

FY 2014-2017 Transportation Improvement Program

DOCUMENT

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

Credit/ Disclaimer	3
Introduction	4
<i>MAP 1 Map of GVMC Area</i>	5
Chapter I Financial Plan	6
Chapter II Public Participation	24
Chapter III Consultation.....	27
Chapter IV Environmental Justice	29
Chapter V Air Quality Conformity	33
Chapter VI Project Selection	34
<i>Project Listings</i>	36
<i>Map 2 Fiscal Year 2014- 2017 Project Mapped</i>	47
<i>FY 2012 TIP PROJECT STATUS</i>	49
<i>Illustrative Projects</i>	54
Appendix A.....	60
Appendix B.....	65
Appendix C.....	144
Appendix D.....	153
Appendix E.....	158
Appendix F	160
Appendix G	166
Appendix H.....	168
Appendix I	173
Appendix J	175
Appendix K.....	177
Appendix L	200
Appendix M	201
Appendix N.....	204

Credit/ Disclaimer

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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 2014, beginning October 1, 2013, through fiscal year 2017, ending September 30, 2017. The GVMC study area is comprised 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 for the Greater Grand Rapids Area. See map 1 on page 5 to view the Grand Valley Metropolitan Council area.

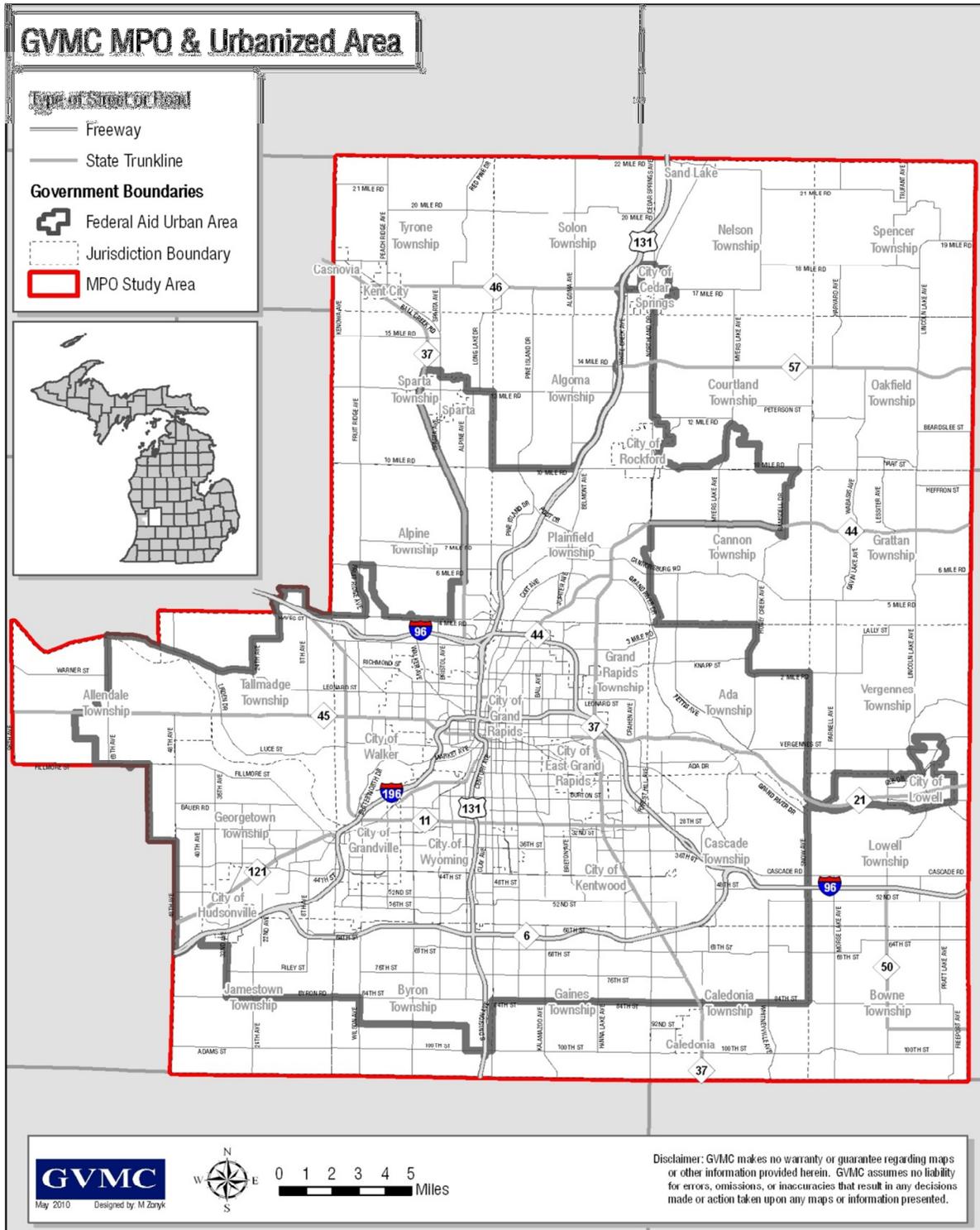
Currently, the Grand Valley Metropolitan Council's Metropolitan Planning Organization (MPO) has an estimated population in excess of 690,000. The number of Federal Aid Urban roads is approximately 1,576 center lane miles.

The Interurban Transit Partnership (ITP)-The Rapid's current service area is approximately 185 square miles and has 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 Transportation Improvement Program (TIP) is the list of road and transit projects that communities and agencies plan to implement over a four-year period. That list is required to be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed the amount of funding “reasonably expected to be available” during that time. The financial plan is the section of the TIP that documents the method used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also identifies the costs of operating and maintaining the transportation system within GVMC.

Sources of Transportation Funding

The basic sources of transportation funding are motor fuel taxes and vehicle registration fees. Both the federal government and the State of Michigan tax motor fuel, the federal government at \$0.184 per gallon on gasoline and \$0.244 per gallon on diesel and Michigan at \$0.19 per gallon on gasoline and \$0.15 per gallon on diesel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. The motor fuel taxes are excise taxes, which mean they are a fixed amount per gallon. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of the motor fuel tax.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a very important source of transportation funding for the state. Currently, roughly half of the transportation funding collected by the state is in the form of vehicle registration fees.

Cooperative Revenue Estimation Process

Estimating the amount of funding available for the four-year TIP period is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of public organizations and agencies responsible for the administration of transportation planning activities throughout the state, formed the Financial Working Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), the Michigan Department of Transportation (MDOT), transit agencies, and Metropolitan Planning Organizations, including GVMC. It represents a cross-section of the public agencies responsible for transportation planning

in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approved by the MTPA. They are used for all TIP financial plans in the state.

Part I. Highway Funding Forecast--Federal

Sources of Federal Highway Funding

Federal transportation funding comes from motor fuel taxes (mostly gasoline and diesel). Receipts from these taxes are deposited in the Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is Moving Ahead for Progress in the 21st Century (MAP-21). Under this law, Michigan receives approximately \$1 billion in federal transportation funding annually. This funding is apportioned through a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

National Highway Performance Program (NHPP): This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., "I-," "US-," and "M-" roads). However, MAP-21 expanded the NHS to include all principal arterials (the most important roads after freeways), whether state or locally owned. As a result of this change, local agencies within GVMC will receive approximately \$3.25 million through NHPP (4-year total).

Surface Transportation Program (STP): Funds for construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STP apportionment from the federal government is evenly split, half to areas of the state based on population and half that can be used in any area of the state. In FY 2014, Michigan's STP apportionment is estimated to be \$269.8 million. GVMC will receive approximately \$9.64 million, which will be used by cities, villages, and county road commissions. STP can also be flexed (transferred) to transit projects.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements; shoulder widening; rumble strips; improving safety for pedestrians, bicyclists, or disabled persons; highway signs and markings; guardrails; and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process. Michigan's statewide FY 2014 estimated Safety apportionment is \$64.5 million. Local agencies within GVMC are projected to

receive around \$1 million in HSIP funding in FY 2014, based on past awards. However, Safety funding has been substantially increased nationwide under MAP-21, so the region may receive Safety funding in excess of the estimate.

Congestion Mitigation and Air Quality Improvement (CMAQ): Intended to reduce emissions from transportation-related sources. MAP-21 has placed an emphasis on diesel retrofits, but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management such as ride share and vanpools; transit; and nonmotorized projects that divert non-recreational travel from single-occupant vehicles. The State of Michigan has allocated funding to GVMC based on population. MDOT uses half of the funding for CMAQ-eligible projects on the state trunk line system; the other half is distributed by GVMC to eligible projects. Traditionally, GVMC has divided local funding evenly between highway and transit projects. Changes brought about by MAP-21 may require a reexamination of the distribution formulas. Michigan's apportionment of CMAQ funding for FY 2014 is estimated to be \$71.5 million. GVMC's share of this funding is estimated to be approximately \$2.55 million, based on funding targets issued by MDOT.

Transportation Alternatives Program (TAP): Funds can be used for a number of activities to improve the transportation system environment, including (but not limited to) nonmotorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. The statewide apportionment for Transportation Alternatives is estimated to be \$26.4 million in FY 2014. The funding will then be split, 50 percent being retained by the state and 50 percent to various areas of the state by population, much like the STP distribution. GVMC's share of this funding is just under \$670,000 in FY 2014, and will be distributed to local agencies on a competitive basis.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds
Each year, the targets (amount GVMC is expected to receive) are calculated for each of these programs based on federal apportionment documentation and state law. Targets can vary from year to year due to many factors, including how much funding was actually received by the Highway Trust Fund, the authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Targets for fiscal year 2013, as provided by MDOT, are used as the baseline for the forecast. The Financial Work Group of the MTPA developed a two percent per year federal revenue growth rate for the FY 2014 through FY 2017 TIP period. If targets for each of the fiscal years 2014-2017 are known (such as CMAQ), those amounts were used without adjustment. While this is less than the five percent growth rate over the past 20 years, the decrease in motor fuel consumption (due to less driving and higher-MPG vehicles) and the economic downturn and restructuring experienced by the nation in general and Michigan in particular made assumptions based on long-term historical trends unusable. Table 1 contains the federal transportation revenue projections for the 2014-2017 TIP.

Table 1. Federal Highway Transportation Revenue Projections for the 2014-2017 TIP (Millions of Dollars).

FY	STPU	STPR	NHPP	CMAQ	Bridge	HSIP	TAP	TOTAL
2014	\$8.84	\$0.80	\$0.79	\$2.55	\$1.57	\$1.02	\$0.67	\$16.24
2015	\$9.02	\$0.81	\$0.81	\$2.55	\$1.60	\$1.04	\$0.68	\$16.51
2016	\$9.20	\$0.83	\$0.82	\$2.55	\$1.63	\$1.06	\$0.69	\$16.78
2017	\$9.38	\$0.85	\$0.84	\$2.55	\$1.66	\$1.08	\$0.71	\$17.07
TOTAL:	\$36.44	\$3.29	\$3.26	\$10.20	\$6.46	\$4.20	\$2.75	\$66.60

Part II. Highway Funding Forecast—State Funding

Sources of State Highway Funding

There are two main sources of state highway funding: the state motor fuel tax and vehicle registration fees. The motor fuel tax, currently set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel, raised approximately \$935.5 million in fiscal year 2012.¹ Like the federal motor fuel tax, this is also an excise tax that doesn't increase as the price of fuel increases, so over time, inflation erodes the purchasing power of these funds. Approximately \$872.8 million in additional revenue is raised through vehicle registration fees when motorists purchase their license plates or tabs each year. The state sales tax on motor fuel, which taxes both the fuel itself and the federal tax, is not deposited in the Michigan Transportation Fund. Altogether, approximately \$1.9 billion was raised through motor fuel taxes, vehicle registrations, heavy truck fees, interest income, and miscellaneous revenue in FY 2012.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known as "Act 51." All revenue from these sources is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, 10 percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the State Trunkline Fund, administered by MDOT, county road commissions, and municipalities in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.²

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the right-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local communities' and road commissions' main source for funding these items. Most federal transportation funding must be matched with 20 percent non-federal revenue. In Michigan, most match funding comes from the

¹ Michigan Dept of Transportation, *Annual Report, Michigan Transportation Fund, Fiscal Year Ending September 30, 2012* (MDOT Report 139), Schedule A.

