings were held at GVMC's Office (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504), which is handicapped accessible, along a fixed Rapid transit system bus route, and within the delineated Environmental Justice area for the MPO. The meetings were held at 5:30 pm on March 24 and April 13. Public comment opportunities were also held at the Technical and Policy Committee meetings, which were located at the Kent County Road Commission (1500 Scribner NW, Grand Rapids, MI 49504), and the GVMC Board meeting, which was located at the Kent County Commission Chambers (300 Monroe Ave NW, Grand Rapids, MI 49503). These locations are also handicapped accessible, along a fixed Rapid transit system bus route, and within the delineated Environmental Justice area for the MPO.

March 24th Meeting (Meeting #1)

Eight members of the public and several GVMC staff members attended GVMC's March 24th meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, described the Environmental Justice process, and answered any questions

that were brought up. This meeting gave citizens the opportunity to provide input about specific transportation issues or areas of concern.

April 13 Meeting (Meeting #2)

Six members of the public and several members of GVMC's staff attended the April 13th public meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, and answered any questions that were brought up.

Technical Committee meeting (May 4), Policy Committee meeting (May 18) and GVMC Board meeting (June 2)

No members of the public attended any of these meetings.

Public Comment Periods

The official public comment period for the 2017-2020 TIP project lists was Monday, April 4 – Monday, April 25, or a total of 22 days. During this time staff accepted and recorded 60 public comments from e-mails/web inquires and phone calls. Some examples of public comments, along with staff responses, are listed in Appendix B under Public Comments. All public comments received were provided to GVMC Transportation Committees for consideration, and in many cases the inquirer was directed to the respective road agency for specific project details.

This public comment period was preceded by a public comment period for EJ which ran from Monday, March 14 until Monday, April 4, or a total of 22 days.

Additionally, GVMC undertook a public comment period for the entire 2017-2020 Transportation Improvement Program document from May 4 – June 2, a total of 30 days. No comments were received.

In addition to the public meetings on March 24 and April 13, opportunities for public comment were/are available at monthly Technical Committee, Policy Committee, ad hoc Transportation Programming Study Group meetings, and GVMC Board Meetings. Agendas and minutes for these meetings are regularly posted on the gvmc.org website.

Chapter III Consultation

There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with State, local, Indian Tribes and Tribal governments+, and private agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human Services Transportation Providers

The overarching goal of this process is to eliminate or minimize conflicts with other agencies' plans, programs or policies as they relate to the Transportation Improvement Program.

The consultation process that the Grand Valley Metro Council staff underwent was based on the recommendations of the Federal Highway Administration and the Michigan Department of Transportation.

The organizations listed in the Interested Citizens/Agencies list that GVMC maintains for transportation planning outreach was used as a starting point for the consultation process. This list was expanded upon to generate a Consultation List, with the specific types of organizations and agencies GVMC is required to contact during this process. (Appendix C.) It should be noted that this list is continuously updated to assure the most relevant organizations are contacted as part of the GVMC Consultation Process, and currently contains 209 individual and business contacts.

Information Sent

The consultation process that GVMC undertook began with mailing an introductory letter which contained a web link to the draft TIP list of projects as well as a link to a corresponding interactive map, and a GVMC background sheet. (See Sample Consultation Letter and GVMC Background Sheet in Appendix C.) This information was assembled and mailed to the organizations and agencies on the Consultation List on Friday, March 18, 2016.

This mailing was intended to generate a dialogue about the TIP document and project lists with the consulted organizations so that a cooperative understanding of potential

impacts from transportation projects can be developed along with mitigation options. The letter included an invitation for the consulted organizations to attend an open house on Monday, April 4 from 9:00 am – 12:00 pm at Grand Valley Metropolitan Council's office. The purpose of the open house was to compare the future plans of the consulted organizations with GVMC's draft project lists, identify potential conflicts and address areas of concern. Consulted organizations were also invited to contact GVMC staff to schedule an individual meeting if they were unable to attend the open house or if that was their preference. No one attended the open house or requested an individual meeting with staff.

The consultation period lasted a total of 20 days. Formal response from these agencies was requested by Wednesday, April 6. Two comments were received. It was noted in the letter that lack of comment will be viewed as endorsement of the proposed project lists and the TIP document.

Consultation comments are documented in Appendix C.

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Chapter IV Environmental Justice

The roadway and transit projects in the TIP must meet the principles of the 1994 Presidential Executive Order 12898 relating to Environmental Justice (EJ): *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Specifically, the TIP must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations. Based on the spirit and intent of Environmental Justice, GVMC strives to identify, inform and engage two major sectors of the population: minority populations and low income residents.

The methodology used to analyze that ensures these principles are being met necessitated mapping areas of low-income and minority population concentrations, overlaying the TIP's proposed projects, and visually analyzing the potential impacts. The Environmental Justice Area map (see Appendix D) later in this chapter was instrumental in this process.

Identification of Environmental Justice Areas

The Federal Office of Management and Budget's (OMB) 1997 Policy Directive 15, *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity*, established five minimum categories for data on race. The same Directive 15 defines low-income as "a person whose household income... is at or below the U.S. Department of Health Services poverty guidelines." Therefore, to conduct the EJ analysis, GVMC used the following categories:

- Black
- Hispanic
- Asian
- American Indian and Alaskan Native
- Native Hawaiian or Other Pacific Islander
- Low-Income

Census (2010) data and American Community Survey (ACS) 5-year estimates (2007-2011) were analyzed utilizing Geographic Information Systems software to determine the makeup and concentration of these minority groups at the Census Block Group level for race and at the Census Tract level for low income. Environmental Justice (EJ) areas were designated based on the population of the targeted population group as it compares to the overall population of the entire metropolitan area. In the case of ethnic minorities, if any census Block Group exceeded the average population percentage for that minority group throughout the region as a whole, then that Block was flagged. For low-income identification, the same methodology was used as for the population groups, but census tract geographies from the ACS data were used to determine the above-average-percentage areas. The indicator used for income from ACS estimates

was poverty status. In the ACS estimates, the population for whom poverty status is determined is broken up into four age groups. The age group that most applies for our EJ income analysis is that of those aged from 18 to 64 years since that is, most generally, the working class. The tabular data within the data sets are presented as percentages of individuals per census tract that are at, or below, the poverty level. From this, areas with higher than average low income populations at or above were flagged as EJ areas for low income. These defined areas were aggregated together to create a comprehensive geographic coverage constituting the “Environmental Justice” areas within the MPO. (See the GVMC Environmental Justice Area Map in Appendix D.)

Analysis of Impacts

With the minority and low-income EJ areas delineated, an analysis of impacts could be completed. The analysis of potential impacts centers on three criteria:

- 1) Disproportionately high and adverse human health and environmental impacts to minority areas
- 2) Minimizing/blocking access of minority areas to the transportation system
- 3) Neglecting the transportation system in minority areas or otherwise reducing or delaying the receipt of benefits to those areas

Using the delineated Environmental Justice areas, GVMC was able to geographically overlay the 2017-2020 TIP projects on the EJ areas to determine what projects could have potential impacts based on our three defined criteria. The project was considered and flagged if it geographically intersected the EJ areas. There are 286 projects listed in the TIP document that had spatial reference characteristics and were used for EJ analysis. This figure also includes all illustrative projects presented in the plan.

Disproportionately high and adverse human health and environmental impacts to minority areas

Of the 286 TIP projects, 257 projects, or 90% of TIP projects, are in Environmental Justice areas. These projects included all project categories; however, the majority of the projects fall into three categories: roadway resurfacing, roadway reconstruction, and roadway improve/expand widening projects. Some of the improve/expand widening projects are in residential areas within EJ boundaries. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Therefore, it was determined that there are no disproportionately high or adverse human health impacts.

Minimizing/blocking access of minority areas to the transportation system

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the TIP. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a result of implementing the proposed projects. Therefore, it has been determined that there is no blockage of access to the

transportation system or loss of mobility as a result of implementing the TIP projects.

Neglecting the transportation system in minority areas or otherwise reducing or delaying the receipt of benefits to those areas

The GVMC MPO area is approximately 1,015.68 square miles. The EJ areas mapped are approximately 495.91 square miles, or 49% of the entire GVMC MPO area. The Environmental Justice analysis found that 90% of the TIP projects (257 out of the total 286 projects) are located within the Environmental Justice areas and 10% of the projects fall outside Environmental Justice areas. Of the 257 projects that were located within the Environmental Justice areas, 52% were road resurfacing, 21% were road reconstruction projects, 6% were improve/expand widening projects, and the rest were miscellaneous capacity, non-motorized, intersection, bridge, and yet-to-be-determined projects (from the illustrative list) that varied in scope of work. Access to public transit by residents in Environmental Justice areas was also analyzed. The public transit (ITP-The Rapid) service area, which primarily comprises the Cities of Grand Rapids, Walker, Kentwood, Wyoming, Grandville and East Grand Rapids, covers 28% of the MPO EJ areas. If we were to include together the fixed route area, the Go Bus demand response areas, and the Paratransit Service agreements, this coverage would total 45% within the MPO EJ areas. None of the projects contained in the TIP restrict residents' access to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction, or delay in the receipt of transportation benefits by those residing in EJ areas.

Environmental Justice Notification

In addition to the regular Public Participation process, GVMC also distributed an Environmental Justice based mailing. Once the 257 projects in Environmental Justice areas were identified, staff was able to perform an analysis to extract address information for the parcels that physically intersected the Environmental Justice areas adjacent to the projects. Geographic Information software was used to do this in coordination with land parcel data sets provided from Kent and Ottawa counties. A postcard that explained that there was a proposed improvement was mailed to these flagged parcels. It informed them of the March 24th TIP public meeting at the GVMC office and provided information about how and where to access more information. Residents/occupants were encouraged to comment on the projects by Monday, April 4, 2016. In sum, 12,623 Environmental Justice postcards were mailed March 14th, 2016. A total of eight people attended the meeting.

Conclusion

The analyses of impacts on residents in Environmental Justice areas, as a result of implementing the projects contained in this TIP resulted in the following findings:

- No disproportionately high and adverse human health impacts
- No blockage/minimization of access to the transportation system or loss of mobility

- No neglect, reduction, or delay in the receipt of transportation benefits or restriction of public access to public transit services

Within the FY2017-2020 TIP, 73% of the projects within Environmental Justice areas were road resurfacing/reconstruction, and the MPO is investing the majority (90%) of our federal transportation dollars in projects in areas with higher than average numbers of minorities or people of low income status. This means that the benefits of increased federal investment in the road infrastructure are directed toward residents that are typically underserved, people of minority status, and those with low income levels. GVMC strives to reach out especially to those citizens in EJ areas adjacent to TIP projects through direct mailings to assure a high level of engagement for minority and low-income groups.

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Chapter V Air Quality Conformity

The Clean Air Act (CAA) was established to improve the air, protect public health, and protect the environment. The CAA has been amended over the years, most significantly in the 1990s. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), and particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometers in diameter (PM₁₀) and less than 2.5 micrometers in diameter (PM_{2.5}).

Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Example of generators by source category is shown in Figure 1.

Figure 1
Air Pollution Sources



Source: MDOT Photography Unit

The CAA links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's

State Implementation Plan (SIP) which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the MTP and the TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.



Transportation activities that are subject to conformity are MTPs, TIPs, and all non-exempt federal projects that receive Federal Highway or Federal Transit Administration funding or approval. The conformity process ensures emissions from the MTP, TIP, or projects, are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation related pollutants:

- ozone,
- particulate matter at 2.5 and 10,
- nitrogen dioxide, and
- carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NOx) and volatile organic compounds (VOCs) react with sunlight. Shown in Table 5 are the transportation pollutants and associated precursors. Pollutants can be both directly emitted and also formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 5
Transportation Pollutants and Precursor Emissions

Transportation Pollutant	Direct Emissions	Precursor Emissions			
		Nitrogen Oxides	Volatile Organic Componds	Ammonia	Sulfur Dioxide
Ozone		X	X		
Particulate Mater _{2.5}	X	X	X		
Particulate Mater ₁₀	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

The Michigan Department of Environmental Quality (MDEQ) uses monitors throughout the state to measure pollutant levels and then to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutants than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirements are the same as for an attainment area) or maintenance (an area was nonattainment, but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance.

In October 2015, the EPA lowered the ozone NAAQS to 0.070 parts per million (ppm). The state of Michigan is currently in the process of recommending nonattainment areas to the EPA around five monitors which are exceeding the 2015 ozone standard as measured by the most current three years (2013 – 2015) of data. Allegan, Muskegon, Berrien, St. Clair, and Macomb counties each have one monitor exceeding the NAAQS. The nonattainment area boundaries surrounding each monitor will be determined by analyzing five factors; monitor data, location of sources contributing to ozone, meteorology, geography/topography, and jurisdictional boundaries. The MDEQ has until October 1, 2016 to make nonattainment boundary recommendations. EPA will make final official designations by October 1, 2017, using the most current available three years of data for that time (2014 – 2016). Consequently, state recommended areas could be different than the EPA's final designations because of the additional years of data being analyzed. Therefore, areas currently exceeding the standard might drop out while other areas could become nonattainment.

MPOs that are designated nonattainment for ozone on October 1, 2017 must

demonstrate conformity of the MTP and TIP within one year. Currently, the MPO is in attainment for all transportation pollutants.

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Chapter VI Project Selection

In an effort to clearly define and document the process by which projects are programmed into the TIP, staff at GVMC outlined before the TPSG Committee the tools used by local jurisdictions, MDOT, and ITP to show how a project evolves from the preliminary stages to being programmed into a TIP. (See Appendices E, F, H & I.) From this effort, the TPSG, Technical and Policy Committees have met on several occasions to develop one document to be used as a guide for programming projects by all entities. This guide, named "Policies for Programming Projects," (a continually updated and revised document) lays out procedures that conform to the revised planning process and attempts to unify the three processes into one. This document also employs a guide for programming projects that leads to relieving roadway congestion deficiencies, pavement condition deficiencies, improving transit, and developing improved non-motorized facilities in the area. (See Appendix J).

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems. (See Appendix E.) This effort produced a list of facilities in need of either congestion relief (taken directly from the 2040 MTP) or pavement condition improvements. Staffs from each local jurisdiction were then asked to develop a list of projects from these deficiency lists that could be implemented in the years 2017 through 2020. These potential projects were collected by staff and a pool of projects was developed.

The final step in the development of the TIP list of projects involved the MPO members prioritizing a financially constrained project list as required by federal regulations. In January 2016, the TPSG Committee met and selected projects from the TIP pool of projects. The TIP project selection process included factors such as regional equity, deficiency (condition, safety, or capacity), air quality improvement and connectivity. Using this approach, it can be assured that all of the projects programmed in the FY 2017-2020 TIP will improve an identified transportation system deficiency. The result of that programming effort is reflected in the proposed FY 2017-2020 Projects List. The list comprises all of the projects recommended and approved (Local, ITP and MDOT) by the TPSG, Technical and Policy Committees for inclusion in the FY 2017-2020 Transportation Improvement Program.

Federal regulations require the TIP to be financially constrained by fiscal year. The TIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the table (see Appendix A) is to demonstrate financial constraint. The table compares estimated revenues and expenditures by funding source and indicates how much revenue total it is estimated will be available each year from federal, state, and local sources.

In regards to Environmental Justice, GVMC, after consultation with MDOT and the Federal Highway Administration (FHWA) officials, has chosen to address environmental

justice by identifying ethnicity, low income, and those areas with concentrations of traditionally underserved populations, namely minority and low income residents. Chapter IV further explains how staff performed the task of Environmental Justice analysis.

Performance-Based Planning

A key feature of MAP-21/FAST Act is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for the investment of resources in projects that collectively will make progress toward the achievement of the national goals. National performance goals for the Federal-aid highway program must be established in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delays.