² Act 51 of 1951, Section 10(1)(j).

MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as “Act 51 agencies.” The formula is based on population and public road mileage under each Act 51 agency’s jurisdiction.

Base and Assumptions Used in Forecast Calculations of State Highway Funds

The base for the financial forecast of state funding is the FY 2012 distribution of MTF funding as found in MDOT Report 139. This report details distribution of funding to each eligible Act 51 agency in the state. Adding all of the distributions to cities, villages, and county road commissions at GVMC provides an overall distribution total for the region. That amount was approximately \$59.2 million in FY 2012.

The Financial Work Group predicted an increase of 0.4 percent in state revenues for fiscal years 2014 through 2017. Table 2 shows the amount of MTF funding cities, villages, and road commissions within GVMC are projected to receive during the four-year TIP period, based on the agreed-upon rates of increase.

Table 2. Projected MTF Distribution to Act-51 Agencies for Highway Use, FY 2014 through FY 2017 (Millions of Dollars)

2014	2015	2016	2017	Total
\$59.44	\$59.67	\$59.91	\$60.15	\$239.17

State funding is projected to grow much more slowly than federal funding during the four-year TIP period. This will have two effects on the region’s highway funding. First, available funding for operations and maintenance of the highway system will most likely not keep pace with the rate of inflation, leaving less money for a growing list of maintenance work. Secondly, the federal highway funding will grow at a greater rate than non-federal money to match it. For those federal transportation sources requiring match, this means that some funding will go unused, despite the demand.

Part III. Highway Funding Forecast—Hybrid State/Federal funding

Sources of Hybrid State/Federal Funding

Michigan has a number of programs that use both state funding and federal funding. These programs are collectively known as the Transportation Economic Development Fund (TEDF). The TEDF is split into several categories, depending on what that particular category is designed to accomplish. These are:

- TEDF Category A: Highway projects to benefit targeted industries;
- TEDF Category C: Congestion mitigation in designated urban counties (Kent County only);

- TEDF Category D: All-season road network in rural counties (Ottawa County only);
- TEDF Category E: Forest roads; and
- TEDF Category F: Roads in cities that are located in rural counties.

TEDF Category B no longer exists. Categories A and F are awarded on a competitive basis, and Category E is not awarded for GVMC. Therefore, this discussion will be limited to Category C and Category D.

Both programs are blends of state and federal funding. Act 51 specifies that \$36.8 million of each year’s MTF receipts be directed to the Transportation Economic Development Fund. The federal portion of TEDF was formerly derived from the Equity Bonus program, but this was discontinued under MAP-21. The State of Michigan has instead funded the TEDF Category C and D programs with additional Surface Transportation Program funding. (Also known as STP Flex, this funding was included with the STP dollar amount in table 1).

Base and Assumptions Used in Forecast Calculations of Hybrid State/Federal Highway Funds

The base year used to calculate the TEDF Category C and TEDF Category D is FY 2013. The federal amounts are increased by the agreed-upon MTPA/Financial Workgroup factors. However, the state portion is a fixed amount set in Act 51. The forecast assumes no change in Act 51 during the four-year TIP period, so the state portion is not increased. Table 3 provides a summary of expected TEDF funding over the 2014-2017 TIP period (state funds only).

Table 3. Projected Transportation Economic Development Fund (Categories C and D), FY 2014 through FY 2017 (Millions of Dollars).

FY	State Portion	TOTAL
2014	\$0.98	\$0.98
2015	\$0.98	\$0.98
2016	\$0.98	\$0.98
2017	\$0.98	\$0.98
TOTAL	\$3.92	\$3.92

Part IV. Highway Funding Forecast—Local Funding

Sources of Local Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being

spent for roads within GVMC. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of what millages and special assessment districts were in force in each year of the TIP period. Given that there are two counties and 40 cities, villages, and townships within GVMC, this level of accuracy is difficult to achieve. However, a proxy measure is available.

Base and Assumptions Used in Forecast Calculations of Local Highway Funds

The current TIP covers fiscal years 2011 through 2014. The current TIP, plus FY 2010 from the previous TIP, were queried for all projects with funding codes indicating that local funding was or will be used.³ Local funds programmed by transit agencies were removed, as were advance construct funds. Advance construct (AC) means the agency uses its own money to build the project, and then pays itself back in a future year with federal funding. Because of the way AC projects are shown in the TIP, counting them exaggerates the amount of local funding actually used. When this was done, the five-year annual average of local funding totaled about \$6 million. It's highly unlikely that there will be increases in local funding over the four-year TIP period, so the actual programmed figure for FY 2014 was used, and then \$6 million was used for each year through FY 2017. A total of \$24 million in local funding is expected to be available over the four-year TIP period.

Part V. Discussion of Innovative Financing Strategies--Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as "soft match," rather than using the usual cash match for federal transportation projects. States have to demonstrate "maintenance of effort" when using toll credits—in other words, they must show that the toll money is being used for transportation purposes and that they're not reducing their efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the three major bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate the funding crisis in Michigan, since insufficient non-federal funding is available to match all of the federal funding apportioned to the state.

³ These are City, County, Township, and Village funds; DDA funds; General Fund; Local Bond; Local Tax; Millage; Other Local Funds, and Private funds.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan.⁴ Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at 3 percent interest and a 25-year loan period to public entities such as political subdivisions, regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply. In Michigan, the maximum per-project loan amount is \$2 million. The Michigan SIB had a balance of approximately \$12 million in FY 2011.

Transportation Infrastructure Finance and Innovation Act (TIFIA): This nationwide program, significantly expanded under MAP-21, provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and creditworthiness of the United States to finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding to the federal government can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low. The amount authorized for the TIFIA program in FY 2014 nationwide is \$1.0 billion.

Bonding: Bonding is borrowing, where the borrower agrees to repay lenders the principal and interest. Interest may be fixed over the term of the bond or variable. The amount of interest a borrower will have to pay depends in large part upon its perceived credit risk; the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding is diverted from projects to paying the bonds' principal and interest. Michigan transportation law requires money for the payment of bond and other debts be taken off the top before the distribution of funds for other purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construct/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal funds in a future year (advance construct conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the

4 FHWA Office of Innovative Program Delivery. "Project Finance: An Introduction" (FHWA, 2012).
FY 2014-2017 Transportation Improvement Program

construction of highway projects before federal funding is available; however, the agency must be able to build the project with its own resources and then be able to wait for federal reimbursement in a later year.

Public-Private Partnerships (P3): Funding available through traditional sources, such as motor fuel taxes, is not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility and operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.⁵ Sometimes, as in the case of the Chicago Skyway and the Indiana Toll Road, governments grant exclusive concessions to private firms to operate and maintain already-existing facilities in exchange for an up-front payment from the firm to the government. The firm then operates, maintains, and collects tolls on the facility during the period of the concession, betting that it will collect more money in tolls than it paid out in operations costs, maintenance costs, and the initial payment to the government.

Part VI. Highway Operations and Maintenance

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* is defined as those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Operations and maintenance includes items such as snow and ice removal, pothole patching, rubbish removal, maintaining the right-of way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal transportation funds cannot be used for operations and maintenance of the highway system. Since the TIP only includes federally-funded transportation projects (and non-federally funded projects of regional significance), it does not include operations and maintenance projects. While in aggregate, operations and maintenance activities *are* regionally significant (individual projects do not rise to that level). However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2014 through FY 2017 TIP period. This section of the Financial Plan provides an estimate for GVMC and details the method used to estimate these costs.

⁵ http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm.

The Statewide operations and maintenance annual budget is approximately \$275 million in FY 2014 for the state trunk line highway system (roads with “I-,” “US-,” and “M” designations).⁶ This amount varies annually. The Grand Region’s component of the total is approximately \$22 million per year. Of that, the estimated expenditures in the GVMC MPO area, for operations and maintenance activities, is approximately \$9.0 million. ITS/WMTOC costs are not included in these amounts, and the \$275 million does not include road and bridge CPM, CSM, rehabilitation, reconstruction and/or bridge replacement projects, new roads or capacity improvement/modernization projects, which are listed separately in the TIP. Since MDOT’s operations and maintenance funding comes from state motor fuel taxes (the Michigan Transportation Fund), the agreed-upon rate of increase for state funds (0.4 percent annually) was applied to derive the operations and maintenance costs for FYs 2015, 2016, and 2017.

Local communities’ and agencies’ costs to operate and maintain their portions of the federal-aid highway system were estimated through surveys of the two county road commissions. By determining the total lane mileage of all roads and total lane mileage of federal-aid eligible road under each respondent’s jurisdiction, it was possible to derive an estimated local per-lane-mile operations and maintenance expenditure. This was then applied to the total lane mileage of federal-aid eligible roads within GVMC to get a region-wide total for FY 2013. The assumption in this case is that local communities and agencies are spending every available operations and maintenance dollar, so funds expended equal funds available. Much of local agencies’ operations and maintenance funding comes from the Michigan Transportation Fund, so the agreed-upon rate of increase for state funds (0.4 percent annually) was applied to derive the operations and maintenance costs for FYs 2014 through 2017. MDOT and local operations and maintenance funding available was then brought together for a regional total. This is summarized in Table 4.

Table 4. Projected Available Highway Operations and Maintenance (O&M) Funding, Federal-Aid Eligible Roads, FY 2014 through FY 2017 (Millions of Dollars).

FY	Estimate
2014	\$17.07
2015	\$17.13
2016	\$17.20
2017	\$17.30
TOTAL	\$68.70

Part VII. Highway Commitments and Projected Available Revenue

The TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the four-year TIP

⁶ Michigan Department of Transportation. *FY 2011-2014 State Transportation Improvement Program* (January 2012), p. 9.

period. Funding for core programs such as NHP, STP, HSIP, and CMAQ are expected to be available to the region based on historical trends of funding from earlier, similar programs in past federal surface transportation laws. Likewise, state funding from the Michigan Transportation Fund (MTF) and the hybrid state/federal programs, Transportation Economic Development Fund Categories C and D, are also expected to be available during the FY 2014 through FY 2017 TIP period. Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. In these cases, projects are not amended into the TIP until proof of funding availability (such as an award letter) are provided. Funds from federal competitive programs are not included in the revenue forecast.

All federally-funded projects must be in the TIP. Additionally, any non-federally funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as *commitments*. As mentioned previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The MTPA/Financial Work Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 0.86 percent in 2014 and then 2 percent per year thereafter, and state funds by only 0.4 percent per year over the four-year TIP period, this means that less work can be done each year with available funding.

Table 5 is known as a fiscal constraint demonstration. The demonstration is provided to the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 through FY 2017 TIP period. This is a summary. To see the detailed table, refer to Appendix A.

Table 5. Summary Fiscal Constraint Demonstration (Highway) for the FY 2014 through FY 2017 TIP (Millions of Dollars).

Funding	2014		2015		2016		2017	
	Avail	Prog	Avail	Prog	Avail	Prog	Avail	Prog
STPU	\$8.84	\$8.84	\$9.02	\$9.02	\$9.20	\$9.20	\$9.38	\$9.38
STPR	\$0.80	\$0.80	\$0.81	\$0.81	\$0.83	\$0.83	\$0.85	\$0.85
NHPP	\$0.79	\$0.79	\$0.81	\$0.81	\$0.82	\$0.82	\$0.84	\$0.84
TEDF	\$0.98	\$0.98	\$0.98	\$0.98	\$0.98	\$0.98	\$0.98	\$0.98
CMAQ	\$2.55	\$2.55	\$2.55	\$2.55	\$2.55	\$2.55	\$2.55	\$2.55

Bridge	\$1.57	\$1.57	\$1.60	\$1.60	\$1.63	\$1.63	\$1.66	\$1.66
HSIP	\$1.02	\$1.02	\$1.04	\$1.04	\$1.06	\$1.06	\$1.08	\$1.08
TAP	\$0.67	\$0.67	\$0.68	\$0.68	\$0.69	\$0.69	\$0.71	\$0.71
TOTAL	\$17.22	\$17.22	\$17.49	\$17.49	\$17.76	\$17.76	\$18.05	\$18.05
Net Balance*	\$0.00		\$0.00		\$0.00		\$0.00	

**Net Balance = Available funding less cost of programmed projects. A positive net balance means that available funding exceeds programmed project cost, a negative balance means that programmed project costs exceed available funding, and a zero net balance indicates that programmed project costs equal available funding.*

Part VIII. Transit Financial Forecast—Federal

Sources of Federal Transit Funding

Federal revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the motor fuel tax collected from around the country is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). As of the start of fiscal year 2012 (October 1, 2011), the balance of the federal Mass Transit Account was \$7.32 billion.⁷ Federal transit funding is similar to federal highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal transit programs.

Section 5307: This is the largest single source of transit funding that is apportioned to Michigan. Section 5307 funds can be used for capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 in population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor’s apportionment.

Section 5310, Elderly and Persons with Disabilities: Funding for projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program. The State of Michigan allocates its funding on a per-project basis.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the

⁷ <http://www.fhwa.dot.gov/highwaytrustfund/index.htm>.

former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a competitive basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding will be distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received.

Section 5339, Bus and Bus Facilities: Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state will receive \$1.25 million, with the remaining funding apportioned to transit agencies based on various population and service factors.

In addition to these funding sources, transit agencies can also apply for Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. Within GVMC, approximately one-half of each year's local CMAQ allocation is reserved for transit projects.

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

The base for the federal portion of the transit financial forecast is the amount of federal funding each transit agency received in the region in FY 2013, the first year of MAP-21. Given the extra obligation authority available at the state level, the MTPA rates of increase were used for FY 2014, rather than the lower MAP-21 factor (1.38 percent). Table 6 shows the federal transit forecast for the FY 2014-17 TIP period.

Table 6. shows Federal Transit Revenue Projections for the transit agencies in the GVMC area FY2014-2017 TIP (Millions of Dollars).

FY	Sec 5307	Sec 5310 (Sen/Dsbl'd)	Sec 5311 (Rural) Op	Sec 5337 State of Good Repair	Sec 5339 Bus & Bus Facilities	CMAQ (Local Transit)	Total
2014	\$8.6	\$.43	\$0.00	\$0.00	\$.93	\$.93	\$10.89
2015	\$8.7	\$.45	\$0.00	\$0.00	\$.94	\$.95	\$11.04
2016	\$8.9	\$.47	\$0.00	\$0.00	\$.95	\$.95	\$11.27
2017	\$9.0	\$.49	\$0.00	\$0.00	\$.96	\$.96	\$11.41
Total	\$35.20	\$1.84	\$0.00	\$0.00	\$3.78	\$3.79	\$44.61

Part IX. Transit Financial Forecast—State

Sources of State Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding: the state tax on motor fuels. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, is to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF). This is analogous to the Mass Transit Account of the Highway Trust Fund at the federal level. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.⁸ Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses. Approximately \$159 million was distributed to the CTF in FY 2012.⁹

Base and Assumptions Used in Forecast Calculations of State Transit Funds

The base for calculations of state transit funds is the amount transit agencies in the GVMC area received in FY 2012. The amount stayed constant in FYs 2012 and 2013. However, funding is adjusted upward by 3.75 percent for state match and 0.37% for state operating in FY 2014, the first year of the TIP, and then by the same percentage in FYs 2015 through 2017, in accordance with factors determined by the Financial Work Group and approved by the Michigan Transportation Planning Association. The state-level CTF distributions to the GVMC transit agency is shown in Table 7, broken down by state match and state operating.

Table 7. State Transit (CTF) Revenue Projections *in the GVMC area* for the 2014-2017 TIP (Millions of Dollars).

FY	Sec 5307 State	State Match for JARC-Type Projects	Sec 5310 (Sen/Dsbl'd) Cap State	Sec 5339 Bus & Bus Facilities (State)	Local Bus Operating (addl. CTF)	Total
2014	\$1.72	\$0.00	\$0.09	\$0.19	\$11.0	\$13.0
2015	\$1.74	\$0.00	\$0.09	\$0.19	\$11.1	\$13.1
2016	\$1.78	\$0.00	\$0.10	\$0.19	\$11.2	\$13.3
2017	\$1.80	\$0.00	\$0.10	\$0.19	\$11.3	\$13.4
Total	\$7.04	\$0.00	\$0.38	\$0.76	\$44.60	\$52.8

The third column of Table 7, State Match for JARC-Type Projects, shows the maximum amount of match that the state will provide to transit agencies using some of their Section 5307 funding for projects eligible under the Job Access and Reverse Commute program. ITP does not have any funding from either the Federal Transit Administration or state for this program. This program was a stand-alone under the old SAFETEA-LU law, but has been folded into the Sec 5307 program under MAP-21. JARC projects are

⁸ Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

⁹ MDOT Report 139 for 2012, Schedule A.

intended to connect persons without an automobile to job opportunities in many parts of the region.

Part X. Transit Financial Forecast—Local

Sources of Local Transit Funding

Major sources of local funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. All transit agencies in the GVMC area collect fares from riders. This farebox funding totaled approximately \$13.8 million in 2012. ITP collected a millage of approximately \$15 million in 2012.

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

The base amounts for farebox, general fund transfers, and millages are derived directly from ITP The Rapid. Presuming that transit agencies spend all money that they receive each year, this data can be used for revenue projections as well. In addition, the agencies provide data on other miscellaneous funding, such as advertising and contracts (Table 8).

The local amounts include farebox receipts, general fund transfers, millages, and miscellaneous income.

Table 8. Local Transit Revenue Projections in the GVMC area for the 2014-2017 TIP (Millions of Dollars).

FY	Amount
2014	\$40.6
2015	\$40.9
2016	\$41.3
2017	\$41.6
Total:	\$164.40

Part XI. Discussion of Innovative Financing Strategies--Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously mentioned. As with highway funding, there are alternative sources of funding that can be utilized to operate transit service. Bonds can be issued. (See discussion of bonds in the “Innovative Financing Strategies—Highway” section.) The federal government also allows the use of toll credits to match federal funds. Toll credits are earned on tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the

actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.¹⁰

Part XII. Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. *Capital* refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. *Operations* refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. Most expenses of transit agencies are operations expenses.

Data on capital and operating costs was provided directly from ITP. The four-year average split (from previous TIPs) is 16.5 percent capital and 83.5 percent operations for ITP-The Rapid within GVMC. It is assumed that this basic split will continue for the FY 2014 - 2017 TIP period. It is also assumed that the transit agencies are spending all available capital and operations funding, so that the amount expended on these items is roughly equal to the amount available. Table 9 shows the amounts estimated to be available for transit capital and operations during the FY 2014 - 2017 TIP period.

Table 9. Anticipated amounts for transit agencies in the GVMC area to expend on transit capital and transit operations for the 2014-2017 TIP (Millions of Dollars).

FY	Capital	Operations	Total
2014	\$10.46	\$50.4	\$60.86
2015	\$10.59	\$53.0	\$63.59
2016	\$10.80	\$55.6	\$66.40
2017	\$10.92	\$58.2	\$69.12
Total:	\$42.77	\$217.20	\$259.97

Part XIII. Transit Commitments and Projected Available Revenue

The TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the four-year TIP period. Funding for core programs such as Section 5307, Section 5339, Section 5310, and Section 5311 are expected to be available to the region based on historical trends of funding from earlier, similar programs in past federal surface transportation laws. Likewise, state funding from the Comprehensive Transportation Fund (CTF), and local sources of revenue such as farebox, general fund transfers, and millages, are also expected to be available during the FY 2014 - 2017 TIP period. Funds from other programs are generally awarded on a competitive basis and are therefore impossible to

10 FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm.

predict. In these cases, projects are not amended into the TIP until proof of funding availability (such as an award letter) is provided. Funds from federal competitive programs are not included in the revenue forecast.

All federally funded projects must be in the TIP. Additionally, any non-federally-funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as *commitments*. As discussed previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the expected purchasing power of a dollar in the year the project is expected to be built. The MTPA/Financial Work Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 3.75 percent per year, state match funds by only 3.75 percent per year, and state operating funds by 0.37 percent per year over the four-year TIP period, this means that funding will barely keep pace with inflation.

Table 10 shows the summary financial constraint demonstration for transit. The demonstration is provided to the Michigan Department of Transportation, Federal Highway Administration, and Federal Transit Administration in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 - 2017 TIP period. To see the detailed fiscal constraint demonstration, refer to Appendix A.

Table 10. Summary Fiscal Constraint Demonstration (Transit in the GVMC area) for the FY 2014 - 2017 TIP (Millions of Dollars).

FY	Available Federal	Programmed Federal	Available State	Programmed State	Available Local	Programmed Local
2014	\$10.89	\$10.89	\$13.0	\$13.0	\$40.6	\$40.6
2015	\$11.04	\$11.04	\$13.1	\$13.1	\$40.9	\$40.9
2016	\$11.27	\$11.27	\$13.3	\$13.3	\$41.3	\$41.3
2017	\$11.41	\$11.41	\$13.4	\$13.4	\$41.6	\$41.6
Total	\$44.61	\$44.61	\$52.8	\$52.8	\$164.40	164.40

Part XIV. Analysis of Funding and Needs

While the previous tables have shown fiscal constraint (i.e., that programmed funds do not exceed available revenues) the fact remains that the needs of the transportation system substantially outweigh the funding available to address them. A brief discussion of highway funding illustrates the problem.

On a statewide basis, a study headed by Michigan Rep. Rick Olson found that approximately \$1.4 billion was needed annually through 2015 just to maintain the existing highway system. This could be expected to increase in future years to approximately \$2.6 billion annually by 2023.¹¹ Michigan currently receives about \$1 billion from the federal government for transportation and raises an additional \$2 billion through the MTF. After MTF deductions for administrative services and the Comprehensive Transportation Fund (transit), the state is left with approximately \$1.8 billion in state funds, so there is a total of \$2.8 billion for highways and bridges. If an additional \$1.4 billion is required to keep the system at a minimally acceptable level of service, this indicates that the state only has about two-thirds of the funding necessary *just to maintain the existing infrastructure*. Any new facilities would, of course, increase the costs of the system to higher levels.

¹¹ Rick Olson, State Representative, 55th District. *Road and Bridge Funding Recommendations*. Link in story in the *Ann Arbor News* entitled "Rick Olson hopeful Michigan Legislature will address \$1.4B road funding gap in 2012," 29 December 2011.