Performance Measures

The US DOT Secretary, in consultation with states, MPOs, and other stakeholders, will establish performance measures for:

- Pavement condition on the Interstate System and on the remainder of the National Highway System
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

On March 15, 2016 FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules. With an effective date of April 15, 2016, the Safety PM Final Rule established five performance measures to carry out the HSIP: the five-year rolling averages for

1. Number of fatalities
2. Rate of fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

FHWA has also published Notices for Proposed Rulemaking for the other performance measure areas – pavement and bridge conditions, system performance, freight movement, and CMAQ.

Performance Targets

State Targets

Within one year of the US DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency each state must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), State asset management plans under the National Highway Performance Program (NHPP), and State performance plans under the Congestion Mitigation and Air Quality Improvement program are required to include performance targets. Additionally, State and MPO targets *should* be included in Statewide transportation plans.

MPO Targets

Within 180 days of states or providers of public transportation setting performance targets, MAP-21/Fast Act surface transportation legislation requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. MPO MTPs and TIPs are required to include State and MPO targets.

Performance-Based Planning in GVMC

In regard to performance based transportation planning, GVMC employs several different management systems (Congestion Management, Pavement Management, Safety Conscious Planning, to name a few) which may address some of the soon-to-be requirements of MAP-21/FAST Act.

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2017 through 2020 in the Grand Rapids Metropolitan Area. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and non-motorized projects. The projects are listed by year and then by jurisdiction. Following the project listings section is a map (see map 2) showing the locations of local and MDOT projects geographically placed on the map within the MPO area. Because the transit projects are capital improvement type projects with no associated specific locations, they were not geographically illustrated. A list of acronyms for funding categories is available in the Appendix M.

This four-year program has been updated every three years as required by MAP-21/FAST Act and can be amended by majority vote from the GVMC TPSG, Technical, and Policy Committees.

After the 2015 project status, also included is an illustrative list of projects that were nominated to receive federal funding through various federal funding sources but was not programmed due to funding limitations for the projects in this current TIP. These projects will remain on these lists until: 1.) more funding becomes available in a particular year: 2.) a currently programmed project drops completely out of the TIP: 3.) the development of the next TIP (FY2020 – FY2023), where these projects could potentially be programmed: or 4.) the maintenance jurisdiction chooses to build the project with local funds.

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Draft FY2017-2020 TIP Projects

FY2017

FY2017 STP-U (74.5%/25.5%)								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
GVMC	Planning Studies	Studies	GVMC	n/a	\$ 150,000.00	\$ 37,500.00	\$ 187,500.00	Exempt
Capital Preventive Maintenance	Regionwide	GPA	KCRC	TBD	\$ 720,000.00	\$ 180,000.00	\$ 900,000.00	Exempt
44th Street*	M-37 to Patterson Avenue	Rotomill/resurface	Kentwood	0.75	\$ 957,040.00	\$ -	\$ 957,040.00	ACC, AC FY16
44th Street	Shaffer to East Beltline	Rotomill/resurface	Kentwood	1.25	\$ 1,043,000.00	\$ 357,000.00	\$ 1,400,000.00	Exempt
28th Avenue	Baldwin Street to Bauer Road	Resurface	OCRC	1	\$ 298,000.00	\$ 102,000.00	\$ 400,000.00	Exempt
Byron Center	84th to 76th	Resurface	KCRC	1	\$ 596,000.00	\$ 204,000.00	\$ 800,000.00	Exempt
Byron Center	76th to 68th	Resurface	KCRC	1	\$ 745,000.00	\$ 255,000.00	\$ 1,000,000.00	Exempt
68th Avenue	Fillmore Street to M-45	Resurface + Shoulder 2 lanes	OCRC	2	\$ 270,000.00	\$ 550,000.00	\$ 750,000.00	Exempt
Turner Avenue	West River Drive to US-131 SB Ramps	Resurface	Walker	0.65	\$ 596,000.00	\$ 204,000.00	\$ 800,000.00	Exempt
Wealthy Street	Commerce Avenue to Division Avenue	Reconstruct Existing	Grand Rapids	0.18	\$ 389,109.00	\$ 133,185.00	\$ 522,294.00	Exempt
Leonard Street	Fuller Avenue to Ball Avenue	Reconstruct Existing	Grand Rapids	0.48	\$ 360,793.00	\$ 123,493.00	\$ 484,286.00	Exempt
Belmont Avenue	South Of 10 Mile Road	Relocation & Signal Elimination	KCRC	0	\$ 260,750.00	\$ 89,250.00	\$ 350,000.00	Exempt
32nd Street	Kalamazoo Avenue to East City Limits	Rotomill/resurface	Grand Rapids	0	\$ 245,209.00	\$ 83,931.00	\$ 329,140.00	Exempt
Monroe Avenue	I-196 to 6th/ Newberry Street	Rotomill/resurface	Grand Rapids	0	\$ 212,858.00	\$ 72,857.00	\$ 285,715.00	Exempt
Alpine Avenue*	Richmond Street to Nason Street	Rotomill/resurface	Grand Rapids	1	\$ 219,729.00	\$ -	\$ 219,729.00	ACC, AC FY16
Fuller Avenue	Alexander Street to Franklin Street	Rotomill/resurface	Grand Rapids	0	\$ 163,473.00	\$ 55,954.00	\$ 219,427.00	Exempt
Michigan Street	Monroe Avenue to Ionia Avenue	Reconstruct Existing	Grand Rapids	0.17	\$ 677,405.00	\$ 692,722.00	\$ 1,370,127.00	ACC, AC FY16
TOTAL:					\$ 7,904,366.00	\$ 3,140,892.00	\$ 10,975,258.00	

FY2017 FLEX								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Kalamazoo	76th to 84th	Reconstruct Existing	KCRC	1	\$ 1,034,976.00	\$ 456,024.00	\$ 1,500,000.00	Exempt
Belmont Avenue	South Of 10 Mile Road	Relocation & Signal Elimination	KCRC	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
TOTAL:					\$ 1,274,976.00	\$ 516,024.00	\$ 1,800,000.00	

FY2017 NHPP								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Leonard Street	Ashland Street to Fuller Avenue	Reconstruct Existing	Grand Rapids	0.66	\$ 707,362.00	\$ 176,841.00	\$ 884,203.00	Exempt
TOTAL:					\$ 707,362.00	\$ 176,841.00	\$ 884,203.00	

FY2017 EDFC								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
56th St.	Byron Center Ave. to Ivanrest Ave.	Reconstruct 2 to 3 lanes & bike lanes	Wyoming	1	\$ 1,600,000.00	\$ 400,000.00	\$ 2,000,000.00	ACC From 14 to 17
TOTAL:					\$ 1,600,000.00	\$ 400,000.00	\$ 2,000,000.00	

FY2017 STP-Rural								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Lincoln Lake	7-Mile to Belding Rd	Reconstruct Existing	KCRC	0.80	\$ 534,033.00	\$ 365,967.00	\$ 900,000.00	Exempt
Lake Street	5th Street to Richey	Reconstruct Existing	Village of Sand Lake	0.80	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
TOTAL:					\$ 774,033.00	\$ 425,967.00	\$ 1,200,000.00	

FY2017 CMAQ								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Fiber Communications	Fiber runs on Burton Street, east of Division	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
Signal Optimization	Signal optimization at up to 120 locations on Federal Aid Roads (P. 2017 Phase 12)	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
Rideshare Program	Areawide	Rideshare Program	ITP	0	\$ 143,000.00	\$ -	\$ 143,000.00	Exempt
Replacement Buses	Areawide	2 Replacement Buses	ITP	0	\$ 656,000.00	\$ 164,000.00	\$ 820,000.00	Exempt
Clean Air Action Days	Areawide	Free Rides On Clean Air Action Days	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Replacement VanPool Vans (4)	Areawide	4 Replacement VanPool Vans	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Clean Air Action Days	Areawide	Areawide	GVMC	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
College and Michigan	Design and implementation of capacity improvements through geometric alteration to the Michigan and College intersection	0	Grand Rapids	0	\$ 288,731.00	\$ 72,183.00	\$ 360,914.00	Exempt
28th Street @ Kraft Avenue	Intersection	Turn Lanes	KCRC	0	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	Exempt
Belmont Avenue @ 10 Mile Road	Intersection	Signal upgrade	KCRC	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Crahen @ M-21	Intersection	Dual Lt-Turn Lanes & Signal Upgrade	KCRC	0	\$ 264,000.00	\$ 86,000.00	\$ 350,000.00	Exempt
TOTAL:					\$ 2,551,731.00	\$ 622,183.00	\$ 3,173,914.00	

2017 CMAQ MDOT								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
N/A	N/A	(Repayments for US-131 W/M Lanes and I-96 @ Cascade Road DDI projects from previous years)	MDOT		\$ -	\$ -	\$ -	-
TOTAL:					\$ -	\$ -	\$ -	

2017 ITS Set-Aside								
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
WMTOC Operations	Areawide	ITS Control Room Operations	MDOT		\$ 440,000	\$ 110,000	\$ 550,000	Exempt
ITS Device Operations and Mainten	Areawide	ITS Device Operations and Maintenance	MDOT		\$ 632,000	\$ 158,000	\$ 790,000	Exempt
ITS Operations	Regional Signal System TMS Operations	Regional Signal System TMS Operations	Grand Rapids		\$ 432,489	\$ 108,122	\$ 540,611	Exempt
TOTAL:					\$ 1,504,489	\$ 376,122	\$ 1,880,611	

Draft FY2017-2020 TIP Projects

FY2018

FY2018 STP-U (76.7%/23.3%)

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Burton Street	Bretton Avenue to East Beltline	Rotomill/resurface	Grand Rapids	1.23	\$ 659,620.00	\$ 200,380.00	\$ 860,000.00	Exempt
Kimney Avenue *	Three Mile to Waldorf	Reconstruct	Walker	0.5	\$ 882,050.00	\$ 267,950.00	\$ 1,150,000.00	Exempt
Cottonwood Drive	Baldwin Street to Bauer Road	Reconstruct to 5 Lanes	OCRC	1.44	\$ 1,500,000.00	\$ 900,000.00	\$ 2,400,000.00	Exempt
Bretton Road	Hall to Lake	Rotomill/resurface	East Grand Rapids	0.37	\$ 651,796.00	\$ 198,003.00	\$ 849,800.00	Exempt
10 Mile Rd	Alpine Ave to Pine Island Dr	Reconstruct	KCRC	2	\$ 1,534,000.00	\$ 466,000.00	\$ 2,000,000.00	Exempt
32nd Avenue	City limits to Corporate Grove Drive	resurfacing and widening	Hudsonville	0.2	\$ 237,770.00	\$ 72,230.00	\$ 310,000.00	Exempt
Bretton Avenue	44th to 32nd	Pulverize and repave	Kentwood/GR	1.5	\$ 1,687,400.00	\$ 512,600.00	\$ 2,200,000.00	Exempt
GVMC	Planning Studies	Studies	GVMC	n/a	\$ 150,000.00	\$ 37,500.00	\$ 187,500.00	Exempt
Alpine Avenue	Stocking Avenue to Leonard Street	Rotomill/resurface	Grand Rapids	0	\$ 252,450.00	\$ 76,690.00	\$ 329,140.00	Exempt
Grandville Avenue	Franklin Street to Barlett Street	Rotomill/resurface	Grand Rapids	0	\$ 252,450.00	\$ 76,690.00	\$ 329,140.00	Exempt
Coit Avenue, North Park Street	North Park Street to 4 Mile Road, Monroe Avenue to Coit Avenue	Rotomill/resurface	Grand Rapids	0	\$ 252,450.00	\$ 76,690.00	\$ 329,140.00	Exempt
TOTAL:					\$ 8,059,986.00	\$ 2,884,733.00	\$ 10,944,720.00	

FY2018 FLEX

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Knapp Street	The Grand River to w. of Pettis	Widen to 3 Lanes	KCRC	0.5	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00	
Knapp Street	Dunnigan Ave to Grand River Dr	Widen to 3 Lanes	KCRC	2	\$ 660,475.00	\$ 165,119.00	\$ 825,594.00	Dual funded, EDFC
TOTAL:					\$ 1,300,475.00	\$ 325,119.00	\$ 1,625,594.00	

FY2018 NHPP

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Fulton Street	250' W. of Somerset Dr to Maryland Ave	Rotomill/resurface	Grand Rapids	0	\$ 341,509.00	\$ 85,377.00	\$ 426,886.00	Exempt
10 Mile	US-131 to Meijer/ childsdale to river	Resurface	KCRC	0.4	\$ 380,000.00	\$ 95,000.00	\$ 475,000.00	Exempt
TOTAL:					\$ 721,509.00	\$ 180,377.00	\$ 901,886.00	

FY2018 EDF-C

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Knapp Street	Dunnigan Ave to Grand River Dr	Widen to 3 Lanes	KCRC	2	\$ 981,644.00	\$ 245,411.00	\$ 1,227,055.00	Dual funded, STP-Flex
TOTAL:					\$ 981,644.00	\$ 245,411.00	\$ 1,227,055.00	

FY2018 STP-Rural

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
13 Mile Road	Fruit Ridge Ave to Peach Ridge Ave	Reconstruct Existing	KCRC	1.00	\$ 789,514.00	\$ 410,486.00	\$ 1,200,000.00	Exempt
TOTAL:					\$ 789,514.00	\$ 410,486.00	\$ 1,200,000.00	

FY2018 CMAQ

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
I-96 Eastbound Ramp at Walker	Intersection	Intersection Modification and Signalization	Walker/MDOT	1000'	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00	Exempt
Spaulding Avenue @ Cascade Road	from Cascade Rd to 800 ft south	Add Rt-turn Lane	KCRC	0.15	\$ 280,000.00	\$ 70,000.00	\$ 350,000.00	Exempt
Signal Optimization	Signal optimization at up to 120 locations on Federal Aid Roads (2018 P. 13)	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
Signal Detection	Signal detection installation or upgrades at various locations	0	Grand Rapids	0	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00	Exempt
Clean Air Action Days	Areawide	Areawide	GVMC	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Replacement 40' Buses/CNG	Areawide	Replacement buses (3)	ITP	0	\$ 1,240,000.00	\$ 360,000.00	\$ 1,600,000.00	Exempt
Rideshare	Areawide	Rideshare program	ITP	0	\$ 120,120.00	\$ 30,030.00	\$ 150,150.00	Exempt
Replacement VanPool Vans	Areawide	4 Replacement VanPool Vans	ITP	0	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Exempt
Clean Air Action Days	Areawide	Free Rides On Clean Air Action Days	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Buttermilk Creek Pathway	Oak Street to Prospect Street	Shared Use Path	Hudsonville	0	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Exempt
TOTAL:					\$ 2,560,120.00	\$ 690,030.00	\$ 3,250,150.00	

FY2018 CMAQ MDOT

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
M-44	At Leonard Street	Extend Dual Left Turn Lanes	MDOT		\$ 409,250	\$ 90,750	\$ 500,000	Exempt
I-96 WB	At M-21	Weave-Merge lane and add M-21 WB Off ramp	MDOT		\$ 450,175	\$ 99,825	\$ 550,000	Exempt
I-96 WB	At M-21	Weave-Merge lane and add M-21 WB Off ramp	MDOT		\$ 245,550	\$ 54,450	\$ 300,000	Exempt
I-96 EB	At M-21	Weave-Merge lane and add M-21 EB On Ramp	MDOT		\$ 245,550	\$ 54,450	\$ 300,000	Exempt
I-196 EB	At Fuller Avenue	Fuller Avenue On-Ramp Extension	MDOT		\$ 634,338.00	\$ 140,662.00	\$ 775,000.00	Exempt
I-196 WB	At M-11 East to I-196 BR	Extension of the WB Decel Off Ramp	MDOT		\$ 119,550.00	\$ 26,510.00	\$ 146,060.00	Exempt
I-196 WB	At M-11 East to I-196 BR	Extension of the WB Decel Off Ramp	MDOT		\$ 44,150.00	\$ 9,790.00	\$ 53,940.00	Exempt
TOTAL:					\$ 2,148,563	\$ 476,437	\$ 2,625,000	