Chapter II Public Participation

Introduction

The Grand Valley Metropolitan Council (GVMC), as the Metropolitan Planning Organization (MPO), is required by the federal transportation legislation MAP-21 (Moving Ahead for Progress in the 21st Century) 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 2014-2017 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 7, 2012 (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 FY2014-2017 TIP in January, 2013, and that additional information would be forthcoming. An ad with similar information was placed December 8, 2012 in all area editions of the Advance newspaper and two of their affiliate papers: the Penasee Globe and the Cadence. 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 FY2014-2017 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 March 21 informing them that the draft Fiscal Year

2014-2017 TIP project lists were available for public comment and inviting them to a public meeting to discuss the draft TIP project lists on April 9. The same information included in the mailing was posted in all area editions of the Advance newspaper on March 23, including the Penasee Globe and the Cadence, and on Friday, March 29 in El Vocero, a local newspaper marketed toward the Spanish-speaking community in West Michigan. 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 every jurisdiction with a project in the TIP. Some of these entities highlighted the event on their own websites and newsletters. (See Appendix B for examples.)

A separate informational postcard was sent to 11,622 people on March 28 as part of GVMC's Environmental Justice 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 2014 and 2017. The postcard also contained information about the public comment period and the public meeting. (See Appendix B for examples.)

Notification of Public Comment Period (Entire Document) and Public Meeting #2

GVMC Staff sent a third mailing consisting of an informational postcard to the Interested Citizens and Agencies list on April 18 informing them that the draft FY2014-2017 Transportation Improvement Program, which included feedback received from the consultation and public involvement processes, as well as information regarding the Environmental Justice (EJ) analysis, was available for review. Also included in the mailing was information about a second public meeting on April 29th to discuss the draft document. The same information included in the mailing was posted in El Vocero on Friday, April 19, and in all area editions of the Advance newspaper, including the Penasee Globe and the Cadence, on Saturday, April 20. Information was also posted on GVMC's website, and a flyer advertising the public meeting was once again developed and distributed for posting to all area libraries as well as every jurisdiction with a project in the TIP. Some of these entities highlighted the event on their own websites and newsletters. (See Appendix B for examples.)

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 6:00 pm on April 9 and April 29.

April 9 Meeting (Meeting #1)

Twenty-Nine members of the public, including an *Introduction to Transportation Planning* class from Grand Valley State University and several members of GVMC's staff attended the April 9th 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.

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

April 29 Meeting (Meeting #2)

Two members of the public and several members of GVMC's staff attended the April 29th public meeting where staff made a short presentation about the major components of the document and the Environmental Justice review process and answered questions.

Public Comment Periods

The public comment period for the 2014-2017 TIP project lists was March 21-April 18, 2013 – a total of 29 days. During this time staff accepted and recorded 24 public comments from e-mails/web inquires and phone calls. These 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.

Additionally, GVMC undertook a public comment period for the entire 2014-2017 Transportation Improvement Program document from April 19 through May 6, a total of 18 days.

In addition to the public meetings on April 9 and April 29, opportunities for public comment were/are available at monthly Technical Committee, Policy Committee, and ad hoc Transportation Programming Study Group 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 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.

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 those projects geographically placed on a 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 March 6, 2013.

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 mailings indicate that GVMC staff is available for individual meetings with organizations and encourages participation in the process. Response was requested by March 19, 2013.

Consultation comments are documented in Appendix C.

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 is striving to both identify and inform two major sectors of the population: minority populations and low income residents.

The methodology used to analyze that the 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 (Map 2) 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, averages 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 Map 2 the GVMC Environmental Justice Area Map in Appendix D.)

Analysis of Impacts

With the minority and low-income areas delineated (EJ areas), 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 2014-2017 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.

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

There are 284 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. Of the 284 TIP projects, 255 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 Environmental Justice 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 (255 out of the total 284 projects) are located within the Environmental Justice areas and 10% of the projects fall outside Environmental Justice areas. Of the 255 projects that were located within the Environmental Justice areas, 57% were road resurfacing, 21% were road reconstruction projects, 8% 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 255 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 was mailed to these flagged parcels that explained that there was a proposed improvement. It informed them of the April 9th TIP public meeting and provided information about how and where to access more information. In sum, 11,622 Environmental Justice postcards were mailed March 28th, 2013.

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 FY2014-2017 TIP, nearly 80% 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.

Chapter V Air Quality Conformity

On May 12, 2012, the United States Environmental Protection Agency (EPA) revoked the 1997 8-hour 0.080 ppm ozone standard for the purposes of regional transportation conformity. On May 21, 2012, the USEPA issued designations for the new 2008 8-hour 0.075 ppm ozone standard. Grand Rapids is designated attainment under the 2008 standard.

Effective July 21, 2013, (as a result of both the partial revocation of the 0.080 ozone standard and the designation of Grand Rapids as attainment for the 0.075 standard), the Grand Rapids attainment/maintenance area is no longer required to demonstrate regional transportation conformity of Long Range Plans or Transportation Improvement Plans (TIPs) until EPA publishes a notice designating the area in nonattainment. Unless a designation to nonattainment for the 2008 standard occurs on or before July 20, 2013, the requirement to demonstrate regional transportation conformity will end until a designation of nonattainment under a National Ambient Air Quality Standard (NAAQS) is published for the area.

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 & J.) 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 K).

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems. (See Appendix F.) This effort produced a list of facilities in need of either congestion relief (taken directly from the 2035 LRTP) 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 by the years 2014 through 2017. 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 and February 2013, 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 FY2014-2017 TIP will improve an identified transportation system deficiency. The result of that programming effort is reflected in the proposed FY2014-2017 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 FY2014-2017 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. Chapter IV further explains how staff accomplished the task of Environmental Justice analysis.

Performance-Based Planning

A key feature of MAP-21 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

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 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.

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2014 through 2017 in the Grand Rapids Metropolitan Area. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by year and then by jurisdiction. Following the project listings section is a map (see map 3) with local and MDOT projects geographically placed on the map within the MPO area. Being that the Transit projects are capital improvement type projects, they were not graphically illustrated. A list of acronyms for funding categories is available in the Appendix.

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

After the 2012 project status, also included is an illustrative list of projects that were nominated to receive federal funding through various federal funding sources that was not programmed because there was a lack of funding resources to program 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 (FY2017 – FY2020), where these projects could be programmed, or 4.) the maintenance jurisdiction chooses to build the project with local funds.

STIP / TIP Report

6/4/13

Required Fields																							Optional Fields								
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	
2014	KENT	City of East Grand Rapids	Lakeside Drive	Greenwood Drive to Wealthy Street	0.36	Reconstruct	Reconstruct Existing	CON		404	STU			141	CITY	545				Add	Exempt		654								
2014	KENT	City of Grand Rapids	Buchanan Avenue	Alger Street to Burton Street	0.49	Resurface	Rotomill/Resurface	CON		231	STU			81	CITY	313				Add	Exempt		375								
2014	KENT	City of Grand Rapids	Carlton Avenue	Lake Drive to Fulton Street	0.35	Resurface	Rotomill/Resurface	CON		160	STU			56	CITY	216				Add	Exempt		259								
2014	KENT	City of Grand Rapids	Lake Drive	East Beltline to East City Limit	0.25	Resurface	Rotomill/Resurface	CON		116	STU			40	CITY	156				Add	Exempt		187								
2014	KENT	City of Grand Rapids	Burton Street	Plymouth Avenue to Breton Avenue	0.75	Resurface	Rotomill/resurface	CON		460	STU			161	CITY	621				Add	Exempt		746								
2014	KENT	City of Grand Rapids	Richmond Street	Alpine Avenue to Scribner Avenue	0.58	Resurface	Rotomill/Resurface	CON		278	STU			97	CITY	375				Add	Exempt		450								
2014	KENT	City of Grand Rapids	Turner Avenue	Ann Street to US-131 SB Ramps	0.27	Resurface	Rotomill/Resurface	CON		124	STU			44	CITY	168				Add	Exempt		202								
2014	KENT	City of Grand Rapids	Fuller Avenue	Michigan Street to Race Street	0.16	Resurface	Rotomill/resurface	CON		185	STU			65	CITY	250				Add	Exempt		300								
2014	KENT	City of Grand Rapids	Michigan Street	Lafayette Avenue to College Avenue	0.25	Resurface	Rotomill/resurface	CON		185	STU			65	CITY	250				Add	Exempt		300								
2014	KENT	City of Grand Rapids	Burton Street	Towner Avenue to Division Avenue	0.59	Resurface	Rotomill/resurface	CON		230	STU			80	CITY	310				Add	Exempt		372								
2014	KENT	City of Grand Rapids	Monroe Avenue	Pearl Street Intersection and Lyon Street to Michigan Street	0.51	Resurface	Rotomill/resurface	CON		167	STU			58	CITY	225				Add	Exempt		270								
2014	KENT	City of Grand Rapids	College Avenue	Michigan Street		Traffic ops/safety	Design and implementation of improvements through geometric alteration to include left turns at Michigan and College intersection	CON		417	CM			104	CITY	521				Add	Exempt		625								
2014	KENT	City of Grand Rapids	ITS Signal Communications	Areawide		Traffic ops/safety	ITS Traffic signal communications and synchronization, Phase II (transfer to IP and GPS clocks at up to 60 locations)	CON		160	CM			40	CITY	200				Add	Exempt		240								
2014	KENT	City of Grand Rapids	ITS Operations	Areawide		Traffic ops/safety	Regional Signal System TMS Operations	CON		374	CM			93	CITY	467				Add	Exempt		467								
2014	KENT	City of Grandville	Canal Avenue	Chicago Drive to 44th Street	1.5	Resurface	Resurface	CON		555	STU			195	CITY	750				Add	Exempt		900								
2014	KENT	City of Grand Rapids	Fuller Avenue	Malta Street to Leonard Street	0.56	Resurface	Rotomill/resurface	CON		370	STU			130	CITY	500				Add	Exempt		600								
2014	KENT	City of Kentwood	East Paris Avenue	44th Street to Barden Drive	0.66	Reconstruct	Reconstruct Existing	CON		778	STU			272	CNTY	1,050				Add	Exempt		1,260								
2014	KENT	City of Rockford	Courtland Street	180' E. of Fremont to E. of Main Street	0.16	Resurface	Rotomill/Resurface	CON		75	STU			26	CITY	101				Add	Exempt		121								
2014	KENT	City of Walker	Remembrance Road	Leonard Street to Walker Village Drive	0.48	Resurface	2/3 resurface, 1/3 reconstruct Existing	CON		789	NH			311	CITY	1,100				Add	Exempt		1,320								
2014	KENT	City of Wyoming	44th Street	Stafford Avenue to Division Avenue	0.6	Reconstruct	Reconstruct Existing	CON		1,555	STU			545	OLF	2,100				Add	Exempt		2,520								
2014	KENT	GVMC	Areawide	Areawide		Planning and research	Clean Air Action Program: Promote activities related to the public awareness on days when Ozone and PM2.5 are expected to be elevated during the Ozone Action season. The effort will expand the program activities for PM2.5 to all year long.	EPE		72	CM			8	OLF	80				Add	Exempt		80								
2014	KENT	Hope Network	Small cutaway bus	Rural Area		Transit vehicle additions/replacements	Small cutaway bus	T-Cap		54	ST	14	CTF			68				Add	Exempt		68								
2014	KENT	ITP	Rideshare Program	Areawide		Transit operations	Rideshare Program	T-Ops		124	CMG					124				Add	Exempt		124								
2014	KENT	ITP	Replacement VanPool Vans (4)	Areawide		Transit vehicle additions/replacements	Replace 4 VanPool Vans	T-Cap		80	CM	20	CTF			100				Add	Exempt		100								

STIP / TIP Report

6/4/13

Required Fields																							Optional Fields							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2014	KENT	ITP	Replacement Buses (2)	Areawide		Transit vehicle additions/replacements	Replace 2 linehaul 40' low floor Buses	T-Cap		640	CM	160	CTF			800				Add	Exempt		800							
2014	KENT	ITP	Free Fare on Clean Air Action Days	Areawide		Transit operations	Free bus rides on Clean Air Action Days	T-Ops		40	CM	10	CTF			50				Add	Exempt		50							
2014	KENT	ITP	Cutaway Conversion (4)	Areawide		Transit vehicle additions/replacements	4 Cutaway paratransit buses Converting from regular gas to propane.	T-Cap		51	CM	13	CTF			64				Add	Exempt		64							
2014	KENT	ITP	Paratransit Vehicles Expansion	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles Expansion	T-Cap		151	5307	38	CTF			189				Add	Exempt		189							
2014	KENT	ITP	Replacement 40' Buses	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses	T-Cap		2,560	5307	640	CTF			3,200				Add	Exempt		3,200							
2014	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit maintenance equipment and parts	Associated Capital Maintenance Items	T-Cap		727	5307	182	CTF			908				Add	Exempt		908							
2014	KENT	ITP	Preventive Maintenance	Regionwide		Transit maintenance equipment and parts	Preventive Maintenance	T-Cap		1,300	5307	325	CTF			1,625				Add	Exempt		1,625							
2014	KENT	ITP	Bus Tire Lease	Regionwide		Transit maintenance equipment and parts	Bus Tire Lease	T-Cap		189	5307	47	CTF			236				Add	Exempt		236							
2014	KENT	ITP	A&E	Regionwide		Transit facility	A&E	T-Cap		40	5307	10	CTF			50				Add	Exempt		50							
2014	KENT	ITP	Shop Equipment	Regionwide		Transit facility	Shop Equipment	T-Cap		20	5307	5	CTF			25				Add	Exempt		25							
2014	KENT	ITP	Facility Equipment	Regionwide		Transit facility	Facility Equipment	T-Cap		2,279	5307	570	CTF			2,848				Add	Exempt		2,848							
2014	KENT	ITP	Storage/Shelving Units	Regionwide		Transit facility	Storage/Shelving Units	T-Cap		16	5307	4	CTF			20				Add	Exempt		20							
2014	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit facility	Office Furniture/Equipment	T-Cap		40	5307	10	CTF			50				Add	Exempt		50							
2014	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		61	5307	15	CTF			76				Add	Exempt		76							
2014	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		41	5307	10	CTF			52				Add	Exempt		52							
2014	KENT	ITP	Service Vehicles	Regionwide		Transit vehicle additions/replacements	Service Vehicles	T-Cap		74	5307	18	CTF			92				Add	Exempt		92							
2014	KENT	ITP	Mics. Support Equipment	Regionwide		Transit facility	Mics. Support Equipment	T-Cap		46	5307	12	CTF			58				Add	Exempt		58							
2014	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit facility	Surveillance/Security Equipment	T-Cap		76	5307	19	CTF			95				Add	Exempt		95							
2014	KENT	ITP	ADA Vehicle Equipment	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		210	5307	53	CTF			263				Add	Exempt		263							
2014	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehab Adm/Maint Facility	T-Cap		357	5307	89	CTF			446				Add	Exempt		446							
2014	KENT	ITP	Passenger Shelters	Regionwide		Transit facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2014	KENT	ITP	Intelligent Transportation System	Regionwide		Transit	Intelligent Transportation System	T-Cap		1	5307	0	CTF			1				Add	Exempt		1							
2014	KENT	ITP	Mics. Contingencies	Regionwide		Transit	Mics. Contingencies	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2014	KENT	ITP	Project Administration	Regionwide		Transit	Project Administration	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2014	KENT	ITP	Capital Costs of Contracting	Regionwide		Transit	Capital Costs of Contracting	T-Cap		588	5307	147	CTF			735				Add	Exempt		735							
2014	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		10	5307	3	CTF			13				Add	Exempt		13							
2014	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		10	5307	3	CTF			13				Add	Exempt		13							
2014	KENT	ITP	Planning Funds	Regionwide		Transit operations	Planning Funds	T-Ops		546	5307	137	CTF			683				Add	Exempt									
2014	KENT	KCRC	4 Mile Rd.	Plainfield to Dean Lake	1	Resurface	Resurface	CON		555	STU			195	CNTY	750				Add	Exempt		900							
2014	KENT	KCRC	10 Mile Rd.	Wolverine Blvd. to Courtland Drive	0.4	Resurface	Resurface	CON		222	STU			78	CITY	300				Add	Exempt		360							
2014	KENT	KCRC	4 Mile Road	Walker Avenue to Old Orchard Avenue	1.91	Widen - major (capacity increase)	Reconstruct and add center turn lane	CON		1,200	STU			300	CNTY	1,500				Add	Non-exempt	STP-Flex	1,800							
2014	KENT	KCRC	4 Mile Road	Walker Avenue to Old Orchard Avenue	1.91	Widen - major (capacity increase)	Reconstruct and add center turn lane	CON			988	EDC		247	CNTY	1,235				Add	Non-exempt		1,482							
2014	KENT	KCRC	Spaulding Avenue	Cascade Road		Traffic ops/safety	Southbound right turn lane from Spaulding to Cascade	CON		280	CM			70	CNTY	350				Add	Exempt		420							
2014	KENT	KCRC	Cascade Road	Pratt Lake Avenue to the County line	1	Traffic ops/safety	Resurface, bridge removal	CON		574	ST			143	CNTY	717				Add	Exempt		860							
2014	KENT	KCRC	Patterson Ave.	100th Street to 108th Avenue	1	Traffic ops/safety	Reconstruct	CON		170	ST			830	CNTY	1,000				Add	Exempt		1,200							
2014	KENT	MDOT	I-96	at three locations in Kent County	0	Miscellaneous	PHASE II - GVMC Area Deployment	CON		4,071	NH	903	M			4,974	106327			Add	Exempt		5,674							

STIP / TIP Report

6/4/13

Required Fields		Optional Fields																				E-File v. 3.4 (04.26.13)								
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2014	KENT	MDOT	I-96	under M-50	0.00	Bridge replacement	Bridge Replacement	CON		3,707	IM	412	M			4,119	106793			Add	Exempt		4,530							
2014	KENT	MDOT	I-96	at M-50	0.109	Traffic ops/safety	Add center left turn lane on M-50 over I-96 (S06 of 41024) and extend deceleration lane on eastbound off-ramp.	CON		1,800	CM	450	M			2,250	110784			Add	Exempt		2,250							
2014	KENT	MDOT	M-11	M-45 south to The Grand River	4.00	Resurface	Mill, Det 8 Joint Repairs, HMA Resurface	CON		2,724	NH	604	M			3,328	112072			Add	Exempt		8,607							
2014	KENT	MDOT	US-131 SB	US-131 SB over Bridge Street	0	Restore & rehabilitate	Deep ovrlly, substr repr, z-pnt	CON		1,455	NH	282	M	40	CITY	1,778	112942			Add	Exempt		1,930							
2014	KENT	MDOT	US-131	US-131 NB & SB over Grandville Ave.	0.07	Bridge - other	Healer Sealer, deck patch, CSC, part. paint	CON		1,475	NH	369	M			1,844	118934			Add	Exempt		1,844							
2014	KENT	MDOT	MDOT WM TMC	Regionwide		Traffic ops/safety	Control Room Operations for the West Michigan TOC	EPE		500	CMG					500				Add	Exempt		500							
2014	KENT	MDOT	MDOT ITS	Regionwide		Traffic ops/safety	Device Operation and Maintenance	EPE		650	CMG					650				Add	Exempt		650							
2014	KENT	MDOT	M-11 (28th Street)	Kalamazoo Avenue east to Breton Avenue	1	Resurface	Mill and Resurface	CON		800	NH	200	M			1,000	118134			Add	Exempt		1,000							
2014	KENT	MDOT	M-37 (Broadmoor Avenue)	29th Street north to Lake Eastbrook BLVD.		Resurface	Mill and Resurface	CON		960	NH	240	M			1,200	118845			Add	Exempt									
2014	KENT	MDOT	M-44	Ramsdell Dr east to the East Kent Co Line	7.16	Restore & rehabilitate	HMA Inlay	CON		7,524	ST	1,881	M			9,405	108914			Add	Exempt		9,405							
2014	KENT/OTTAWA	GVMC	GVMC	Planning Studies		Planning and research	Studies	EPE		150	STU			38	CNTY	188				Add	Exempt		188							
2014	KENT/OTTAWA	MDOT	Capital Prev. Maintenance (Bridge-Trunkline)	Regionwide		GPA	CPM - Trunkline Bridge	CON		3,200	BHT	800	M			4,000				Add	Exempt		4,000							
2014	KENT/OTTAWA	MDOT	Highway Safety Trunkline GPA	Regionwide		GPA	Traffic/Safety	CON		1,440	STH	360	M			1,800				Add	Exempt		1,800							
2014	KENT/OTTAWA	MDOT	Trunkline Rail X-ing	Regionwide		GPA	Railroad Safety	CON		8	STR	2	M			10				Add	Exempt		10							
2014	KENT/OTTAWA	MDOT	Trunkline Program Development/Scoping	Regionwide		GPA	Trunkline Project Development/Scoping	EPE		320	STT	80	M			400				Add	Exempt		400							
2014	KENT/OTTAWA	MDOT	Pre-Construction Phases (Trunkline)	Regionwide		GPA	Trunkline Pre-Construction	PE		1,085	ST	271	M			1,356				Add	Exempt		1,356							
2014	KENT/OTTAWA	MDOT	Capital Prev. Maintenance (Road-Trunkline)	Regionwide		GPA	CPM - Trunkline Road	CON		4,800	ST	1,200	M			6,000				Add	Exempt		4,300							
2014	OTTAWA	OCRC	44th Street	8th Avenue to Kenowa Avenue	1	Resurface	Rotomill/Resurface	CON		482	STU			169	CNTY	651				Add	Exempt		781							
2014	OTTAWA	OCRC	Bauer Road	24th Avenue to Cottonwood Drive	1.5	Resurface	Resurface	CON		391	STU			137	CNTY	528				Add	Exempt		634							
2015	KENT	City of Grand Rapids	Leonard Street	Lafayette to Ashland	0.47	Reconstruct	Reconstruct Existing	CON		558	STU			206	CITY	764				Add	Exempt		917							
2015	KENT	City of Grand Rapids	Lafayette Avenue	Bradford to Leonard	0.47	Reconstruct	Reconstruct Existing	CON		600	STU			222	CITY	821				Add	Exempt		986							
2015	KENT	City of Grand Rapids	Pearl Street	Mt. Vernon Avenue to Front Avenue	0.11	Reconstruct	Reconstruct Existing	CON		443	STU			164	CITY	607				Add	Exempt		729							
2015	KENT	City of Grand Rapids	Bostwick Avenue	Lyon to Crescent	0.06	Reconstruct	Reconstruct Existing	CON		130	STU			48	CITY	179				Add	Exempt		214							
2015	KENT	City of Grand Rapids	Fulton Street	Woodward Avenue to Lakeside Avenue	0.29	Resurface	Rotomill/resurface	CON		261	STU			96	CITY	357				Add	Exempt		429							
2015	KENT	City of Grand Rapids	State Street	Jefferson to Lafayette	0.14	Reconstruct	Reconstruct Existing	CON		29	STU			11	CITY	40				Add	Exempt		48							
2015	KENT	City of Grand Rapids	Kalamazoo Avenue	Burton Street to Fuller Avenue	0.48	Resurface	Rotomill/rubblize/resurface	CON		243	STU			90	CITY	333				Add	Exempt	STP-Flex	400							
2015	KENT	City of Grand Rapids	Fuller Avenue	Leonard Street to Knapp Street	1.00	Resurface	Rotomill/resurface	CON		626	STU			231	CITY	857				Add	Exempt	STP-Flex	1,029							
2015	KENT	City of Grand Rapids	State Street	Jefferson to Lafayette	0.14	Reconstruct	Reconstruct Existing	CON		320	STU			118	CITY	438				Add	Exempt	STP-Flex	526							
2015	KENT	City of Grand Rapids	ITS Signal Communications	MPO Area		Traffic ops/safety	ITS Traffic signal communications and synchronization Phase III (transfer to IP and GPS clocks at up to 60 locations)	CON		160	CM			40	CITY	200				Add	Exempt		240							