FY2018 ITS Set-Aside

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
WMTOC Operations	Areawide	ITS Control Room Operations	MDOT		\$ 440,000	\$ 110,000	\$ 550,000	Exempt
ITS Device Operations and Mainten	Areawide	ITS Device Operations and Maintenance	MDOT		\$ 632,000	\$ 158,000	\$ 790,000	Exempt
ITS Operations	Regional Signal System TMS Operations	Regional Signal System TMS Operations	Grand Rapids		\$ 480,000	\$ 120,000	\$ 600,000	Exempt
TOTAL:					\$ 2,032,000.00	\$ 508,000.00	\$ 2,540,000.00	

Draft FY2017-2020 TIP Projects

FY2019									
FY2019 STP-U (78.5%/21.5%)									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
32nd Avenue	Byron Road to Quincy Street	Resurface & construct various left turn lanes	OOCR	2.1	\$ 824,250.00	\$ 225,750.00	\$ 1,050,000.00	Exempt	
Ivanrest Ave	Prairie to 44th	Full depth overlay ADA ramp upgrades	Grandville	1.49	\$ 1,020,500.00	\$ 279,500.00	\$ 1,300,000.00	Exempt	
North Main St.	Lewis to Division	Mill & Fill	Rockford	3150'	\$ 121,675.00	\$ 33,325.00	\$ 155,000.00	Exempt	
Sparks/Forest Hill	East Paris to Burton	Pulverize and Repave	Kentwood	0.8	\$ 588,750.00	\$ 161,250.00	\$ 750,000.00	2 CMAQ projects associated	
Van Buren Street	Balsam Drive to 36th Avenue	reconstruction	Hudsonville	0.49	\$ 293,590.00	\$ 80,410.00	\$ 374,000.00	Exempt	
GVMC	Planning Studies	Studies	GVMC	n/a	\$ 150,000.00	\$ 37,500.00	\$ 187,500.00	Exempt	
Kraft Ave	36th St to 28th St	Resurface	KCRC	1	\$ 785,000.00	\$ 215,000.00	\$ 1,000,000.00	Exempt	
6 Mile Rd	Walker Ave to Alpine Ave	Resurface	KCRC	2	\$ 471,000.00	\$ 129,000.00	\$ 600,000.00	Exempt	
7 Mile Rd	Fruit Ridge Ave to Bristol Ave	Resurface	KCRC	3	\$ 706,500.00	\$ 193,500.00	\$ 900,000.00	Exempt	
Byron Center Ave	92nd St to 84th St	Resurface	KCRC	1	\$ 628,000.00	\$ 172,000.00	\$ 800,000.00	Exempt	
Michigan Street	Leffingwell Avenue to Greenwich Road	Rotomill/resurface	Grand Rapids	0.37	\$ 215,875.00	\$ 59,125.00	\$ 275,000.00	Exempt	
Eastern Avenue	Hall Street to Franklin Street	Rotomill/resurface	Grand Rapids	0.63	\$ 294,375.00	\$ 80,625.00	\$ 375,000.00	Exempt	
Alger Street	Kalamazoo Avenue to Plymouth Avenue	Rotomill/resurface	Grand Rapids	0.48	\$ 255,125.00	\$ 69,875.00	\$ 325,000.00	Exempt	
7th Street	Collindale Avenue to Covell Avenue	Rotomill/resurface	Grand Rapids	0.61	\$ 447,450.00	\$ 122,550.00	\$ 570,000.00	Exempt	
Broadway Avenue	Bridge Street to Leonard Street	Rotomill/resurface	Grand Rapids	0.991	\$ 439,600.00	\$ 120,400.00	\$ 560,000.00	Exempt	
Alger Street	Eastern Avenue to Kalamazoo Avenue	Reconstruction	Grand Rapids	0.73	\$ 981,250.00	\$ 268,750.00	\$ 1,250,000.00	Exempt	
TOTAL:					\$ 8,222,940.00	\$ 2,248,560.00	\$ 10,471,500.00		
FY2019 FLEX									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
54th St	Haughey Ave to US-131	Add 3rd WB Lane	Wyoming	0.6	\$ 1,326,485.00	\$ 331,621.00	\$ 1,658,106.00	Exempt	
TOTAL:					\$ 1,326,485.00	\$ 331,621.00	\$ 1,658,106.00		
FY2019 NHPP									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
Division Avenue	Wealthy Street to Cherry Street	Reconstruction	Grand Rapids	0.25	\$ 735,939.00	\$ 183,985.00	\$ 919,924.00	Exempt	
TOTAL:					\$ 735,939.00	\$ 183,985.00	\$ 919,924.00		
FY2019 EDF-C									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
54th St - US-131 Intersection	54th St Offramp & Meijer Access Dr	Construct Access Dr into Meijer	Wyoming	0.1	\$ 1,001,277.00	\$ 250,319.00	\$ 1,251,596.00	Exempt	
TOTAL:					\$ 1,001,277.00	\$ 250,319.00	\$ 1,251,596.00		
FY2019 STP-Rural									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
13 Mile Road	Kenowa Avenue to Fruit Ridge Ave	Reconstruct Existing	KCRC	1	\$ 805,304.00	\$ 394,696.00	\$ 1,200,000.00	Exempt	
TOTAL:					\$ 805,304.00	\$ 394,696.00	\$ 1,200,000.00		
FY2019 CMAQ									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
Patterson Avenue & 44th Street	750 feet north and west	Dual Lt-Turn Lanes	KCRC/Kentwood	0.33	\$ 600,000.00	\$ 150,000.00	\$ 750,000.00	split the funding half paid by each	
Add 2 right turn lanes on Forest Hill	Burton Intersection	Add 2 right turn lanes on Forest Hill	Kentwood	0.1	\$ 200,000.00	\$ 50,000.00	\$ 250,000.00	Construct with Sparks/Forest Hill STP project	
Add 1 right turn lane on East Paris	Sparks Intersection	Add 1 right turn lane on East Paris	Kentwood	0.1	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Construct with Sparks/Forest Hill STP project	
Signal Optimization	Signal optimization at up to 120 locations on Federal Aid Roads (2019 P. 14)	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt	
Signal Communications	Signal communication upgrades, including fiber, at various locations	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt	
Clean Air Action Days	Areawide	Areawide	GVMC	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt	
Replacement 40' Buses/CNG	Areawide	Replacement buses (3)	ITP	0	\$ 720,000.00	\$ 180,000.00	\$ 900,000.00	Exempt	
Rideshare	Areawide	Rideshare program	ITP	0	\$ 126,060.00	\$ 31,515.00	\$ 157,575.00	Exempt	
Replacement VanPool Vans	Areawide	4 Replacement VanPool Vans	ITP	0	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Exempt	
Clean Air Action Days	Areawide	Free Rides On Clean Air Action Days	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt	
Go Buses	Areawide	1 Replacement Go Bus	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt	
TOTAL:					\$ 2,566,060.00	\$ 641,515.00	\$ 3,207,575.00		
FY2019 CMAQ MDOT									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
I-96 EB	At M-21	Weave-Merge lane and add M-21 EB On Ramp	MDOT		\$ 286,475.00	\$ 63,525.00	\$ 350,000.00	Exempt	
TOTAL:					\$ 286,475.00	\$ 63,525.00	\$ 350,000.00		
FY2019 ITS Set-Aside									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS	
WMTOC Operations	Areawide	ITS Control Room Operations	MDOT		\$ 460,000	\$ 115,000	\$ 575,000	Exempt	
ITS Device Operations and Maintenance	Areawide	ITS Device Operations and Maintenance	MDOT		\$ 664,000	\$ 166,000	\$ 830,000	Exempt	
ITS Operations	Regional Signal System	Regional Signal System TMS Operations	Grand Rapids		\$ 512,000.00	\$ 128,000.00	\$ 640,000.00	Exempt	
TOTAL:					\$ 1,636,000.00	\$ 409,000.00	\$ 2,045,000.00		

Draft FY2017-2020 TIP Projects

FY2020

FY2020 STP-U (80%/20%)

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Lake Drive	Carlton Avenue to ECL	Rotomill/resurface	Grand Rapids	0.37	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	Exempt
Eastern Avenue	Ardmore Street to Oakdale Street	Rotomill/resurface	Grand Rapids	0.63	\$ 500,000.00	\$ 125,000.00	\$ 625,000.00	Exempt
Market Avenue	Frontage Street to 200' W. of Plaster Creek and Coit Avenue to Market Avenue	Rotomill/resurface	Grand Rapids	0.96	\$ 600,000.00	\$ 150,000.00	\$ 750,000.00	Exempt
Madison Avenue	Franklin Street to Wealthy Street	Rotomill/resurface	Grand Rapids	0.5	\$ 384,000.00	\$ 100,000.00	\$ 480,000.00	Exempt
Ottawa Avenue	Madison Avenue to Michigan Street	Rotomill/resurface; Remove slip lane	Grand Rapids	0.53	\$ 284,000.00	\$ 75,000.00	\$ 355,000.00	Exempt
Alger Street	Madison Avenue to Eastern Avenue	Reconstruction/rotomill/resurface	Grand Rapids	0.25	\$ 532,000.00	\$ 135,000.00	\$ 665,000.00	Exempt
Madison Avenue	28th Street to Alger Street	Rotomill/resurface	Grand Rapids	0.32	\$ 284,000.00	\$ 75,000.00	\$ 355,000.00	Exempt
Walker Avenue	Stocking Avenue to Leonard Street	Rotomill/resurface	Grand Rapids	1.07	\$ 580,000.00	\$ 150,000.00	\$ 725,000.00	Exempt
Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruction	Grand Rapids	0.29	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	Exempt
Hall Street	Division Avenue to Jefferson Avenue	Rotomill/resurface	Grand Rapids	0.17	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Exempt
Hall Street	Fuller Avenue to Colorado Avenue	Reconstruction	Grand Rapids	0.3	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	Exempt
44th Street/Port Sheldon Street	Chicago Drive to 8th Avenue	Resurface existing 55' and 44' widths	OCRC	1.69	\$ 400,000.00	\$ 440,000.00	\$ 840,000.00	Exempt
14th Ave/ Port Sheldon Street	44th Street to Main Street	Resurface existing 30' width	OCRC	2.38	\$ 600,000.00	\$ 450,000.00	\$ 1,050,000.00	Exempt
84th St	Kalamazoo Ave to Breton Ave	Reconstruct	KCRC	1	\$ 1,120,000.00	\$ 280,000.00	\$ 1,400,000.00	Exempt
52nd	Broadmoor to Patterson	Mill and Fill	Kentwood	0.93	\$ 500,000.00	\$ 125,000.00	\$ 625,000.00	Exempt
Byron Center Ave	South City Limit to 44th St	Rotomill/Resurface	Wyoming	2	\$ 440,000.00	\$ 110,000.00	\$ 550,000.00	split fund source - NHPP
Leonard Street - Wilson to Kinney	South City Limit to Kinney	resurface	Walker	0.5	\$ 320,000.00	\$ 80,000.00	\$ 400,000.00	Exempt
GVMC	Planning Studies	Studies	GVMC	n/a	\$ 150,000.00	\$ 37,500.00	\$ 187,500.00	Exempt
TOTAL:					\$ 7,994,000.00	\$ 2,657,500.00	\$ 10,632,500.00	

FY2020 FLEX

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Spaulding	Ada to Cascade	Reconstruct/Widen	KCRC	0.5	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00	Exempt
Alden Nash Avenue	South of Segwun Ave to Grand River Dr	Widen to 3 Lanes	KCRC	0.5	\$ 713,014.00	\$ 178,254.00	\$ 891,268.00	Exempt
TOTAL:					\$ 1,353,014.00	\$ 338,254.00	\$ 1,691,268.00	

FY2020 NHPP

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Byron Center Ave	South City Limit to 44th St	Rotomill/Resurface	Wyoming	2	\$ 750,658.00	\$ 187,665.00	\$ 938,323.00	Split fund source - STP-U
TOTAL:					\$ 750,658.00	\$ 187,665.00	\$ 938,323.00	

FY2020 EDF-C

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
84th St	Division Ave to Eastern Ave	Reconstruct to 3 lane	KCRC	1	\$ 1,021,303.00	\$ 255,326.00	\$ 1,276,629.00	Exempt
TOTAL:					\$ 1,021,303.00	\$ 255,326.00	\$ 1,276,629.00	

FY2020 STP-Rural

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Fruit Ridge Avenue	6 Mile Road to 7 Mile Road	Reconstruct Existing	KCRC	1.00	\$ 821,410.00	\$ 378,590.00	\$ 1,200,000.00	Exempt
TOTAL:					\$ 821,410.00	\$ 378,590.00	\$ 1,200,000.00	

FY2020 CMAQ

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
Byron Center Ave	44th Street	Add NB RT Only Lane	Wyoming	0.1	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00	Exempt
2 right turn lanes at Burton/East Paris	Burton/East Paris Intersection	Add right turn lanes on NE and NW quads	Kentwood	0.1	\$ 208,000.00	\$ 52,000.00	\$ 260,000.00	Exempt
Signal Optimization	Signal optimization at up to 120 locations on Federal Aid Roads (2020 P. 14)	0	Grand Rapids	0	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	Exempt
Signal Detection	Signal detection installation or upgrades at various locations	0	Grand Rapids	0	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00	Exempt
Clean Air Action Days	Areawide	Areawide	GVMC	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Replacement 40' Buses/CNG	Areawide	Replacement buses (3)	ITP	0	\$ 1,070,000.00	\$ 360,000.00	\$ 1,430,000.00	Exempt
Rideshare	Areawide	Rideshare program	ITP	0	\$ 132,363.00	\$ 33,091.00	\$ 165,454.00	Exempt
Replacement VanPool Vans	Areawide	4 Replacement VanPool Vans	ITP	0	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Exempt
Clean Air Action Days	Areawide	Free Rides On Clean Air Action Days	ITP	0	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	Exempt
Three Mile at Walker - Dual Left	Three Mile & Walker Ave	Construct dual left turns for eastbound to northbound	Walker	0	\$ 320,000.00	\$ 480,000.00	\$ 800,000.00	Exempt
TOTAL:					\$ 2,550,363.00	\$ 1,130,091.00	\$ 3,680,454.00	

FY2020 CMAQ MDOT

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
I-96 WB	At M-21	Weave-Merge lane and add M-21 WB Off ramp	MDOT		\$ 1,526,503.00	\$ 338,497.00	\$ 1,865,000.00	
TOTAL:					\$ 1,526,503.00	\$ 338,497.00	\$ 1,865,000.00	

FY2020 ITS Set-Aside

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/STATE	NON-FED	TOTAL	COMMENTS
WMTOC Operations	Areawide	ITS Control Room Operations	MDOT		\$ 460,000	\$ 115,000	\$ 575,000	Exempt
ITS Device Operations and Maintenance	Areawide	ITS Device Operations and Maintenance	MDOT		\$ 664,000	\$ 166,000	\$ 830,000	Exempt
ITS Operations	Regional Signal System TMS Operations	Regional Signal System TMS Operations	Grand Rapids		\$ 528,000.00	\$ 132,000.00	\$ 660,000.00	Exempt
TOTAL:					\$ 1,652,000.00	\$ 413,000.00	\$ 2,065,000.00	