STIP / TIP Report

6/4/13

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2015	KENT	City of Grand Rapids	Wireless Radio	Cedar Springs/17 Mile Road		Roadside facility	Point to Point wireless radio, fiber optic and wireless traffic signal interconnect. Link to MSP network site. Extends the existing system's network on US-131 to Northland Drive, Northland Drive to Pine Street.	CON		280	CM			70	CITY	350					Add	Exempt		420									
2015	KENT	City of Grand Rapids	Signal Optimization	MPO Area		Traffic ops/safety	Signal Optimization at up to 120 locations on Federal Aid Roads, Phase 10	CON		240	CM			60	CITY	300					Add	Exempt		360									
2015	KENT	City of Grand Rapids	College Avenue	Michigan Street		Traffic ops/safety	Design and implementation of improvements through geometric alteration to include left turns at Michigan and College Intersection	CON		442	CM			110	CITY	552					Add	Exempt		663									
2015	KENT	City of Grand Rapids	ITS Operations	Areawide		Traffic ops/safety	Regional Signal System TMS Operations			392	CM			98	CITY	490					Add	Exempt		490									
2015	KENT	City of Grandville	Prairie/Division	Wilson Avenue to Chicago Drive	0.13	Resurface	Resurface	CON		131	STU			49	CITY	180					Add	Exempt		216									
2015	KENT	City of Walker	Wilson Avenue (M-11)	Remembrance Road		Traffic ops/safety	Construct a roundabout	CON		400	CM			100	CITY	500					Add	Exempt		600									
2015	KENT	City of Wyoming	Roger B. Chaffee	44th Street to 32nd Street	1.56	Resurface	Resurface	CON	Advance Construct					1,200	CITY	1,200					Add	Exempt		1,440									
2015	KENT	Hope Network	Small cutaway bus	Rural Area		Transit vehicle additions/replacements	Small cutaway bus	T-Cap		54	ST	14	CTF			68					Add	Exempt		68									
2015	KENT	ITP	Replacement Buses (2)	Areawide		Transit vehicle additions/replacements	Replace 2 linehaul 40' low floor Buses	T-Cap		640	CM	160	CTF			800					Add	Exempt		800									
2015	KENT	ITP	Replacement VanPool Vans (6)	Areawide		Transit vehicle additions/replacements	6 Replacement VanPool Vans	T-Cap		100	CM	25	CTF			125					Add	Exempt		125									
2015	KENT	ITP	Replacement Paratransit Bus (1)	Rural Area		Transit vehicle additions/replacements	1 Replacement Paratransit Bus	T-Cap		52	ST	13	CTF			65					Add	Exempt		65									
2015	KENT	ITP	Replacement Paratransit Bus (1)	Rural Area		Transit vehicle additions/replacements	1 Replacement Paratransit Bus	T-Cap		52	ST	13	CTF			65					Add	Exempt		65									
2015	KENT	ITP	Replacement Paratransit Bus (1)	Rural Area		Transit vehicle additions/replacements	1 Replacement Paratransit Bus	T-Cap		52	ST	13	CTF			65					Add	Exempt		65									
2015	KENT	ITP	Replacement 40' Buses (8)	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses (8)	T-Cap		3,288	5307	822	CTF			4,110					Add	Exempt		4,110									
2015	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit maintenance equipment and parts	Associated Capital Maintenance Items	T-Cap		600	5307	150	CTF			750					Add	Exempt		750									
2015	KENT	ITP	Bus Tire Lease	Regionwide		Transit maintenance equipment and parts	Bus Tire Lease	T-Cap		160	5307	40	CTF			200					Add	Exempt		200									
2015	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit facility	Surveillance/Security Equipment	T-Cap		88	5307	22	CTF			109					Add	Exempt		109									
2015	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit facility	Office Furniture/Equipment	T-Cap		32	5307	8	CTF			40					Add	Exempt		40									
2015	KENT	ITP	A&E	Regionwide		Transit facility	A&E	T-Cap		80	5307	20	CTF			100					Add	Exempt		100									
2015	KENT	ITP	Shop Equipment	Regionwide		Transit facility	Shop Equipment	T-Cap		80	5307	20	CTF			100					Add	Exempt		100									
2015	KENT	ITP	Facility Equipment	Regionwide		Transit facility	Facility Equipment	T-Cap		160	5307	40	CTF			200					Add	Exempt		200									
2015	KENT	ITP	Storage/Shelving Units	Regionwide		Transit facility	Storage/Shelving Units	T-Cap		13	5307	3	CTF			16					Add	Exempt		16									
2015	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		49	5307	12	CTF			61					Add	Exempt		61									
2015	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		33	5307	8	CTF			41					Add	Exempt		41									
2015	KENT	ITP	Intelligent Transportation System	Regionwide		Transit	Intelligent Transportation System	T-Cap		1,346	5307	337	CTF			1,683					Add	Exempt		1,683									
2015	KENT	ITP	Service Vehicles	Regionwide		Transit vehicle additions/replacements	Service Vehicles	T-Cap		59	5307	15	CTF			74					Add	Exempt		74									
2015	KENT	ITP	Misc. Support Equipment	Regionwide		Transit facility	Misc. Support Equipment	T-Cap		37	5307	9	CTF			46					Add	Exempt		46									

STIP / TIP Report

6/4/13

Required Fields																							Optional Fields								
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	
2015	KENT	ITP	ADA Vehicle Equipment	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		80	5307	20	CTF			100				Add	Exempt		100								
2015	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehab Adm/Maint Facility	T-Cap		640	5307	160	CTF			800				Add	Exempt		800								
2015	KENT	ITP	Preventive Maintenance	Regionwide		Transit maintenance equipment and parts	Preventive Maintenance	T-Cap		640	5307	160	CTF			800				Add	Exempt		800								
2015	KENT	ITP	Capital Costs of Contracting	Regionwide		Transit	Capital Costs of Contracting	T-Cap		512	5307	128	CTF			640				Add	Exempt		640								
2015	KENT	ITP	Misc. Contingencies	Regionwide		Transit	Misc. Contingencies	T-Cap		40	5307	10	CTF			50				Add	Exempt		50								
2015	KENT	ITP	Project Administration	Regionwide		Transit	Project Administration	T-Cap		80	5307	20	CTF			100				Add	Exempt		100								
2015	KENT	ITP	Passenger Shelters/Bench	Regionwide		Transit facility	Passenger Shelters/Bench	T-Cap		240	5307	60	CTF			300				Add	Exempt		300								
2015	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		8	5307	2	CTF			10				Add	Exempt		10								
2015	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		8	5307	2	CTF			10				Add	Exempt		10								
2015	KENT	ITP	Planning Funds	Regionwide		Transit operations	Planning Funds	T-Ops		480	5307	120	CTF			600				Add	Exempt		600								
2015	KENT	KCRC	Wolverine Blvd.	Belding to 10 mile	4.3	Resurface	Resurface	CON		217	STU			80	CNTY	297				Add	Exempt		357								
2015	KENT	KCRC	4 Mile Road	Fruitridge to Walker	1.5	Resurface	Resurface	CON		876	STU			324	CNTY	1,200				Add	Exempt		1,440								
2015	KENT	KCRC	36th St.	Patterson to Kraft	1.00	Resurface	Resurface	CON		803	STU			297	CNTY	1,100				Add	Exempt		1,320								
2015	KENT	KCRC	Cascade Rd.	East Paris to Forest Hill	0.8	Resurface	Resurface	CON		438	STU			162	CITY	600				Add	Exempt		720								
2015	KENT	KCRC	Wolverine Blvd.	Belding to 10 mile	4.30	Resurface	Resurface	CON		805	NH			298	CNTY	1,103				Add	Exempt	NHPP Funded	1,323								
2015	KENT	KCRC	Patterson Ave.	108th to 100th	1.00	Reconstruct	Reconstruct Existing	CON		603	ST			27	CNTY	630				Add	Exempt		757								
2015	KENT	KCRC	108th Street	Over Thornapple River	0.00	Bridge - other	Preventive Maintenance	CON		768	BHO	144	M	48	CNTY	960	118528			Add	Exempt		960								
2015	KENT	KCRC	Hudson Street	over Grand River		Bridge - other	Preventive Maintenance	CON		350	BHT	66	M	22	CNTY	438	118529			Add	Exempt		438								
2015	KENT	MDOT	M-21	over the GTW Railroad	0.09	Bridge replacement	Superstructure Replacement	CON		2,056	ST	456	M			2,512	102973			Add	Exempt		2,707								
2015	KENT	MDOT	I-196	I-196 EB over M-45 WB ramp		Restore & rehabilitate	Shallow ovrlly, beam rprs	CON		1,085	IM	106	M	15	CITY	1,206	109866			Add	Exempt		1,361								
2015	KENT	MDOT	US-131	36th St North to M-11	1.19	Miscellaneous	Replace Freeway Lighting	CON		591	NH	131	M			722	110039			Add	Exempt		788								
2015	KENT	MDOT	M-11	Remembrance Rd to M-45	2.49	Resurface	Mill, Det 8 Joints, HMA Resurfacing	CON		1,715	NH	380	M			2,095	112071			Add	Exempt		8,607								
2015	KENT	MDOT	I-96	I-96 under Cascade Road		Bridge replacement	Deck replc, substr repr, widen	CON		4,871	IM	541	M			5,412	112943			Add	Exempt		6,599								
2015	KENT	MDOT	I-196 EB	I-196 EB over M-45		Restore & rehabilitate	Shallow ovrlly, substr repr	CON		1,006	IM	98	M	14	CITY	1,118	115798			Add	Exempt		1,714								
2015	KENT	MDOT	I-196	I-196 WB over Grand River, US-131, local streets	0.07	Restore & rehabilitate	Deep ovly, part paint, steel repr, sub repr	CON		6,001	IM	583	M	83	CNTY	6,668	118123			Add	Exempt		7,247								
2015	KENT	MDOT	US-131	10 Mile Road north to M-46 (17 Mile Road)		Traffic ops/safety	Temporary cross-overs for reconstruction project in 2017	CON		1,200	NH	300	M			1,500	119013			Add	Exempt		1,500								
2015	KENT	MDOT	M-37 (Alpine Avenue)	3 Mile Road north to Alpenhorn Drive		Resurface	Mill and Resurface	CON		2,000	ST	500	M			2,500	117998			Add	Exempt		2,500								
2015	KENT	MDOT	I-96	Cascade Road		Traffic ops/safety	Left turn lane	CON		2,106	CM	526	M			2,632				Add	Exempt		2,632								
2015	KENT	MDOT	US-131	M-57		Traffic ops/safety	Extend Right Turn Lane On Northbound Off-Ramp-PE	PE		60	CM	15	M			75				Add	Exempt		75								
2015	KENT	MDOT	MDOT ITS	Regionwide		Traffic ops/safety	Device Operation and Maintenance	EPE		972	CM	243	M			1,215				Add	Exempt		1,215								
2015	KENT/OTTAWA	GVMC	Planning Studies	Areawide		Planning and research	Studies	EPE		150	STU			38	OLF	188				Add	Exempt		188								
2015	KENT/OTTAWA	GVMC	Areawide	Areawide		Planning and research	Clean Air Action Program: Promote activities related to the public awareness on days when Ozone and PM2.5 are expected to be elevated during the Ozone Action season. The effort will expand the program activities for PM2.5 to all year long.	EPE		80	CM			20	OLF	100				Add	Exempt		100								
2015	KENT/OTTAWA	ITP	Rideshare Program	Areawide		Transit operations	Rideshare Program	T-Ops		130	CMG					130				Add	Exempt		130								
2015	KENT/OTTAWA	ITP	Free Fare on Clean Air Action Days	Areawide		Transit operations	Free bus rides on Clean Air Action Days	T-Ops		80	CM	20	CTF			100				Add	Exempt		100								
2015	KENT/OTTAWA	KCRC	Capital Preventive Maintenance	Areawide		GPA	GPA	CON		720	STU			180	OLF	900				Add	Exempt		900								
2015	OTTAWA	City of Hudsonville	Highland Drive/New Holland Street	Creekview Drive to 40th Avenue	0.51	Resurface	Resurface	CON		207	STU			77	CITY	284				Add	Exempt		341								

STIP / TIP Report

6/4/13

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2015	OTTAWA	MDOT	M-11	Hayes St to Wilson Ave	2.21	Resurface	Mill, Det 8 Repairs, HMA Resurfacing	CON		2,069	NH	459	M			2,528	112069			Add	Exempt		8,607							
2015	OTTAWA	OCRC	Port Sheldon Street	40th Avenue to Chicago Drive	2.52	Resurface	Resurface	CON		876	STU			324	CNTY	1,200				Add	Exempt		1,440							
2016	KENT	City of East Grand Rapids	Lake Drive	Bagley Avenue to Corlon Drive	0.68	Reconstruct	Reconstruct/Resurface	CON		372	STU			795	CITY	1,167				Add	Exempt		1,320							
2016	KENT	City of East Grand Rapids	Lake Drive	At Breton Road		Traffic ops/safety	Proper alignment of intersection approaches to improve operations including turn lane improvements and sidewalk modifications.	CON		288	CM			72	CITY	360				Add	Exempt		432							
2016	KENT	City of Grand Rapids	Kalamazoo Avenue	Fuller Avenue to Hall Street	0.59	Resurface	Rotomill/rubblize/resurface	CON		268	STU			89	CITY	357				Add	Exempt		429							
2016	KENT	City of Grand Rapids	Leonard Street	Alpine Avenue to Turner Avenue	0.53	Resurface	Rotomill/resurface	CON		73	STU			24	CITY	98				Add	Exempt		118							
2016	KENT	City of Grand Rapids	Alpine Avenue	Leonard Street to Richmond Street	0.5	Resurface	Rotomill/resurface	CON		289	STU			96	CITY	386				Add	Exempt		463							
2016	KENT	City of Grand Rapids	Fulton Street	Fuller Avenue to Benjamin Avenue	0.11	Resurface	Rotomill/resurface	CON		59	STU			20	CITY	79				Add	Exempt		94							
2016	KENT	City of Grand Rapids	Leonard Street	Plainfield Avenue to Lafayette Avenue	0.27	Resurface	Rotomill/resurface	CON		134	STU			45	CITY	179				Add	Exempt		214							
2016	KENT	City of Grand Rapids	Kalamazoo Avenue	42nd Street to 36th Street	0.73	Resurface	Rotomill/resurface	CON		536	STU			179	CITY	714				Add	Exempt		857							
2016	KENT	City of Grand Rapids	Michigan Street	Diamond Avenue to Fuller Avenue	0.23	Resurface	Rotomill/resurface	CON		123	STU			41	CITY	164				Add	Exempt		197							
2016	KENT	City of Grand Rapids	Leonard Street	Alpine Avenue to Turner Avenue	0.53	Resurface	Rotomill/resurface	CON		259	NH			86	CITY	345				Add	Exempt	NHPP Funded	414							
2016	KENT	City of Grand Rapids	Loops Cameras	Areawide		Traffic ops/safety	Replacement and installation of vehicle detection loops and cameras at up to 60 locations.	CON		200	CM			50	CITY	250				Add	Exempt		300							
2016	KENT	City of Grand Rapids	Fiber Communications	Areawide		Traffic ops/safety	Extend the existing Signal's System fiber network along Burton St. west of Division Ave. to connect up to 8 additional signalized locations and various ITS.	CON		240	CM			60	CITY	300				Add	Exempt		360							
2016	KENT	City of Grand Rapids	Signal Optimization	Areawide		Traffic ops/safety	Signal Optimization at up to 120 locations on Federal Aid Roads, Phase 11	CON		240	CM			60	CITY	300				Add	Exempt		360							
2016	KENT	City of Grand Rapids	ITS Operations	Areawide		Traffic ops/safety	Regional Signal System TMS Operations	CON		412	CM			103	CITY	515				Add	Exempt		515							
2016	KENT	City of Grandville	Wilson Avenue	Chicago Drive to Rivertown PKWY	1.73	Resurface	Resurface	CON		746	STU			249	CITY	995				Add	Exempt		1,194							
2016	KENT	City of Walker	Walker Avenue	Three Mile Road to Waldorf Street	0.52	Resurface	Resurface	CON		244	STU			81	CITY	325				Add	Exempt		390							
2016	KENT	City of Wyoming	Clyde Park Avenue	28th Street to Burton Street	1.00	Resurface	Resurface	CON		450	STU			150	CITY	600				Add	Exempt		720							
2016	KENT	City of Wyoming	Clyde Park Avenue	54th Street to 60th Street	0.75	Resurface	Resurface	CON		338	STU			113	CITY	450				Add	Exempt		540							
2016	KENT	City of Wyoming	Roger B. Chaffee	44th Street to 32nd Street	1.57	Resurface	Resurface	CON	Advance Construction conversion	900	STU					900				Add	Exempt		900							
2016	KENT	ITP	Replacement Bus	Areawide		Transit vehicle additions/replacements	Replace 1 Linehaul 40' low floor bus	T-Cap		347	CM	87	CTF			433				Add	Exempt		433							
2016	KENT	ITP	Replacement VanPool Vans (5)	Areawide		Transit vehicle additions/replacements	Replace 5 VanPool Vans	T-Cap		100	CM	25	CTF			125				Add	Exempt		125							
2016	KENT	ITP	Replacement 40' Buses (8)	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses (8)	T-Cap		3,936	5307	984	CTF			4,920				Add	Exempt		4,920							
2016	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit maintenance equipment and parts	Associated Capital Maintenance Items	T-Cap		631	5307	158	CTF			789				Add	Exempt		789							

STIP / TIP Report

6/4/13

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Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2016	KENT	ITP	Bus Tire Lease	Regionwide		Transit maintenance equipment and parts	Bus Tire Lease	T-Cap		160	5307	40	CTF			200				Add	Exempt		200							
2016	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit facility	Surveillance/Security Equipment	T-Cap		64	5307	16	CTF			79				Add	Exempt		79							
2016	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit facility	Office Furniture/Equipment	T-Cap		32	5307	8	CTF			40				Add	Exempt		40							
2016	KENT	ITP	A&E	Regionwide		Transit facility	A&E	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2016	KENT	ITP	Shop Equipment	Regionwide		Transit facility	Shop Equipment	T-Cap		160	5307	40	CTF			200				Add	Exempt		200							
2016	KENT	ITP	Facility Equipment	Regionwide		Transit facility	Facility Equipment	T-Cap		160	5307	40	CTF			200				Add	Exempt		200							
2016	KENT	ITP	Storage/Shelving Units	Regionwide		Transit facility	Storage/Shelving Units	T-Cap		16	5307	4	CTF			20				Add	Exempt		20							
2016	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		37	5307	9	CTF			46				Add	Exempt		46							
2016	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		22	5307	6	CTF			28				Add	Exempt		28							
2016	KENT	ITP	Intelligent Transportation System	Regionwide		Transit	Intelligent Transportation System	T-Cap		911	5307	228	CTF			1,139				Add	Exempt		1,139							
2016	KENT	ITP	Service Vehicles	Regionwide		Transit vehicle additions/replacements	Service Vehicles	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2016	KENT	ITP	Misc. Support Equipment	Regionwide		Transit facility	Misc. Support Equipment	T-Cap		40	5307	10	CTF			50				Add	Exempt		50							
2016	KENT	ITP	ADA Vehicle Equipment	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		80	5307	20	CTF			100				Add	Exempt		100							
2016	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehab Adm/Maint Facility	T-Cap		400	5307	100	CTF			500				Add	Exempt		500							
2016	KENT	ITP	Preventive Maintenance	Regionwide		Transit maintenance equipment and parts	Preventive Maintenance	T-Cap		800	5307	200	CTF			1,000				Add	Exempt		1,000							
2016	KENT	ITP	Capital Costs of Contracting	Regionwide		Transit	Capital Costs of Contracting	T-Cap		544	5307	136	CTF			680				Add	Exempt		680							
2016	KENT	ITP	Misc. Contingencies	Regionwide		Transit	Misc. Contingencies	T-Cap		40	5307	10	CTF			50				Add	Exempt		50							
2016	KENT	ITP	Project Administration	Regionwide		Transit	Project Administration	T-Cap		64	5307	16	CTF			80				Add	Exempt		80							
2016	KENT	ITP	Passenger Shelters/Bench	Regionwide		Transit facility	Passenger Shelters/Bench	T-Cap		240	5307	60	CTF			300				Add	Exempt		300							
2016	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		8	5307	2	CTF			10				Add	Exempt		10							
2016	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		8	5307	2	CTF			10				Add	Exempt		10							
2016	KENT	ITP	Planning Funds	Regionwide		Transit operations	Planning Funds	T-Ops		437	5307	109	CTF			546				Add	Exempt		546							
2016	KENT	KCRC	M-37 to Alpine Ave.		0.8	Resurface	Resurface	CON		375	STU			125	CNTY	500				Add	Exempt		600							
2016	KENT	KCRC	Cascade Road	Hall St. to Burton St.	2.2	Resurface	Resurface	CON		100	STU			33	CNTY	133				Add	Exempt		160							
2016	KENT	KCRC	Cascade Road	Hall St. to Burton St.	2.2	Resurface	Resurface	CON		1,213	STU			404	CNTY	1,617				Add	Exempt	STP-Flex	1,940							
2016	KENT	KCRC	Division Avenue	76th St. to 84th St.	0.97	Resurface	Resurface	CON		563	NH			188	CNTY	750				Add	Exempt	NHPP Funded	900							
2016	KENT	KCRC	Division Avenue	108th to 100th	1	Reconstruct	Reconstruct Existing	CON		830	ST			207	CNTY	1,037				Add	Exempt		1,245							
2016	KENT	MDOT	I-96	I-96 under Cheney Avenue		Bridge replacement	Deck replc, P/H, substr rpr	CON		1,397	IM	136	M	19	CITY	1,552	109864			Add	Exempt		1,749							
2016	KENT	MDOT	US-131	Leonard Street to Ann Street		Traffic ops/safety	Southbound Weave/Merge Lane-Const.	CON		5,672	CM	1,418	M			7,090				Add	Exempt		7,090							
2016	KENT	MDOT	MDOT ITS	Regionwide		Traffic ops/safety	Device Operation and Maintenance	EPE		972	CM	243	M			1,215				Add	Exempt		650							
2016	KENT/OTTAWA	GVMC	Planning Studies	Areawide		Planning and research	Studies	EPE		150	STU			38	OLF	188				Add	Exempt		188							
2016	KENT/OTTAWA	GVMC	Areawide	Areawide		Planning and research	Clean Air Action Program: Promote activities related to the public awareness on days when Ozone and PM2.5 are expected to be elevated during the Ozone Action season. The effort will expand the program activities for PM2.5 to all year long.	EPE		80	CM			20	OLF	100				Add	Exempt		100							
2016	KENT/OTTAWA	ITP	Rideshare Program	Areawide		Transit operations	Rideshare Program	T-Ops		137	CM					137				Add	Exempt		137							
2016	KENT/OTTAWA	ITP	Free Fare on Clean Air Action Days	Areawide		Transit operations	Free bus rides on Clean Air Action Days	T-Ops		80	CM	20	CTF			100				Add	Exempt		100							