ILLUSTRATIVE LIST

STP-U Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Cottonwood Drive	Taylor Street to Baldwin Street	Resurface	OCRC
	36th Avenue	Port Sheldon St to Fillmore St	Resurface	OCRC
	Port Sheldon Street	44th Street to Main Street	Resurface	OCRC
	Byron Road	24th Avenue to Kenowa Avenue	Resurface	OCRC
	68th Avenue	M-45 to Grand River	Resurface	OCRC
	Leonard Street	48th Avenue to 24th Avenue	Resurface	OCRC
	Whitneyville	68th to 84th	Resurface	KCRC
	10 Mile Rd.	Pine Island to Algoma	Reconstruct	KCRC
	Whitneyville Ave.	Cascade Rd. to 68th St.	Resurface	KCRC
	Byron Center	68th to City Limit	Resurface	KCRC
	3 Mile Road	East Beltline to Grand River Drive	Resurface	KCRC
	Rogue River Road	West River Dr to Belmont Ave	Resurface	KCRC
	Rogue River Road	Belmont Avenue to Wolverine Blvd	Resurface	KCRC
	Cascade Road	Whitneyville Avenue to Snow Ave	Resurface	KCRC
	Burton Street	Kraft Avenue to Cascade Road	Resurface	KCRC
	West River Drive	Laramie Drive to Pine Island Drive	Resurface	KCRC
	Kalamazoo Avenue	68th Street to 60th Street	Resurface	KCRC
	76th Street	Clyde Park Ave to Division Avenue	Resurface	KCRC
	Fruit Ridge Avenue	4 Mile Road to 6 Mile Road	Resurface	KCRC
	Wolverine BLVD.	10 Mile Road to 11 Mile Road	Resurface	KCRC
	Knapp Street	E. City limits to East Beltline	Resurface	KCRC
	Fruit Ridge Avenue	4 Mile Road to 6 Mile Road	Resurface	KCRC
	Lamoreaux Dr	Alpine Ave to W. River Dr	Resurface	KCRC
	5 Mile Rd	Sawkaw Dr and East Beltline Ave	Resurface	KCRC
	Wolverine Blvd	11 Mile Rd to 12 Mile Rd	Resurface	KCRC
	40th Avenue	New Holland Street to Van Buren Street	Resurface/reconstruction	Hudsonville
	Van Buren Street	40th Avenue to 36th Avenue	Reconstruction	Hudsonville
	Burton Street	Patterson to F. Hill Avenue	Rotomill/resurface with re-design lane striping	Kentwood
	Burton Street	F. Hill Avenue to East Paris Avenue	Rotomill/resurface with re-design lane striping	Kentwood
	29th Street	East Paris Ave to Lake Eastbrook Blvd	Rotomill/resurface	Kentwood
	29th Street	M-37 to Shaffer Avenue	Rotomill/resurface	Kentwood
	29th Street	Radcliff Avenue to the City Limits	Rotomill/resurface	Kentwood
	29th Street	Shaffer Avenue to Radcliff Avenue	Rotomill/resurface	Kentwood
	32nd Street	Shaffer Avenue to Breton Avenue	Rotomill/resurface	Kentwood
	48th Street	Division Avenue to Eastern Avenue	Rotomill/resurface	Kentwood
	52nd Street	East Paris Ave to M-37 (Broadmoor)	Rotomill/resurface	Kentwood
	52nd Street	Kalamazoo Ave to Breton Ave	Rotomill/resurface	Kentwood
	East Paris Avenue	28th Street to 29th Street	Rotomill/resurface	Kentwood
	East Paris Avenue	M-37 to 40th Street	Rotomill/resurface	Kentwood
	Jefferson Avenue	44th Street to the City Limits	Rotomill/resurface	Kentwood
	Radcliff Avenue	28th Street to 29th Street	Rotomill/resurface	Kentwood
	Shaffer Avenue	32nd Street to North of 36th Street	Rotomill/resurface	Kentwood
	East Paris	28th to 29th including intersection	Full depth concrete	Kentwood
	Division Avenue	28th Street to Burton Street	Rotomill/resurface	City of GR/Wyoming
	Eastern Avenue	36th Street to 28th Street	Rotomill/resurface	City of GR/Wyoming
	I-196 EB OFF-Ramp	At Ottawa Avenue	Intersection modifications	City of GR & MDOT
	I-196 WB OFF-Ramp	Ottawa Avenue	Intersection modifications	City of GR & MDOT
	Division Avenue/Ionia Avenue	At I-196 On-Ramp	New intersection & ramp extension	City of GR & MDOT
	Butterworth Avenue Realignment and Reconfiguration Project	Veteran's Memorial Drive to Garfield Avenue/ Wealthy Street	Preliminary design engineering services	City of GR
	Ionia Avenue/Division Avenue Cycle Track	Fulton Street to Coldbrook Street	Construction of a bi-directional Bicycle Track	City of GR
	Hastings Street	Livingston Street to Fairbanks Stairs & Hastings, Coit to College	Purchase ROW to reconfigure Hastings Street at the intersection of College Avenue, landscaping, lighting, benches, a lookout at Livingston Ave, elevated walkway	City of GR
	Division Avenue	I-196 to Newberry Street Stairs	Elevated Walkway with railing at the I-196 overpass, replacement of Newberry stairs, new sidewalk, curb and gutter etc.	City of GR
	Michigan Street	Lafayette Avenue to Plymouth Avenue	4 new buses and eight bus stopes	City of GR
	Division Avenue	Franklin Street to Wealthy Street	Rotomill/resurface	City of GR
	Hall Street	Steele Avenue to Buchanan Avenue	Concrete Slab Replacement	City of GR
	Leonard Street	Remembrance Road to Collindale Avenue	Rotomill/resurface	City of GR
	Michigan Street	Greenwich to East Beltline	Rotomill/resurface	City of GR
	Lyon Street	Monroe Avenue to Division Avenue	Rotomill/resurface	City of GR
	Market Avenue	I-196 to Freeman Avenue	Rotomill/resurface	City of GR
	Ottawa Avenue	Oakes Street to Fulton Street	Rotomill/resurface	City of GR
	Ottawa Avenue	Fairbanks Street to Monroe Avenue	Reconstruction	City of GR
	Ottawa Avenue	Michigan St to Fairbanks St		
	Richmond Street	WCL to Bristol Avenue	Reconstruction/rotomill/resurface	City of GR
	State Street	Lafayette Avenue to Madison Avenue	Reconstruction	City of GR
	Wealthy Street	Fuller Avenue to ECL	Reconstruction	City of GR
	Knapp Street	Plainfield Avenue to Fuller Avenue	Reconstruction	City of GR
	Hall Street	Colorado Avenue to Sylvan Avenue	Reconstruction	City of GR
	3 Mile Road	Coit Avenue to ECL	Reconstruction	City of GR
	Alger Street	Division Avenue to Madison Avenue	Rotomill/resurface	City of GR
	Ann Street	Monroe Avenue to Plainfield Avenue	Reconstruction	City of GR
	Bridge Street	Mt. Mercy Drive to Valley Avenue	Reconstruction	City of GR
	Century Avenue	Burton Street to Hall Street	Reconstruction	City of GR
	Collindale Avenue	Lake Michigan Drive to Leonard Street	Reconstruction	City of GR
	Covell Avenue	Fulton Street to Bridge Street	Rotomill/resurface	City of GR
	Godfrey Avenue	WCL to Market Avenue	Reconstruction	City of GR
	Lake Eastbrook Boulevard	East Beltline to 28th Street	Reconstruction	City of GR
	Walker Avenue	NCL to Sharp Drive	Rotomill/resurface	City of GR
	29th Street	Breton Avenue to ECL	Rotomill/resurface	City of GR
	Boston Street	Fuller Avenue to Plymouth Avenue	Rotomill/resurface	City of GR
	Buchanan Avenue	Burton Street to Hall Street	Reconstruction	City of GR
	Cherry Street	Madison Avenue to Eastern Avenue	Rotomill/resurface	City of GR

Dean Lake Avenue	Knapp Street to NCL	Rotomill/resurface	City of GR
Diamond Avenue	Michigan Street to Leonard Street	Rotomill/resurface/reconstruction	City of GR
Franklin Street	Fuller Avenue to ECL	Rotomill/resurface	City of GR
Leffingwell Avenue	Leonard Street to NCL	Rotomill/resurface	City of GR
Maryland Avenue	I-196 to Leonard Street	Rotomill/resurface	City of GR
Newberry Street	Monroe Avenue to Division Avenue	Reconstruction	City of GR
Oakleigh Avenue	Lake Michigan Drive to Leonard Street	Reconstruction	City of GR
Perkins Avenue	Leonard Street to Knapp Street	Reconstruction	City of GR
Robinson Road	Lake Drive to ECL	Rotomill/resurface	City of GR
Scribner Avenue	Pearl Street to Michigan Street	Rotomill/resurface	City of GR
Scribner Avenue	4th Street to Leonard Street	Rotomill/resurface	City of GR
Valley Avenue	Butterworth Street to Lake Michigan Drive	Reconstruction	City of GR
Lafayette Avenue	Fulton Street to Michigan Street	Reconstruction	City of GR
Mt. Vernon Avenue	Fulton Street to Bridge Street	Reconstruction/rotomill/resurface	City of GR
Jefferson Avenue	Highland Street to Logan Street	Reconstruction/rotomill/resurface	City of GR
Diamond Avenue	Leonard Street to Aberdeen Street	Reconstruction/rotomill/resurface	City of GR
Diamond Avenue	Wealthy Street to Lake Drive	Reconstruction	City of GR
Michigan Street	Ottawa Avenue to Barclay Avenue	CPM	City of GR
Scribner Avenue	6th Street to 11th Street	Rotomill/resurface	City of GR
Ball Avenue and Olson Street	Michigan St to Olson St and Ball Ave to Plymouth Ave	Rotomill/resurface	City of GR
Ball Avenue and Service Drive	Service Drive to Mason Street and Cedar Street to Leonard Street and from		
Ionia Avenue	Ball Avenue to Plymouth Avenue	Rotomill/resurface	City of GR
Butterworth Drive	Michigan Street to I-196 WB On-Ramp	Reconstruction	City of GR
Center& Weatherfor Roundabout	Vet's Memorial to Wilson	Resurface	City of Walker
3 Mile Road	Center Drive / Weatherford Drive	Construct roundabout / remove signal	City of Walker
Alpine Avenue	Bristol Ave to West of Walker Ave	TBD	City of Walker
Alpine Avenue	Ann Street to Hillside Drive	TBD	City of Walker
Center Drive	Hillside Drive to 3 Mile Road	TBD	City of Walker
Fruit Ridge Avenue	M-37 to M-37	TBD	City of Walker
Hillside Drive	3 Mile Road to 4 Mile Road	TBD	City of Walker
Leonard Street	Alpine Avenue to West River Drive	TBD	City of Walker
North Park Street	Kinney Avenue to Remembrance Rd	TBD	City of Walker
Remembrance Road	City Limits to West River Drive	TBD	City of Walker
Remembrance Road	Richmond St to Walker Village Dr	TBD	City of Walker
Walker Avenue	Wilson Avenue to Richmond Street	TBD	City of Walker
Walker Avenue	3 Mile Road to I-96 EB Ramps	TBD	City of Walker
Walker Avenue	North Ridge Drive to 4 Mile Road	TBD	City of Walker
West River Drive	Sharp Drive to Waldorf Street	TBD	City of Walker
West River Drive	Hillside Drive to Turner Avenue	TBD	City of Walker
Wilson Avenue	Turner Avenue to Bertha Avenue	TBD	City of Walker
Plymouth Avenue	Remembrance Road to 3 Mile Road	TBD	City of Walker
Lake Drive	Hall Street to Franklin	Rotomill/resurface	East Grand Rapids
Franklin Street/San Lu Rae Dr	Hall Street to ECL	Rotomill/resurface	East Grand Rapids
Wealthy Street	WCL to Lake Drive	Rotomill/resurface	East Grand Rapids
Lake Drive	Sherman to Lovett	Rotomill/resurface	East Grand Rapids
Lake Drive	WCL to Plymouth	Rotomill/resurface	East Grand Rapids
Lakeside Drive	Plymouth to Bagley	Rotomill/resurface	East Grand Rapids
Breton Road	Wealthy to Lake	Rotomill/resurface	East Grand Rapids
Hall Street	SCL to Hall	Rotomill/resurface	East Grand Rapids
Hall Street	Sylvan Avenue to Hutchinson Avenue (extended)	Rotomill/resurface	EGR/Grand Rapids
44th Street	Plymouth to Breton	Rotomill/resurface	East Grand Rapids
Eastern Avenue	West City Limit to Clyde Park Ave	Rotomill/resurface	Wyoming
Michael Avenue	400' North of 44th Street to 36th Street	Rotomill/resurface	Wyoming/GR
36th Street	36th Street to Prairie Parkway	Resurface	Wyoming
Canal Ave	WCL to Clyde Park Avenue	Resurface	Wyoming
36th Street	44th to South C/L	Overlay, ADA ramp upgrades	Grandville
Wilson Ave	Canal to Kenowa	Overlay, ADA ramp upgrades	Grandville
East Main St.	Rivertown PKWY to South C/L	Overlay, ADA ramp upgrades	Grandville
Northland Dr.	East Main St. from Northland Dr. to Lewis	Mill & Fill	Rockford
	Northland Dr. to Lincoln st.	Mill & Fill	Rockford

CMAQ Pool of Unfunded Projects

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	54th Street @ US-131 AC	Intersection	Interchange/ramp/intersection modifications	Wyoming
	East Paris Avenue @ 28th Street	Intersection	Right Turn Lane to NB East Paris to EB 28th Street	Kentwood
	Non Motorized Facility	Over I-96 near existing Forest Hill Bridge - separate structure	Construction of Non-Motorized facility	City of Kentwood

NHPP Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Fruitridge over I-96	Bridge over I-96	Reconstruct and widen bridge	Walker/MDOT

EDF-C Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Cascade Rd.	Hall St. to Burton St.	Reconstruct 4 to 5 lanes	KCRC
	68th St.	Plaza Center Ave to Leisure Creek Dr.	Reconstruct 4 to 5 lanes	KCRC

STP-Rural Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Lincoln Lake	6-Mile to 7-Mile	Reconstruct	KCRC
	6 Mile	Walker to Fruit Ridge	Resurface	KCRC
	7 Mile	Alpine to Bristol	Resurface	KCRC
	Lincoln Lake	5-Mile to 6-Mile	Resurface	KCRC

TAP Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Grand River Walkway	Canal Street Park to Leonard Street and east to Monroe Ave.	Non Motorized path	Grand Rapids
	Lyon Street Bikeway	Grand River to Plymouth Ave	Two way bicycle track and other	Grand Rapids
	Plaster Creek Non-Motorized Trail	Division to Buchanan	Non-motorized on street bike facilities	Grand Rapids
	Myers Lake Rd Recreation Trail	10 Mile to 12 Mile Road	Non-Motorized Trail	KCRC
	Courtland Connector	White Pine Tr. To Luton Park	Non-motorized Trail	KCRC
	White Pine Tail Surfacing	M-46	Limestone paving, bridge and culvert improvements	DNR

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Total Project Cost (\$1000s)	Let Date	GPA
2017	KENT	MDOT	US-131 NB	over White Creek Avenue	0.28	Restore & rehabilitate	Deep Overlay, Rail Replace, Pin & Hanger Replace	CON	668	NH	148	M	0		817	123141	907	02/03/17	Trunkline Bridge 3R
2017	KENT	MDOT	US-131 SB	over White Creek Avenue	0.44	Restore & rehabilitate	Deep Overlay, Barrier Repair, Pin & Hanger Replace	CON	663	NH	147	M	0		810	123142	900	02/03/17	Trunkline Bridge 3R
2017	KENT	MDOT	US-131	under 84th Street	0.11	Bridge - other	Deck Patch, Epoxy Overlay, Joints	CON	273	NH	60	M	0		333	123137	430	01/13/17	Trunkline Bridge Preservation
2017	KENT	MDOT	US-131	under M-46 (17 Mile Road)	0.35	Bridge - other	Deck Patch, Epoxy Overlay, Pin & Hangers	CON	534	NH	118	M	0		652	123139	744	02/03/17	Trunkline Bridge Preservation
2017	KENT	MDOT	M-44	Wolverine Blvd east to Blakely Dr	1.04	Reconstruct	Reconstruct	CON	1,941	ST	431	M	0		2,372	112067	2,630	12/02/16	Trunkline Highway 3R
2017	KENT	MDOT	M-21	M-37 east to I-96	0.87	Restore & rehabilitate	Concrete Joint Repairs & Diamond Grinding	CON	642	NH	142	M	0		784	105481	904	11/03/17	Trunkline Highway 3R
2017	KENT	MDOT	M-21	M-37 east to I-96	0.87	Restore & rehabilitate	Concrete Joint Repairs & Diamond Grinding	PE	98	NH	22	M	0		120	105481	904	11/03/17	Trunkline Highway 3R
2017	KENT	MDOT	M-37	Sparta Avenue north to M-46/M-37 Roundabout	10.08	Resurface	Micro-Cold Milling, Chip Seal & HMA Overlay	CON	2,842	ST	630	M	0		3,472	122658	3,497	02/03/17	Trunkline Highway Preservation
2017	KENT	MDOT	US-131 SB	M-11 North to I-96 WB / M-45 East to Fuller	10.74	Miscellaneous	Upgrade Luminaire Heads to LED	CON	545	NH	121	M	0		666	123339	783	02/03/17	Trunkline Roadside Infrastructure Improvement
2017	KENT	MDOT	M-44	Blakely Drive east to Myers Lake Avenue	1.61	Traffic ops/safety	Add Center Left Turn Lane	CON	1,556	HSIP	173	M	0		1,729	118178	1,879	12/02/16	Trunkline Traffic Operations or Safety
2017	KENT	MDOT	M-11	Various	0.30	Traffic ops/safety	Signal Modernization for 15 Signals in Grand River	CON	2,024	STG	0		0		2,024	119771	2,552	09/01/17	Trunkline Traffic Operations or Safety (TOS)
2017	KENT	MDOT	US-131	M-57 to White Creek Avenue	3.25	Reconstruct	Reconstruction	CON	18,416	NH	4,084	M	0		22,500	119012	45,000	02/03/17	TIP Line Item
2017	KENT	MDOT	M-44	I-96 to 3 Mile Road	2.80	Resurface	Mill/Resurface & ADA Sidewalk Ramps	CON	1,351	ST	299	M	0		1,650	130802	2,000		Trunkline Hwy Preservation
2017	KENT	MDOT	US-131	76th Street to 44th Street	4.00	Restore & rehabilitate	Concrete Joint Reseal	CON	1,064	ST	236	M	0		1,300	129877			Trunkline Hwy Preservation
2017	Kent/Ottawa	MDOT	Various	GR TSC Area		N/A	HMA Crack Treatment	CON		ST					500	128671			Trunkline Hwy Preservation
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Bridge Preservation	Var							2,500				Trunkline Bridge Preservation
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Bridge Rehab & Reconstruct (3R)	Var							3,000				Trunkline Bridge Rehab & Reconstruct (3R)
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Highway 3R	Var							4,200				Trunkline Highway 3R
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Highway Preservation	Var							9,000				Trunkline Highway Preservation
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Highway Traffic Operation/Safety (TOS)	Var							6,000				Trunkline Highway Traffic Operation/Safety (TOS)
2017	Kent/Ottawa	MDOT	Various	Areawide - GPA		GPA	Trunkline Roadside Infrastructure Improvement	Var							800				Trunkline Roadside Infrastructure Improvement
2018	KENT	MDOT	US-131 NB	over Cedar Springs Avenue	0.23	Restore & rehabilitate	Deep overlay, pin and hangers, full paint	CON	1,433	NH	318	M	0		1,751	126676	1,994	12/01/17	Trunkline Bridge 3R
2018	KENT	MDOT	I-96 EB	under I-196 WB	0.30	Widen - major (capacity increase)	Replace Bridge and Widen Shoulders	CON	10,800	IM	1,200	M			12,000	126499	12,000	11/02/18	TIP Line Item
2018	KENT	MDOT	M-6	under Patterson Avenue	0.11	Bridge - other	Sleeper Slab Replacement	CON	225	NH	50	M	0		275	118904	317	12/01/17	Trunkline Bridge Preservation
2018	KENT	MDOT	M-11	over the CSX RR & Chicago Drive		Bridge - other	Deck patching, epoxy overlay	CON	423	NH	94	M	0		517	128597	598	02/02/18	Trunkline Bridge Preservation
2018	KENT	MDOT	I-96 EB/WB	West River Drive to the Grand River	0.47	Reconstruct	Reconstruction	CON	3,763	IM	418	M	0		4,181	122575	4,481	01/12/18	Trunkline Highway 3R or TIP Line Item

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Total Project Cost (\$1000s)	Let Date	GPA
2018	KENT	MDOT	M-44	At Leonard Street	0.23	Traffic ops/safety	Extend the dual left turn lanes from south of Leonard Street to the existing	CON	409	CM	91	M	0		500	113387	566	03/02/18	Trunkline Traffic Operations or Safety
2018	KENT	MDOT	I-96 WB On Ramp	At M-44 Connector (Plainfield Ave)		Miscellaneous	Widen and extend WB on-ramp	CON	1,349	HSIP	150	M	0		1,499	117335	1,700	01/12/18	Trunkline TOS
2018	KENT	MDOT	US-131	10 Mile Road to M-57	4.00	Reconstruct	Reconstruction	CON	18,416	NH	4,084	M	0		22,500	117992	45,000	12/01/17	TIP Line Item
2018	KENT	MDOT	I-196	I-196 WB over Plymouth Avenue	0.33	Bridge replacement	Bridge replacement, widen, appor repl	CON	2,026	IM	225	M	0		2,251	118558	2,724	11/02/18	TIP Line Item
2018	KENT	MDOT	I-96 WB	At M-21		Widen - major (capacity increase)	Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp.	ROW	450	CM	100	M	0		550	123324	2,849	02/07/20	Trunkline TOS
2018	KENT	MDOT	I-96 WB	At M-21		Widen - major (capacity increase)	Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp.	PE	246	CM	54	M	0		300	123324	2,849	02/07/20	Trunkline TOS
2018	KENT	MDOT	I 96 EB	At M-21		Widen - major (capacity increase)	Complete I-96 EB Weave-Merge lane between M-21 and Cascade Road and add M-21 EB on ramp.	PE	246	CM	54	M	0		300	123325	2,665	02/05/21	Trunkline TOS
2018	KENT	MDOT	I-196 WB	I-196/US-131 Ramps		Miscellaneous	Apply High Friction Surface	PE	23	HSIP	3	M	0		25	123922	225	03/01/19	Trunkline TOS
2018	KENT	MDOT	I-196	Fuller Avenue to I-196 EB	0.85	Widen - major (capacity increase)	Project will extend the freeway on ramp from Fuller Avenue to I-196 EB	CON	634	CM	141	M	0		775	127354	775	11/02/18	Trunkline TOS
2018	KENT	MDOT	I-196	M-11 East 0.74 Miles	1.78	Widen - major (capacity increase)	Extension of the off ramp	PE	120	CM	27	M	0		146	127477	2,950	02/01/22	Trunkline TOS
2018	KENT	MDOT	I-196	M-11 East 0.74 Miles	1.78	Widen - major (capacity increase)	Extension of the off ramp	SUB	44	CM	10	M	0		54	127477	2,950	02/01/22	Trunkline TOS
2018	KENT	MDOT	I-96 EB/WB	over the Grand River	0.38	Restore & rehabilitate	Deep overlay, steel repairs, full paint	CON	5,934	IM	577	M	82	OLF	6,594	128601	7,094	01/12/18	TIP Line Item
2018	OTTAWA	MDOT	I-196 WB	32nd Avenue east to Ottawa/Kent County Line	4.87	Reconstruct	Temporary median cross-overs and shoulder widening	CON	1,350	IM	150	M	0		1,500	123333	18,500	03/02/18	TIP Line Item
2018	Kent	MDOT	I-96EB/WB	Over W. River Dr., US-131, Monroe and Coit Avenues		Restore & rehabilitate	Deck Patch, Painting, & Related Work	CON	880	NH	220	M			1,100	129949			Trunkline Bridge Preservation
2018	Kent/Ottawa	MDOT	M-6	Jackson Street - Wilson Avenue		Restore & rehabilitate	Restore & Rehab Concret Inlay	CON	8,550	IM	950	M			9,500	128123			TIP Line Item
2019	KENT	MDOT	I-196 (EB)	Fuller Ave to I-96	2.05	Reconstruct	Reconstruction	CON	18,000	IM	2,000	M			20,000	45790	21,382	11/02/18	TIP Line Item
2019	KENT	MDOT	M-21	At Carl Drive	0.13	Traffic ops/safety	Extension of left turn lane	CON	315	HSIP	35	M	0		350	113685	413	01/11/19	Trunkline Traffic Operations or Safety
2019	KENT	MDOT	I 96 EB	At M-21		Widen - major (capacity increase)	Complete I-96 EB Weave-Merge lane between M-21 and Cascade Road and add M-21 EB on ramp.	ROW	286	CM	64	M	0		350	123325	2,665	02/05/21	Trunkline TOS
2019	KENT	MDOT	I-196 WB	I-196/US-131 Ramps		Miscellaneous	Apply High Friction Surface	CON	180	HSIP	20	M	0		200	123922	225	03/01/19	Trunkline TOS
2019	KENT	MDOT	I-96	Thornapple River Dr east to W/ Whitneyville Ave	2.16	Restore & rehabilitate	Concrete Inlay	PE	810	IM	90	M	0		900	128093	14,900	01/08/21	TIP Line Item
2019	KENT	MDOT	I-96	Thornapple River Drive east to Whitneyville Road	2.73	Reconstruct	Maintenance of Traffic	CON	1,350	IM	150	M	0		1,500	128096	14,900	11/01/19	TIP Line Item
2019	OTTAWA	MDOT	I-196 (WB)	32nd Avenue east to Ottawa/Kent County Line	5.00	Reconstruct	Reconstruction	CON	13,230	IM	1,470	M	0		14,700	118618	18,500	01/11/19	TIP Line Item
2019	OTTAWA	MDOT	M-6	Jackson Street east to The East Branch Rush Creek	3.67	Restore & rehabilitate	Concrete Inlay	PE	409	NH	91	M	0		500	128123	10,000	12/04/20	TIP Line Item
2019	Kent	MDOT	I-196EB	Over M-45 WB Ramp		Restore and Rehabilitate	Shallow Overlay	CON		IM					1,700	109866			Trunkline Bridge 3R

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Total Project Cost (\$1000s)	Let Date	GPA
2019	Kent	MDOT	I-196EB	Over M-45		Restore and Rehabilitate	Shallow Overlay	CON		IM					1,700	115798			Trunkline Bridge 3R
2019	Kent	MDOT	M-6	I-196 to I-96		Miscellaneous	Sign Upgrade	CON	1,800	HSIP	200	M			2,000	129569			Trunkline TOS
2020	KENT	MDOT	I-96	I-96: M-37 east to M-44; I-196 @ M-11 Interchange	4.40	Traffic ops/safety	Upgrade to LED	PE	5	IM	1	M	0		6	128768	73	01/08/21	Trunkline Roadside Infrastructure Improvement
2020	KENT	MDOT	I-96 WB	At M-21		Widen - major (capacity increase)	Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp.	CON	1,527	CM	338	M	0		1,865	123324	2,849	02/07/20	Trunkline TOS
2020	OTTAWA	MDOT	I-196EB	32nd Avenue east to Ottawa/Kent County Line		Reconstruct	Reconstruct	CON	12,690	IM	1,410	M			14,100	118616			TIP Line Item

Five Year Capital Plan
ITP/The Rapid
24-Feb-16

Section 5307	Description	Federal FY2017			Federal FY2018			Federal FY2019			Federal FY2020		
		State	Total	State	Total	State	Total	State	Total	State	Total		
A&E		88,000	110,000	22,000	89,760	112,200	22,440	91,555	114,444	22,889	93,386	23,347	116,733
Associated Capital Maintenance		770,440	963,050	192,610	785,849	982,311	196,462	801,566	1,001,957	200,391	817,597	204,399	1,021,996
Bus Stop Signs		8,800	11,000	2,200	8,976	11,220	2,244	9,155	11,444	2,289	9,338	2,335	11,673
Bus Tire Lease		362,560	453,200	90,640	369,811	462,264	92,453	377,207	471,509	94,302	384,751	96,188	480,939
Capital Cost of Contracting		670,736	838,420	167,684	684,150	855,188	171,038	697,834	872,292	174,458	711,790	177,948	889,738
Computer Hardware		120,000	150,000	30,000	122,400	153,000	30,600	124,848	156,060	31,212	127,345	31,836	159,181
Computer Software		80,000	100,000	20,000	81,600	102,000	20,400	83,232	104,040	20,808	84,897	21,224	106,121
CNG Fueling Station		0	0	0	0	0	0	0	0	0	0	0	0
Accounting/Purchasing Software		280,000	350,000	70,000	285,600	357,000	71,400	291,312	364,140	72,828	297,138	74,285	371,423
Facility Equipment		88,000	110,000	22,000	89,760	112,200	22,440	91,555	114,444	22,889	93,386	23,347	116,733
Informational Displays		8,000	10,000	2,000	8,160	10,200	2,040	8,323	10,404	2,081	8,490	2,122	10,612
ITS(smart cards)		12,000	15,000	3,000	12,240	15,300	3,060	12,485	15,606	3,121	12,734	3,184	15,918
Misc. Contingencies		45,320	56,650	11,330	46,226	57,783	11,557	47,151	58,939	11,788	48,094	12,023	60,117
Misc. Support Equipment		60,000	75,000	15,000	61,200	76,500	15,300	62,424	78,030	15,606	63,673	15,918	79,591
Office Furniture/ Equipment		36,000	45,000	9,000	36,720	45,900	9,180	37,454	46,818	9,364	38,203	9,551	47,754
Partransit Replacement Buses		660,834	826,043	165,209	674,051	842,564	168,513	687,532	859,415	171,883	701,282	175,321	876,603
Passenger Shelters		48,000	60,000	12,000	48,960	61,200	12,240	49,939	62,424	12,485	50,938	12,734	63,672
Planning Funds		360,000	450,000	90,000	367,200	459,000	91,800	374,544	468,180	93,636	382,035	95,509	477,544
Preventive Maintenance		1,200,000	1,500,000	300,000	1,224,000	1,530,000	306,000	1,248,480	1,560,600	312,120	1,273,457	318,364	1,591,821
Rehab Admin Maint Facility/CNG		272,264	340,330	68,066	277,710	347,137	69,427	283,263	354,079	70,816	288,929	72,232	361,161
Replacement 40' Buses	13	4,430,734	5,538,418	1,107,684	4,519,349	5,649,186	1,129,837	4,609,736	5,762,170	1,152,434	4,701,930	1,175,483	5,877,413
Service Vehicles		60,000	75,000	15,000	61,200	76,500	15,300	62,424	78,030	15,606	63,673	15,918	79,591
Shop Equipment		60,000	75,000	15,000	61,200	76,500	15,300	62,424	78,030	15,606	63,673	15,918	79,591
Storage/Shelving Units		8,000	10,000	2,000	8,160	10,200	2,040	8,323	10,404	2,081	8,490	2,122	10,612
Surveillance/Security Equipment		79,493	99,366	19,873	81,083	101,354	20,271	82,705	103,381	20,676	84,358	21,090	105,448
Total		\$9,809,182	\$12,261,477	\$2,452,295	\$10,005,366	\$12,506,707	\$2,501,341	\$10,205,472	\$12,756,840	\$2,551,368	\$10,409,588	\$2,602,397	\$13,011,985
Section 5339 - Total Dollars													
Bus and Bus Facility		1,030,367	1,287,959	257,592	1,159,122	1,448,902	289,780	1,370,975	1,713,719	342,744	1,416,772	354,193	1,770,965
Rural STP Total Dollars													
Replacement 40' Buses		0	0	0	0	0	0	0	0	0	0	0	0
Replacement Paratransit Buses													
CMAQ Funds Total Dollars													
Replacement 40' Buses/CNG	2	656,000	820,000	164,000	1,280,000	1,600,000	320,000	720,000	900,000	180,000	1,144,000	286,000	1,430,000
Rideshare		143,000	143,000	0	150,150	150,150	0	157,575	157,575	0	165,454	0	165,454
Replacement Paratransit <30ft					80,000	100,000	20,000						
Replacement VanPool Vans	4	80,000	100,000	20,000	100,000	125,000	25,000	100,000	125,000	25,000	100,000	25,000	125,000
Clean Air Action Days	10	80,000	100,000	20,000	80,000	100,000	20,000	80,000	100,000	20,000	80,000	20,000	100,000
Total		\$959,000	\$1,163,000	\$204,000	\$1,690,150	\$2,075,150	\$385,000	\$1,057,575	\$1,282,575	\$225,000	\$1,489,454	\$331,000	\$1,820,454

FY 2017-2020 Section 5310 Requests - Hope Network

Req. Yr.	Requested	Program	Priority	Item Description	Federal Amount	State Amount	Local Amount	Total Amount	Action	Status
2017	1	Vehicle	3	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2017	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2017	1	Vehicle	3	Medium Class 1, 29' w/lift	\$75,200	\$18,800	\$0	\$94,000	Replace	Pre-Requested
2017	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane Asset Management and Fleet Maintenance	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2017	1	Equipment	11	Software	\$132,000	\$33,000	\$0	\$165,000	Expand	Pre-Requested
2017	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2017	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2018	1	Equipment	11	Replace (1) one Supervisor/Admin vehicle used to conduct business for agency	\$44,000	\$11,000	\$0	\$55,000	Replace	Pre-Requested
2018	1	Equipment	11	Mobile Data Terminals	\$32,000	\$8,000	\$0	\$40,000	Replace	Pre-Requested
2018	1	Equipment	11	Ergonomic chairs, desks, walking computer stations	\$16,000	\$4,000	\$0	\$2,000	Expand	Pre-Requested
2018	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2018	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2018	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2018	1	Vehicle	1	Medium Class 1, 26' with lift-gas engine	\$66,400	\$16,600	\$0	\$83,000	Replace	Pre-Requested
2018	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane Driver Training simulator hardware and software	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2019	1	Equipment	11	software	\$148,000	\$37,000	\$0	\$185,000	Expand	Pre-Requested
2019	1	Vehicle	1	Medium class 1, 29' with lift-Gas	\$69,600	\$17,400	\$0	\$87,000	Replace	Pre-Requested
2020	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2020	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2020	1	Vehicle	1	Small bus 176" wheelbase, w/lift, Propane	\$64,800	\$16,200	\$0	\$81,000	Replace	Pre-Requested
2020	1	Equipment	11	Replacement Mobile Data Terminals	\$32,000	\$8,000	\$0	\$40,000	Replace	Pre-Requested

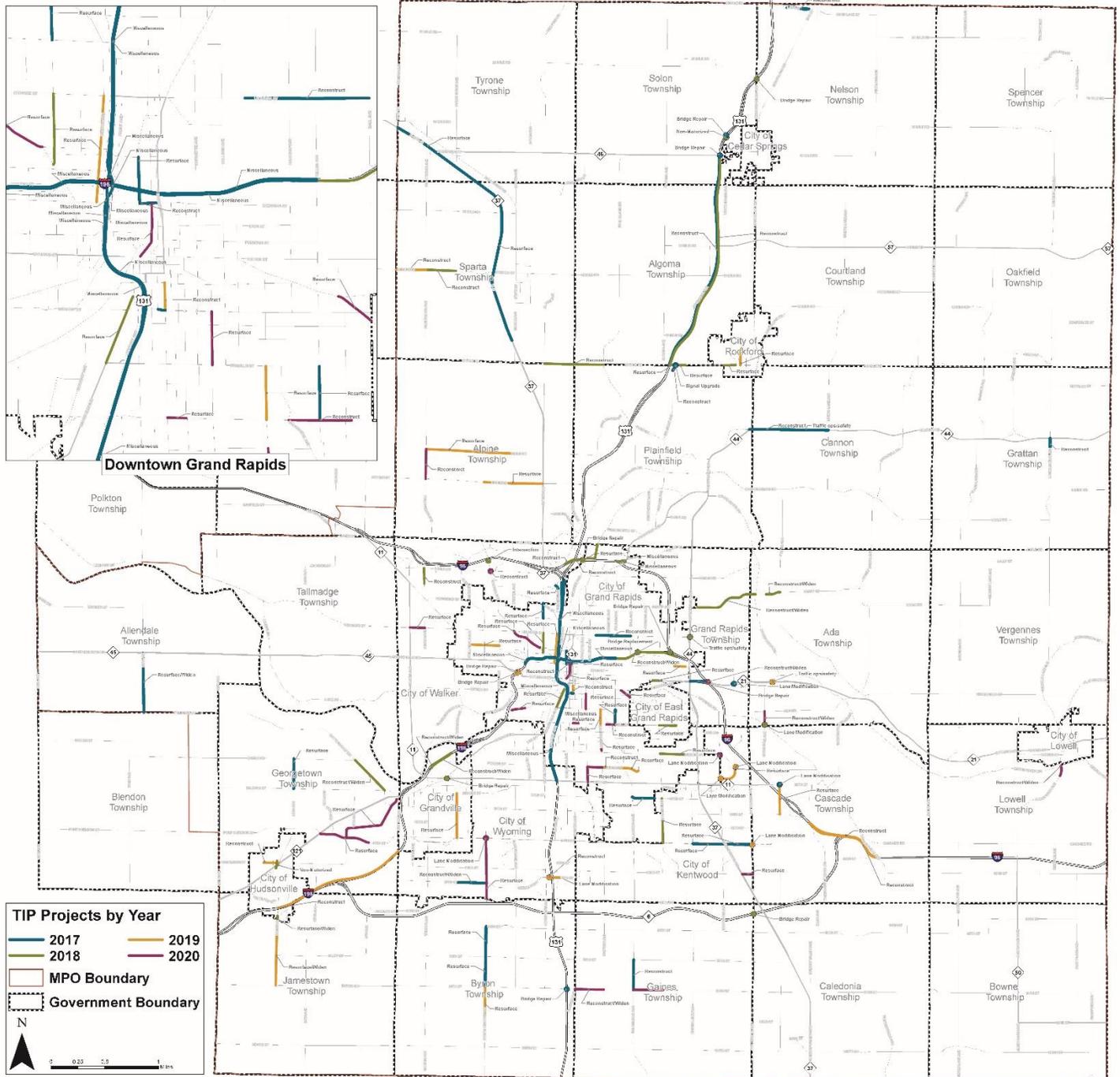
FY 2017-2020 Section 5310 Requests - Georgetown Seniors

Req. Yr.	Requested	Program	Item Description	Federal Amount	State Amount	Local Amount	Total Amount	Action	Status
2018	1	Equipment	Transportation Scheduling Software for upgrade/renewal	\$20,000	\$5,000	\$0	\$25,000	Replace	Pre-Requested
2019	1	Vehicle	Mini Van with Lift	\$42,000	\$10,500	\$0	\$52,500	Replace	Pre-Requested
2020	1	Vehicle	Cutaway Gas Bus	\$80,000	\$20,000	\$0	\$100,000	Replace	Pre-Requested

Map 2 Fiscal Year 2017- 2020 Projects

Staff has placed this map on the GVMC web site. Individuals looking for more details or the ability to print this map at a larger scale can do so from here: <http://www.gvmc.org/transportation/tip.shtml>

DRAFT



FY 2015 TIP PROJECT STATUS

23 CFR 450.324(l)(2) states that the TIP should list major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. Included in this section are all federal, state and locally funded projects built or planned to be built in FY2015. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by jurisdiction.

After a review of all projects listed in FY2015 (of the FY2014-2017 TIP), it was determined that MDOT, local jurisdictions, and ITP-The Rapid's projects are (have been) proceeding forward and will be built and open to traffic as they were originally planned by FY2015.

As this document is released during FY2016, the status of those projects is not provided. After FY2016 has ended, a separate list of projects obligated in FY 2016 will be added to this document.

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Obligated FY2015 Federally Funded Transportation Projects

December 2015

Respon-sible Agency	Project Name	Limits	Project Description	Phase	Programmed Federal Cost	Federal Fund Source	Total Phase Cost	Federal Funds Obligated	Federal Funds Remaining
AMR	Five (5) replacement SUV's	Areawide	Five (5) replacement SUV's	T-Cap	\$105,262	5311	\$141,043	\$105,262	\$0
Grand Rapids	Walker Avenue	over Indian Mill Creek	Preventative Maintenance	CON	\$129,600	ST	\$162,000	\$89,902	\$39,698
Grand Rapids	Turner Ave NW	Richmond to Ann Street, DDIR 18	Resurface road	CON	\$26,726	ER	\$33,407	\$27,366	-\$640
Grand Rapids	Fuller Ave NE	Leonard Street to Knapp Street	Rotomill/resurface	CON	\$626,000	STU	\$857,000	\$688,285	-\$62,285
Grand Rapids	Kalamazoo Ave SE	Burton Street to Fuller Avenue	Rotomill/resurface	CON	\$243,000	STU	\$721,000	\$267,666	-\$24,666
Grand Rapids	E Fulton St	Woodward Avenue to Lakeside Avenue	Rotomill/resurface	CON	\$261,000	STU	\$590,000	\$286,785	-\$25,785
Grand Rapids	Leonard St NE	Plainfield Avenue to Lafayette Avenue	Rotomill/Resurface	CON	\$134,000	STU	\$272,000	\$147,321	-\$13,321
Grand Rapids	Watson Street	At Grand Elk Railroad, City of Grand Rapids	Relocate spur track to eliminate multiple crossing	CON	\$0		\$202,123	\$0	\$0
Grand Rapids	M-45	At CSX Transportation, City of Grand Rapids	Upgrade spur track, remove turnout, revise circuit	CON	\$0		\$521,951	\$0	\$0
Grand Rapids	Citywide	Up to 60 locations, city of Grand Rapids	Traffic signal GPS module installation and connection and controller procurement.	CON	\$160,000	CM	\$200,000	\$160,000	\$0
Grand Rapids	Leonard St NE	Leonard Street at College Avenue	Modernize traffic signal, install ADA ramps	CON	\$80,000	HSIP	\$100,000	\$83,828	-\$3,828
Grand Rapids	Bostwick Ave NE and State St	Lyon to Crescent	Reconstruct	CON	\$479,713	STU	\$1,294,500	\$527,684	-\$47,971
Grand Rapids	Pearl St NW	Mt. Vernon Avenue to Front Avenue	Reconstruct	CON	\$443,000	STU	\$923,000	\$487,535	-\$44,535
Grand Rapids	Leonard St and Lafayette Ave	Lafayette to Ashland	Reconstruct	CON	\$1,157,573	STU	\$1,446,966	\$1,273,330	-\$115,757
Grand Rapids	Areawide	Kent County TMC	ITS Operations - Regional Signal System TMS Operations FY 2016	CON	\$392,280	CM	\$490,350	\$392,280	\$0
Grand Valley Metropolitan Council	Areawide	Areawide	2016 Clean Air Action Days Promotions	EPE	\$80,000	CM	\$100,000	\$80,000	\$0
Grand Valley Metropolitan Council	Areawide	Areawide	2015 Clean Air Action Days Promotions	EPE	\$80,000	CM	\$100,000	\$80,000	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	GVMC	Congestion Management	EPE	\$57,295	STU	\$70,000	\$57,295	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	GVMC	GIS Maintenance	EPE	\$35,400	STU	\$43,250	\$35,400	\$0
Grand Valley Metropolitan Council	GVMC	Grand Valley Metro Council	Pavement Management	EPE	\$57,295	STU	\$70,000	\$57,295	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	GVMC	Congestions Management	EPE	\$57,295	STU	\$70,000	\$57,295	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	Grand Valley Metro Council	Pavement Management	EPE	\$57,295	STU	\$70,000	\$57,295	\$0
Grand Valley Metropolitan Council	Area Wide	GVMC AREA	GIS Maintenance	EPE	\$35,400	STU	\$43,250	\$35,400	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	Grand Valley Metropolitan Council	Geographic Information System	EPE	\$35,400	STU	\$43,250	\$35,400	\$0
Grand Valley Metropolitan Council	Grand Valley Metro Council	Grand Valley Metropolitan Council	Pavement Management System	EPE	\$57,295	STU	\$70,000	\$57,295	\$0

Obligated FY2015 Federally Funded Transportation Projects

December 2015

Respon-sible Agency	Project Name	Limits	Project Description	Phase	Programmed Federal Cost	Federal Fund Source	Total Phase Cost	Federal Funds Obligated	Federal Funds Remaining
					\$4,685,567		\$8,494,047	\$4,984,658	
Hope Network	Up to ten <30ft replacement buses w/ lifts	Areawide	Up to ten <30ft replacement buses w/ lifts	T-Cap	\$586,744	5311	\$733,430	\$586,744	\$0
Hope Network	Up to three <30ft replacement buses w/ lifts	Areawide	Up to three <30ft replacement buses w/ lifts	T-Cap	\$270,987	5311	\$338,734	\$270,987	\$0
Hope Network	Six (6) 6-passenger minivans - replacement	Areawide	Six (6) 6-passenger minivans - replacement	T-Cap	\$112,608	5311	\$140,760	\$112,608	\$0
Hope Network	Two (2) 12 passenger accessible van w/raised roof and lift - replacement	Areawide	Two (2) 12 passenger accessible van w/raised roof and lift - replacement	T-Cap	\$92,208	5311	\$115,260	\$92,208	\$0
Hope Network	Four APVs with ramp	Areawide	Four APVs with ramp	T-Cap	\$132,217	5311	\$165,272	\$132,217	\$0
Hope Network	Interactive Voice Response System - expansion	Areawide	Interactive Voice Response System - expansion	T-Cap	\$132,000	5311	\$165,000	\$132,000	\$0
					\$1,326,764		\$1,658,456	\$1,326,764	
Hudsonville	New Holland St	Creekview Drive to 40th Avenue	Resurface	CON	\$207,000	STU	\$284,000	\$227,700	-\$20,700
ITP	Paratransit Vehicle Replacement (5)	Areawide	5 Paratransit Vehicle Replacements	T-Cap	\$1,000,000	5307	\$1,250,000	\$1,000,000	\$0
ITP	Replacement 40' Bus (3)	Areawide	3 Replacement 40' Low Floor Buses	T-Cap	\$969,790	5339	\$1,212,238	\$969,790	\$0
ITP	Replacement 40' Buses (1)	Regionwide	Replacement 40' Buses (1)	T-Cap	\$212,718	5307	\$265,898	\$212,718	\$0
ITP	Associated Capital Maintenance Items	Regionwide	Associated Capital Maintenance Items	T-Cap	\$700,400	5307	\$875,500	\$700,400	\$0
ITP	Bus Tire Lease	Regionwide	Bus Tire Lease	T-Cap	\$329,600	5307	\$412,000	\$329,600	\$0
ITP	Office Furniture/Equipment	Regionwide	Office Furniture/Equipment	T-Cap	\$32,960	5307	\$41,200	\$32,960	\$0
ITP	Shop Equipment	Regionwide	Shop Equipment	T-Cap	\$82,400	5307	\$103,000	\$82,400	\$0
ITP	Storage/Shelving Units	Regionwide	Storage/Shelving Units	T-Cap	\$12,360	5307	\$15,450	\$12,360	\$0

Obligated FY2015 Federally Funded Transportation Projects

December 2015

Respon-sible Agency	Project Name	Limits	Project Description	Phase	Programmed Federal Cost	Federal Fund Source	Total Phase Cost	Federal Funds Obligated	Federal Funds Remaining
ITP	Computer Software	Regionwide	Computer Software	T-Cap	\$291,957	5307	\$364,946	\$291,957	\$0
ITP	Service Vehicles (2)	Regionwide	Service Vehicles	T-Cap	\$60,564	5307	\$75,705	\$60,564	\$0
ITP	Misc. Support Equipment	Regionwide	Misc. Support Equipment	T-Cap	\$38,069	5307	\$47,586	\$38,069	\$0
ITP	Preventive Maintenance	Regionwide	Preventive Maintenance	T-Cap	\$78,667	5307	\$98,334	\$78,667	\$0
ITP	Capital Costs of Contracting	Regionwide	Capital Costs of Contracting	T-Cap	\$609,760	5307	\$762,200	\$609,760	\$0
ITP	Misc. Contingencies	Regionwide	Misc. Contingencies	T-Cap	\$41,200	5307	\$51,500	\$41,200	\$0
ITP	Passenger Shelters/Bench	Regionwide	Passenger Shelters/Bench	T-Cap	\$160,000	5307	\$200,000	\$160,000	\$0
ITP	Information Displays	Regionwide	Information Displays	T-Cap	\$8,240	5307	\$10,300	\$8,240	\$0
ITP	Planning Funds	Regionwide	Planning Funds	T-Ops	\$316,760	5307	\$395,950	\$316,760	\$0
ITP	Replacement Buses (2)	Areawide	Replace 2 linehaul 40' low floor Buses	T-Cap	\$640,000	CM	\$800,000	\$640,000	\$0
ITP	Replacement VanPool Vans (6)	Areawide	6 Replacement VanPool Vans	T-Cap	\$100,000	CM	\$125,000	\$100,000	\$0
ITP	Surveillance/Security Equipment	Regionwide	Surveillance/Security Equipment	T-Cap	\$89,161	5307	\$111,451	\$89,161	\$0
ITP	A&E	Regionwide	A&E	T-Cap	\$80,000	5307	\$100,000	\$80,000	\$0
ITP	Facility Equipment	Regionwide	Facility Equipment	T-Cap	\$160,000	5307	\$200,000	\$160,000	\$0
ITP	Computer Hardware	Regionwide	Computer Hardware	T-Cap	\$48,720	5307	\$60,900	\$48,720	\$0
ITP	Intelligent Transportation System	Regionwide	Intelligent Transportation System	T-Cap	\$766,219	5307	\$957,774	\$766,219	\$0
ITP	Rehab Adm/Maint Facility	Regionwide	Rehab Adm/Maint Facility	T-Cap	\$640,000	5307	\$800,000	\$640,000	\$0
ITP	Bus Stop Signs	Regionwide	Bus Stop Signs	T-Cap	\$8,000	5307	\$10,000	\$8,000	\$0
ITP	Laker Line Project Development	Regionwide	Laker Line Project Development	T-Cap	\$2,019,870	5307	\$2,524,838	\$2,019,870	\$0
ITP	Rideshare Program	Areawide	Rideshare Program	T-Ops	\$130,000	CMG	\$130,000	\$130,000	\$0
ITP	Free Fare on Clean Air Action Days	Areawide	Free bus rides on Clean Air Action Days	T-Ops	\$80,000	CM	\$100,000	\$80,000	\$0
					\$9,707,415		\$12,101,770	\$9,707,415	\$0
Kent County	84th Street	over Thornapple River	Preventative Maintenance	CON	\$0		\$0	\$0	\$0

Obligated FY2015 Federally Funded Transportation Projects

December 2015

Respon-sible Agency	Project Name	Limits	Project Description	Phase	Programmed Federal Cost	Federal Fund Source	Total Phase Cost	Federal Funds Obligated	Federal Funds Remaining
Kent County	Prairie	Wilson Avenue to Chicago Drive	Resurface	CON	\$131,400	STU	\$330,000	\$144,540	-\$13,140
Kent County	Finney Ave	Goodrich to Williams, Market to Grandville, GR	Reconstruction	CON	\$0		\$0	\$0	\$0
Kent County	Martindale Street	At Marquette Rail, Village of Sparta	Upgrade circuitry and flashers	CON	\$198,000	STR	\$220,000	\$132,396	\$65,604
Kent County	12 Mile Road	At Marquette Rail, Sparta Township	Install flashing signals and half-roadway gates	CON	\$135,000	STR	\$225,000	\$97,398	\$37,602
Kent County	M-37	Lameroux Dr to Wheaton Dr, Alpine Township	Sidewalk construction	CON	\$118,845	TAU	\$169,778	\$118,845	\$0
Kent County	Plainfield Ave	3 Mile Rd to I-96, city of Grand Rapids	Sidewalk construction	CON	\$227,865	TAU	\$350,562	\$218,524	\$9,341
Kent County	Burroughs St	Burroughs St Bridge over Flat River; Kent County	Historic Bridge Preservation	CON	\$262,480	TA	\$328,100	\$262,480	\$0
Kent County	Reeds Lake Blvd	Lakeside Dr to Reeds Lake Blvd North Arm	Nonmotorized path & bridge replacement	CON	\$475,611	TA	\$679,444	\$475,611	\$0
Kent County	Division St	108th to 100th	Reconstruct	CON	\$759,000	STL	\$1,491,880	\$759,000	\$0
Kent County	Various	24 locations	25 miles of capital preventive maintenance	CON	\$720,000	STU	\$900,000	\$792,000	-\$72,000
Kent County	52nd St SE	Patterson to Kraft	Widen - major	CON	\$0		\$0	\$0	\$0
Kent County	Wolverine Blvd NE	Belding to 10 mile	Resurface	CON	\$1,022,000	NH	\$1,400,000	\$1,124,200	-\$102,200
Kent County	Cascade Rd SE	East Paris to Forest Hill	Resurface	CON	\$438,000	STU	\$600,000	\$481,800	-\$43,800
Kent County	36th St SE	Patterson to Kraft	Resurface	CON	\$803,000	STU	\$1,100,000	\$883,300	-\$80,300
Kent County	4 Mile Rd NW	Fruitridge to Walker	Resurface	CON	\$876,000	STU	\$1,200,000	\$887,023	-\$11,023
Kentwood	S Division Ave	54th Street to 60th Street	Widen - major	CON	\$1,387,000	STU	\$1,900,000	\$1,525,700	-\$138,700
					\$7,554,201		\$10,894,764	\$7,902,818	
MDOT	I-96 EB	under I-196 WB	Deep overlay, partial paint, beam repair	SUB	\$130,666	IM	\$145,184	\$130,666	\$0
MDOT	I-96 EB	under I-196 WB	Deep overlay, partial paint, beam repair	PE	\$94,334	IM	\$104,816	\$94,334	\$0
MDOT	M-46	M-37 & M-46 with MQT and M-120 with MMRR	Road approach paving and MOT at RR crossing	CON	\$116,348	STR	\$129,275	\$151,004	-\$34,656
MDOT	M-11	At Remembrance Road	Construct Roundabout	CON	\$400,000	CM	\$500,000	\$400,000	\$0
MDOT	I-196	I-196 EB over M-45 WB ramp	Shallow ovrlly, beam rprs	CON	\$1,530,000	IM	\$1,700,000	\$709	\$1,529,291
MDOT	I-196 EB	I-196 EB over M-45	Shallow ovrlly, substr repr	CON	\$1,530,000	IM	\$1,700,000	\$44	\$1,529,956
MDOT	US-131	R03 of 41131	Railroad oversight	CON	\$32,044	ST	\$39,150	\$32,046	-\$2
MDOT	I-196	Kent Trail to Butterworth	Deck patch, approach repl	CON	\$675,001	IM	\$750,000	\$0	\$675,001
MDOT	I-96 EB	West River Drive to the Grand River	Reconstruction	PE	\$270,000	IM	\$300,000	\$270,000	\$0
MDOT	M-44	Wolverine Blvd east to Blakely Dr	Reconstruct	ROW	\$24,555	ST	\$30,000	\$24,555	\$0
MDOT	M-11	Hayes St to Wilson Ave	Mill, Det 8 Repairs, HMA Resurfacing	CON	\$3,191,366	NH	\$3,899,042	\$3,191,775	-\$409
MDOT	US-131	White Creek Ave north to the Kent/Montcalm Co Line	Cold Milling, HMA Overlay	PE	\$12,278	NH	\$15,000	\$12,278	\$1
MDOT	US-131 (BR)	I-196 north and west to US-131	Cold Mill, HMA Overlay and ADA Ramp Upgrades	PE	\$12,278	NH	\$15,000	\$12,278	\$1
MDOT	US-131 (SB)	Pearl Street north to Richmond Street	Concrete Pavement Repairs and Diamond Grinding	PE	\$4,093	NH	\$5,000	\$4,093	\$1
MDOT	US-131 (SB)	Pearl Street north to Richmond Street	Concrete Pavement Repairs and Diamond Grinding	CON	\$771,028	NH	\$942,000	\$688,395	\$82,633
MDOT	M-121 (EB)	Rush Creek east to Ottawa/Kent County Line	Cold Mill, HMA Overlay and ADA Ramp Upgrades	PE	\$4,093	NH	\$5,000	\$4,093	\$1
MDOT	M-121 (EB)	Rush Creek east to Ottawa/Kent County Line	Cold Mill, HMA Overlay and ADA Ramp Upgrades	CON	\$0		\$1,474,000	\$0	\$0
MDOT	W I-196/28th Ramp	I-196 (WB) Off-Ramp to M-11	Concrete Reconstruction	PE	\$54,000	IM	\$60,000	\$54,000	\$0

Obligated FY2015 Federally Funded Transportation Projects

December 2015

Respon-sible Agency	Project Name	Limits	Project Description	Phase	Programmed Federal Cost	Federal Fund Source	Total Phase Cost	Federal Funds Obligated	Federal Funds Remaining
MDOT	M-37	Alpenhorn Drive north to Sparta Avenue	Cold mill, HMA overlay, ADA ramps	PE	\$16,370	NH	\$20,000	\$16,370	\$0
MDOT	Grand Rapids TSC Wide	Grand Rapids TSC Wide	Concrete Joint Re-Sealing	CON	\$1,473,301	NH	\$1,800,000	\$1,473,709	-\$408
MDOT	Grand Rapids TSC Wide	Grand Rapids TSC Wide	HMA Crack Treatment	CON	\$470,638	ST	\$575,000	\$471,047	-\$409
MDOT	M-37 NB	between Patterson Avenue & 52nd Street	Construct SES Type 2	PE	\$28,648	ST	\$35,000	\$16,557	\$12,091
MDOT	M-37 NB	between 9 Mile Rd and 10 Mile Rd	Construct SES Type 2	PE	\$28,648	ST	\$35,000	\$28,648	\$1
MDOT	M-21	M-37 east to Alden Nash Avenue	Road Scoping FY 2015	EPE	\$20,463	ST	\$25,000	\$20,463	\$1
MDOT	US-131	Various Structures	Bridge Scoping FY 2015	EPE	\$81,850	NH	\$100,000	\$81,850	\$0
MDOT	I-96	Thornapple River Dr east to Whitneyville Rd	Road and Bridge Scoping FY 2015	EPE	\$90,160	IM	\$100,178	\$90,160	\$0
MDOT	M-11	Church Ave east to Burlingame Ave	Road Scoping FY 2015	EPE	\$20,463	NH	\$25,000	\$20,463	\$1
MDOT	M-6	I-196 east to the Ottawa/Kent County Line	Road Scoping FY 2015	EPE	\$65,480	NH	\$80,000	\$65,480	\$0
MDOT	M-46	M-46 & M-37 with MARQ	Crossing Reconstruction	CON	\$238,140	STRH	\$264,600	\$203,555	\$34,585
MDOT	M-11	At Remembrance Road	Construct Roundabout	CON	\$1,068,650	HSIP	\$1,454,577	\$853,570	\$215,080
MDOT	Regionwide	Grand Region	2015 ITS device maintenance and operations in multiple counties in Grand Region.	EPE	\$605,690	CM	\$740,000	\$605,690	\$0
MDOT	Cemetery Drive	GRHV Cemetery Drive over Lamberton Creek	Bridge Replacement	PE	\$0		\$87,600	\$0	\$0
MDOT	US-131 (NB)	10 Mile Rd to M-46 (S Junction)	Temporary median cross-overs and shoulder widening	CON	\$2,029,880	NH	\$2,480,000	\$2,029,920	-\$40
MDOT	M-21	over the GTW Railroad	Superstruct Rplcmnt, Widen for Non-Motorized Path	CON	\$3,695,096	ST	\$4,514,473	\$3,511,132	\$183,964
MDOT	I-96 (WB)	The Grand River east to Cascade Road	Cold mill, Det 8 joints, and HMA overlay	CON	\$3,753,900	IM	\$4,171,000	\$3,376,131	\$377,769
MDOT	I-296 SB (US-131 SB)	Leonard St north to Ann St	Addition of weave merge lane on SB between Leonard Street and Ann Street. CMAQ Grant # 10100	CON	\$6,548,000	CM	\$8,000,000	\$6,458,201	\$89,799
MDOT	I-96	Under Cascade Road	Right/Left Turn Lanes and related CMAQ eligible Diverging Diamond Interchange (DDI) elements.	CON	\$4,671,180	CM	\$5,707,000	\$4,575,411	\$95,769
MDOT	I-96	I-96 under Cascade Road	Bridge Replacement and Related DDI Elements	CON	\$8,420,399	IM	\$9,418,000	\$10,001,584	-\$1,581,185
					\$42,179,040		\$51,445,895	\$38,970,207	
Ottawa County	Oak Street	over Buttermilk Creek	Replacement	CON	\$553,200	BRO	\$691,500	\$567,567	-\$14,367
Ottawa County	Fruitport Rd	M-104 to Apple Drive	Resurface	CON		STUL		\$700,000	-\$700,000
Ottawa County	Port Sheldon St	40th Avenue to Chicago	Resurface	CON	\$876,000	STU	\$1,200,000	\$775,520	\$100,480
					\$1,429,200		\$1,891,500	\$2,043,087	
Senior Neighbors	Two (2) Ford Edge - replacement	Areawide	Two (2) Ford Edge - replacement	T-Cap	\$36,795	5311	\$45,994	\$36,795	\$0
Sparta	Alpine Avenue	At Marquette Rail, Sparta Township	Upgrade flashers and install half-roadway gates	CON	\$157,500	STR	\$175,000	\$143,123	\$14,377
Sparta	Schultz Road	At Marquette Rail, Sparta Township	Upgrade flashers and install half-roadway gates	CON	\$157,500	STR	\$175,000	\$142,752	\$14,748
Wyoming	Division Ave	Interurban Trail to Division Ave/Kentwood Trail	Nonmotorized path	CON	\$54,033	TAU	\$72,800	\$54,033	\$0
Wyoming	Roger B Chaffee Blvd SE	44th Street to 32nd Street	Resurface	CON	\$0	STU	\$1,200,000	\$970,883	-\$970,883
					\$369,033		\$1,622,800	\$1,310,791	
Cities/RC					\$14,245,001		\$23,187,111	\$16,469,053	
MDOT					\$42,179,040		\$51,445,895	\$38,970,207	
ITP					\$11,176,236		\$13,947,263	\$11,176,236	
					\$68,300,277		\$98,398,754	\$66,615,496	

Illustrative Projects

The TIP can include a prioritized list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP. Furthermore the TIP may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

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ILLUSTRATIVE LIST

STP-U Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Cottonwood Drive	Taylor Street to Baldwin Street	Resurface	OCRC
	36th Avenue	Port Sheldon St to Fillmore St	Resurface	OCRC
	Port Sheldon Street	44th Street to Main Street	Resurface	OCRC
	Byron Road	24th Avenue to Kenowa Avenue	Resurface	OCRC
	68th Avenue	M-45 to Grand River	Resurface	OCRC
	Leonard Street	48th Avenue to 24th Avenue	Resurface	OCRC
	Whitneyville	68th to 84th	Resurface	KCRC
	10 Mile Rd.	Pine Island to Algoma	Reconstruct	KCRC
	Whitneyville Ave.	Cascade Rd. to 68th St.	Resurface	KCRC
	Byron Center	68th to City Limit	Resurface	KCRC
	3 Mile Road	East Beltline to Grand River Drive	Resurface	KCRC
	Rogue River Road	West River Dr to Belmont Ave	Resurface	KCRC
	Rogue River Road	Belmont Avenue to Wolverine Blvd	Resurface	KCRC
	Cascade Road	Whitneyville Avenue to Snow Ave	Resurface	KCRC
	Burton Street	Kraft Avenue to Cascade Road	Resurface	KCRC
	West River Drive	Laramie Drive to Pine Island Drive	Resurface	KCRC
	Kalamazoo Avenue	68th Street to 60th Street	Resurface	KCRC
	76th Street	Clyde Park Ave to Division Avenue	Resurface	KCRC
	Fruit Ridge Avenue	4 Mile Road to 6 Mile Road	Resurface	KCRC
	Wolverine BLVD.	10 Mile Road to 11 Mile Road	Resurface	KCRC
	Knapp Street	E. City limits to East Beltline	Resurface	KCRC
	Fruit Ridge Avenue	4 Mile Road to 6 Mile Road	Resurface	KCRC
	Lamoreaux Dr	Alpine Ave to W. River Dr	Resurface	KCRC
	5 Mile Rd	Sawkaw Dr and East Beltline Ave	Resurface	KCRC
	Wolverine Blvd	11 Mile Rd to 12 Mile Rd	Resurface	KCRC
	40th Avenue	New Holland Street to Van Buren Street	Resurface/reconstruction	Hudsonville
	Van Buren Street	40th Avenue to 36th Avenue	Reconstruction	Hudsonville
	Burton Street	Patterson to F. Hill Avenue	Rotomill/resurface with re-design lane striping	Kentwood
	Burton Street	F. Hill Avenue to East Paris Avenue	Rotomill/resurface with re-design lane striping	Kentwood
	29th Street	East Paris Ave to Lake Eastbrook Blvd	Rotomill/resurface	Kentwood
	29th Street	M-37 to Shaffer Avenue	Rotomill/resurface	Kentwood
	29th Street	Radcliff Avenue to the City Limits	Rotomill/resurface	Kentwood
	29th Street	Shaffer Avenue to Radcliff Avenue	Rotomill/resurface	Kentwood
	32nd Street	Shaffer Avenue to Breton Avenue	Rotomill/resurface	Kentwood
	48th Street	Division Avenue to Eastern Avenue	Rotomill/resurface	Kentwood
	52nd Street	East Paris Ave to M-37 (Broadmoor)	Rotomill/resurface	Kentwood
	52nd Street	Kalamazoo Ave to Breton Ave	Rotomill/resurface	Kentwood
	East Paris Avenue	28th Street to 29th Street	Rotomill/resurface	Kentwood
	East Paris Avenue	M-37 to 40th Street	Rotomill/resurface	Kentwood
	Jefferson Avenue	44th Street to the City Limits	Rotomill/resurface	Kentwood
	Radcliff Avenue	28th Street to 29th Street	Rotomill/resurface	Kentwood
	Shaffer Avenue	32nd Street to North of 36th Street	Rotomill/resurface	Kentwood
	East Paris	28th to 29th including intersection	Full depth concrete	Kentwood
	Division Avenue	28th Street to Burton Street	Rotomill/resurface	City of GR/Wyoming
	Eastern Avenue	36th Street to 28th Street	Rotomill/resurface	City of GR/Wyoming
	I-196 EB OFF-Ramp	At Ottawa Avenue	Intersection modifications	City of GR & MDOT
	I-196 WB OFF-Ramp	Ottawa Avenue	Intersection modifications	City of GR & MDOT
	Division Avenue/Ionia Avenue	At I-196 On-Ramp	New intersection & ramp extension	City of GR & MDOT
	Butterworth Avenue Realignment and Reconfiguration Project	Veteran's Memorial Drive to Garfield Avenue/ Wealthy Street	Preliminary design engineering services	City of GR
	Ionia Avenue/Division Avenue Cycle Track	Fulton Street to Coldbrook Street	Construction of a bi-directional Bicycle Track	City of GR
	Hastings Street	Livingston Street to Fairbanks Stairs & Hastings, Coit to College	Purchase ROW to reconfigure Hastings Street at the intersection of College Avenue, landscaping, lighting, benches, a lookout at Livingston Ave, elevated walkway	City of GR
	Division Avenue	I-196 to Newberry Street Stairs	Elevated Walkway with railing at the I-196 overpass, replacement of Newberry stairs, new sidewalk, curb and gutter etc.	City of GR
	Michigan Street	Lafayette Avenue to Plymouth Avenue	4 new buses and eight bus stopes	City of GR
	Division Avenue	Franklin Street to Wealthy Street	Rotomill/resurface	City of GR
	Hall Street	Steele Avenue to Buchanan Avenue	Concrete Slab Replacement	City of GR
	Leonard Street	Remembrance Road to Collindale Avenue	Rotomill/resurface	City of GR
	Michigan Street	Greenwich to East Beltline	Rotomill/resurface	City of GR
	Lyon Street	Monroe Avenue to Division Avenue	Rotomill/resurface	City of GR
	Market Avenue	I-196 to Freeman Avenue	Rotomill/resurface	City of GR
	Ottawa Avenue	Oakes Street to Fulton Street	Rotomill/resurface	City of GR
	Ottawa Avenue	Fairbanks Street to Monroe Avenue	Reconstruction	City of GR
	Ottawa Avenue	Michigan St to Fairbanks St		
	Richmond Street	WCL to Bristol Avenue	Reconstruction/rotomill/resurface	City of GR
	State Street	Lafayette Avenue to Madison Avenue	Reconstruction	City of GR
	Wealthy Street	Fuller Avenue to ECL	Reconstruction	City of GR
	Knapp Street	Plainfield Avenue to Fuller Avenue	Reconstruction	City of GR
	Hall Street	Colorado Avenue to Sylvan Avenue	Reconstruction	City of GR
	3 Mile Road	Coit Avenue to ECL	Reconstruction	City of GR
	Alger Street	Division Avenue to Madison Avenue	Rotomill/resurface	City of GR
	Ann Street	Monroe Avenue to Plainfield Avenue	Reconstruction	City of GR
	Bridge Street	Mt. Mercy Drive to Valley Avenue	Reconstruction	City of GR
	Century Avenue	Burton Street to Hall Street	Reconstruction	City of GR
	Collindale Avenue	Lake Michigan Drive to Leonard Street	Reconstruction	City of GR
	Covell Avenue	Fulton Street to Bridge Street	Rotomill/resurface	City of GR
	Godfrey Avenue	WCL to Market Avenue	Reconstruction	City of GR
	Lake Eastbrook Boulevard	East Beltline to 28th Street	Reconstruction	City of GR
	Walker Avenue	NCL to Sharp Drive	Rotomill/resurface	City of GR
	29th Street	Breton Avenue to ECL	Rotomill/resurface	City of GR
	Boston Street	Fuller Avenue to Plymouth Avenue	Rotomill/resurface	City of GR
	Buchanan Avenue	Burton Street to Hall Street	Reconstruction	City of GR
	Cherry Street	Madison Avenue to Eastern Avenue	Rotomill/resurface	City of GR

Dean Lake Avenue	Knapp Street to NCL	Rotomill/resurface	City of GR
Diamond Avenue	Michigan Street to Leonard Street	Rotomill/resurface/reconstruction	City of GR
Franklin Street	Fuller Avenue to ECL	Rotomill/resurface	City of GR
Leffingwell Avenue	Leonard Street to NCL	Rotomill/resurface	City of GR
Maryland Avenue	I-196 to Leonard Street	Rotomill/resurface	City of GR
Newberry Street	Monroe Avenue to Division Avenue	Reconstruction	City of GR
Oakleigh Avenue	Lake Michigan Drive to Leonard Street	Reconstruction	City of GR
Perkins Avenue	Leonard Street to Knapp Street	Reconstruction	City of GR
Robinson Road	Lake Drive to ECL	Rotomill/resurface	City of GR
Scribner Avenue	Pearl Street to Michigan Street	Rotomill/resurface	City of GR
Scribner Avenue	4th Street to Leonard Street	Rotomill/resurface	City of GR
Valley Avenue	Butterworth Street to Lake Michigan Drive	Reconstruction	City of GR
Lafayette Avenue	Fulton Street to Michigan Street	Reconstruction	City of GR
Mt. Vernon Avenue	Fulton Street to Bridge Street	Reconstruction/rotomill/resurface	City of GR
Jefferson Avenue	Highland Street to Logan Street	Reconstruction/rotomill/resurface	City of GR
Diamond Avenue	Leonard Street to Aberdeen Street	Reconstruction/rotomill/resurface	City of GR
Diamond Avenue	Wealthy Street to Lake Drive	Reconstruction	City of GR
Michigan Street	Ottawa Avenue to Barclay Avenue	CPM	City of GR
Scribner Avenue	6th Street to 11th Street	Rotomill/resurface	City of GR
Ball Avenue and Olson Street	Michigan St to Olson St and Ball Ave to Plymouth Ave	Rotomill/resurface	City of GR
Ball Avenue and Service Drive	Service Drive to Mason Street and Cedar Street to Leonard Street and from		
Ionia Avenue	Ball Avenue to Plymouth Avenue	Rotomill/resurface	City of GR
Butterworth Drive	Michigan Street to I-196 WB On-Ramp	Reconstruction	City of GR
Center& Weatherfor Roundabout	Vet's Memorial to Wilson	Resurface	City of Walker
3 Mile Road	Center Drive / Weatherford Drive	Construct roundabout / remove signal	City of Walker
Alpine Avenue	Bristol Ave to West of Walker Ave	TBD	City of Walker
Alpine Avenue	Ann Street to Hillside Drive	TBD	City of Walker
Center Drive	Hillside Drive to 3 Mile Road	TBD	City of Walker
Fruit Ridge Avenue	M-37 to M-37	TBD	City of Walker
Hillside Drive	3 Mile Road to 4 Mile Road	TBD	City of Walker
Leonard Street	Alpine Avenue to West River Drive	TBD	City of Walker
North Park Street	Kinney Avenue to Remembrance Rd	TBD	City of Walker
Remembrance Road	City Limits to West River Drive	TBD	City of Walker
Remembrance Road	Richmond St to Walker Village Dr	TBD	City of Walker
Walker Avenue	Wilson Avenue to Richmond Street	TBD	City of Walker
Walker Avenue	3 Mile Road to I-96 EB Ramps	TBD	City of Walker
Walker Avenue	North Ridge Drive to 4 Mile Road	TBD	City of Walker
West River Drive	Sharp Drive to Waldorf Street	TBD	City of Walker
West River Drive	Hillside Drive to Turner Avenue	TBD	City of Walker
Wilson Avenue	Turner Avenue to Bertha Avenue	TBD	City of Walker
Plymouth Avenue	Remembrance Road to 3 Mile Road	TBD	City of Walker
Lake Drive	Hall Street to Franklin	Rotomill/resurface	East Grand Rapids
Franklin Street/San Lu Rae Dr	Hall Street to ECL	Rotomill/resurface	East Grand Rapids
Wealthy Street	WCL to Lake Drive	Rotomill/resurface	East Grand Rapids
Lake Drive	Sherman to Lovett	Rotomill/resurface	East Grand Rapids
Lake Drive	WCL to Plymouth	Rotomill/resurface	East Grand Rapids
Lakeside Drive	Plymouth to Bagley	Rotomill/resurface	East Grand Rapids
Breton Road	Wealthy to Lake	Rotomill/resurface	East Grand Rapids
Hall Street	SCL to Hall	Rotomill/resurface	East Grand Rapids
Hall Street	Sylvan Avenue to Hutchinson Avenue (extended)	Rotomill/resurface	EGR/Grand Rapids
44th Street	Plymouth to Breton	Rotomill/resurface	East Grand Rapids
Eastern Avenue	West City Limit to Clyde Park Ave	Rotomill/resurface	Wyoming
Michael Avenue	400' North of 44th Street to 36th Street	Rotomill/resurface	Wyoming/GR
36th Street	36th Street to Prairie Parkway	Resurface	Wyoming
Canal Ave	WCL to Clyde Park Avenue	Resurface	Wyoming
36th Street	44th to South C/L	Overlay, ADA ramp upgrades	Grandville
Wilson Ave	Canal to Kenowa	Overlay, ADA ramp upgrades	Grandville
East Main St.	Rivertown PKWY to South C/L	Overlay, ADA ramp upgrades	Grandville
Northland Dr.	East Main St. from Northland Dr. to Lewis	Mill & Fill	Rockford
	Northland Dr. to Lincoln st.	Mill & Fill	Rockford

CMAQ Pool of Unfunded Projects

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	54th Street @ US-131 AC	Intersection	Interchange/ramp/intersection modifications	Wyoming
	East Paris Avenue @ 28th Street	Intersection	Right Turn Lane to NB East Paris to EB 28th Street	Kentwood
	Non Motorized Facility	Over I-96 near existing Forest Hill Bridge - separate structure	Construction of Non-Motorized facility	City of Kentwood

NHPP Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Fruitridge over I-96	Bridge over I-96	Reconstruct and widen bridge	Walker/MDOT

EDF-C Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Cascade Rd.	Hall St. to Burton St.	Reconstruct 4 to 5 lanes	KCRC
	68th St.	Plaza Center Ave to Leisure Creek Dr.	Reconstruct 4 to 5 lanes	KCRC

STP-Rural Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Lincoln Lake	6-Mile to 7-Mile	Reconstruct	KCRC
	6 Mile	Walker to Fruit Ridge	Resurface	KCRC
	7 Mile	Alpine to Bristol	Resurface	KCRC
	Lincoln Lake	5-Mile to 6-Mile	Resurface	KCRC

TAP Pool of Projects Unfunded

Year Proposed	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION
	Grand River Walkway	Canal Street Park to Leonard Street and east to Monroe Ave.	Non Motorized path	Grand Rapids
	Lyon Street Bikeway	Grand River to Plymouth Ave	Two way bicycle track and other	Grand Rapids
	Plaster Creek Non-Motorized Trail	Division to Buchanan	Non-motorized on street bike facilities	Grand Rapids
	Myers Lake Rd Recreation Trail	10 Mile to 12 Mile Road	Non-Motorized Trail	KCRC
	Courtland Connector	White Pine Tr. To Luton Park	Non-motorized Trail	KCRC
	White Pine Tail Surfacing	M-46	Limestone paving, bridge and culvert improvements	DNR