E-File v. 3.4 (04.26.13)

STIP / TIP Report

6/4/13

Required Fields																							Optional Fields								
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	
2016	KENT/OTTAWA	KCRC	Capital Preventive Maintenance	Areawide		GPA	GPA	CON		720	STU			180	OLF	900				Add	Exempt		900								
2016	OTTAWA	City of Hudsonville	36th Avenue	Oak Street to Chicago Drive	0.45	Resurface	Resurface	CON		233	STU			78	CITY	310				Add	Exempt		372								
2016	OTTAWA	MDOT	Countywide	Grand River Watershed	0.01	Miscellaneous	Wetland Mitigation Bank Site	CON		521	ST	116	M			637	107961			Add	Exempt		1,477								
2016	OTTAWA	MDOT	I-196	at 32nd Avenue		Roadside facility	Crack Sealing	CON		2	ST	1	M			3	113536			Add	Exempt		3								
2016	OTTAWA	OCRC	48th Avenue	M-45 to Pierce Street		Intermodal/multimodal	10' wide Non-Motorized Facility on the west side of the roadway	CON		240	CM			60	CNTY	300				Add	Exempt		360								
2017	KENT	City of Grand Rapids	Wealthy Street	US-131 to Division Avenue	0.18	Reconstruct	Reconstruct Existing	CON		957	STU			443	CITY	1,400				Add	Exempt		1,680								
2017	KENT	City of Grand Rapids	Leonard Street	Fuller Avenue to Ball Avenue	0.48	Reconstruct	Reconstruct Existing	CON		331	STU			153	CITY	484				Add	Exempt		581								
2017	KENT	City of Grand Rapids	Michigan Street	College Avenue to Eastern Avenue	0.38	Resurface	Rotomill/resurface	CON		171	STU			79	CITY	250				Add	Exempt		300								
2017	KENT	City of Grand Rapids	Kalamazoo Avenue	36th Street to Forrester Avenue	0.72	Resurface	Rotomill/resurface	CON		327	STU			151	CITY	479				Add	Exempt		574								
2017	KENT	City of Grand Rapids	Burton Street	Breton Avenue to East Beltline	1.23	Resurface	Rotomill/resurface	CON		586	STU			271	CITY	857				Add	Exempt		1,029								
2017	KENT	City of Grand Rapids	Leonard Street	Walker Avenue to Alpine Avenue	0.82	Resurface	Rotomill/resurface	CON		220	STU			102	CITY	322				Add	Exempt		386								
2017	KENT	City of Grand Rapids	Fulton Street	Lafayette Avenue to College Avenue	0.25	Resurface	Rotomill/resurface	CON		122	STU			57	CITY	179				Add	Exempt		214								
2017	KENT	City of Grand Rapids	Leonard Street	Hillburn Avenue to Country Club Avenue	0.15	Resurface	Rotomill/resurface	CON		107	STU			50	CITY	157				Add	Exempt		189								
2017	KENT	City of Grand Rapids	Alpine Avenue	Richmond Street to Nason Street	1	Resurface	Rotomill/resurface	CON		220	STU			102	CITY	321				Add	Exempt		386								
2017	KENT	City of Grand Rapids	Leonard Street	Ashland Street to Fuller Avenue	0.66	Reconstruct	Reconstruct Existing	CON		597	NH			199	CITY	796				Add	Exempt	NHPP Funded	955								
2017	KENT	City of Grand Rapids	Leonard Street	Walker Avenue to Alpine Avenue	0.82	Resurface	Rotomill/resurface	CON		241	NH			80	CITY	321				Add	Exempt	NHPP Funded	385								
2017	KENT	City of Grand Rapids	Connected Vehicle	Areawide		Traffic ops/safety	Undertake the integration of V2V and/or V2I technology (traffic responsive connected vehicle) into the regional transportation management system.	CON		280	CM			70	CITY	350				Add	Exempt		420								
2017	KENT	City of Grand Rapids	Fiber Communications	Areawide		Traffic ops/safety	Extend the existing Signal's System fiber network along Burton St. east of Division Ave. to connecting up to 12 additional signalized locations and various ITS.	CON		240	CM			60	CITY	300				Add	Exempt		360								
2017	KENT	City of Grand Rapids	Signal Optimization	Areawide		Traffic ops/safety	Signal Optimization at up to 120 locations on Federal Aid roads, Phase 12.	CON		240	CM			60	CITY	300				Add	Exempt		360								
2017	KENT	City of Grand Rapids	College Avenue	Michigan Street		Traffic ops/safety	Design and implementation of improvements through	CON		289	CM			72	CITY	361				Add	Exempt		433								
2017	KENT	City of Grand Rapids	ITS Operations	Areawide		Traffic ops/safety	Regional Signal System TMS Operations	CON		432	CM			108	CITY	541				Add	Exempt		541								
2017	KENT	City of Kentwood	East Paris Avenue	Burton Street to NCL	0.75	Resurface	Rotomill/resurface	CON		957	STU			443	CITY	1,400				Add	Exempt		1,680								
2017	KENT	City of Kentwood	44th Street	Shaffer to East Beltline	1.25	Resurface	Rotomill/resurface	CON		957	STU			443	CITY	1,400				Add	Exempt		1,680								
2017	KENT	City of Kentwood	East Paris Avenue	M-11		Traffic ops/safety	Right Turn lane on northbound East Paris to eastbound M-11	CON		64	CM			16	CITY	80				Add	Exempt		96								
2017	KENT	City of Walker	Turner Avenue	West River Drive to US-131 SB Ramps	0.65	Resurface	Resurface	CON		547	STU			253	CITY	800				Add	Exempt		960								
2017	KENT	ITP	Replacement Buses (2)	Areawide		Transit vehicle additions/replacements	Replace 2 linehaul 40' low floor Buses	T-Cap		656	CM	164	CTF			820				Add	Exempt		820								

STIP / TIP Report

6/4/13

STIP / TIP Report																							Optional Fields								
Required Fields																							Optional Fields								
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	
2017	KENT	ITP	Replacement VanPool Vans (4)	Areawide		Transit vehicle additions/replacements	Replace 4 VanPool Vans	T-Cap		80	CM	20	CTF			100				Add	Exempt		100								
2017	KENT	ITP	Paratransit Vehicle Replacement (40)	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicle Replacement (40)	T-Cap		2,560	5307	640	CTF			3,200				Add	Exempt		3,200								
2017	KENT	ITP	Replacement 40' Buses (8)	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses (8)	T-Cap		3,240	5307	810	CTF			4,050				Add	Exempt		4,050								
2017	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit maintenance equipment and parts	Associated Capital Maintenance Items	T-Cap		83	5307	21	CTF			104				Add	Exempt		104								
2017	KENT	ITP	Bus Tire Lease	Regionwide		Transit maintenance equipment and parts	Bus Tire Lease	T-Cap		160	5307	40	CTF			200				Add	Exempt		200								
2017	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit facility	Surveillance/Security Equipment	T-Cap		64	5307	16	CTF			79				Add	Exempt		79								
2017	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit facility	Office Furniture/Equipment	T-Cap		32	5307	8	CTF			40				Add	Exempt		40								
2017	KENT	ITP	A&E	Regionwide		Transit facility	A&E	T-Cap		40	5307	10	CTF			50				Add	Exempt		50								
2017	KENT	ITP	Shop Equipment	Regionwide		Transit facility	Shop Equipment	T-Cap		1	5307	0	CTF			1				Add	Exempt		1								
2017	KENT	ITP	Storage/Shelving Units	Regionwide		Transit facility	Storage/Shelving Units	T-Cap		16	5307	4	CTF			20				Add	Exempt		20								
2017	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		37	5307	9	CTF			46				Add	Exempt		46								
2017	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		22	5307	6	CTF			28				Add	Exempt		28								
2017	KENT	ITP	Intelligent Transportation System	Regionwide		Transit	Intelligent Transportation System	T-Cap		1	5307	0	CTF			1				Add	Exempt		1								
2017	KENT	ITP	Service Vehicles (2)	Regionwide		Transit vehicle rehabilitation	Service Vehicles (2)	T-Cap		48	5307	12	CTF			60				Add	Exempt		60								
2017	KENT	ITP	Misc. Support Equipment	Regionwide		Transit facility	Misc. Support Equipment	T-Cap		40	5307	10	CTF			50				Add	Exempt		50								
2017	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehab Adm/Maint Facility	T-Cap		725	5307	181	CTF			907				Add	Exempt		907								
2017	KENT	ITP	Preventive Maintenance	Regionwide		Transit maintenance equipment and parts	Preventive Maintenance	T-Cap		800	5307	200	CTF			1,000				Add	Exempt		1,000								
2017	KENT	ITP	Capital Costs of Contracting	Regionwide		Transit	Capital Costs of Contracting	T-Cap		544	5307	136	CTF			680				Add	Exempt		680								
2017	KENT	ITP	Misc. Contingencies	Regionwide		Transit	Misc. Contingencies	T-Cap		40	5307	10	CTF			50				Add	Exempt		50								
2017	KENT	ITP	Project Administration	Regionwide		Transit	Project Administration	T-Cap		64	5307	16	CTF			80				Add	Exempt		80								
2017	KENT	ITP	Passenger Shelters/Bench	Regionwide		Transit facility	Passenger Shelters/Bench	T-Cap		80	5307	20	CTF			100				Add	Exempt		100								
2017	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		8	5307	2	CTF			10				Add	Exempt		10								
2017	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		8	5307	2	CTF			10				Add	Exempt		10								
2017	KENT	ITP	Planning Funds	Regionwide		Transit operations	Planning Funds	T-Ops		437	5307	109	CTF			546				Add	Exempt		546								
2017	KENT	KCRC	Byron Center	84th to 76th	1	Resurface	Resurface	CON		547	STU			253	CNTY	800				Add	Exempt		960								
2017	KENT	KCRC	Byron Center	76th to 68th	1	Resurface	Resurface	CON		684	STU			316	CNTY	1,000				Add	Exempt		1,200								
2017	KENT	KCRC	10 Mile Rd.	Courtland Dr. to Myers Lake Ave.	2	Resurface	Resurface	CON		267	STU			124	CNTY	390				Add	Exempt		468								
2017	KENT	KCRC	Kalamazoo Avenue	76th St. to 84th St.	1	Reconstruct	Reconstruct Existing	CON		1,025	STU			475	CNTY	1,500				Add	Exempt	STP-Flex	1,800								
2017	KENT	KCRC	10 Mile Road	Courtland Dr. to Myers Lake Ave.	2	Resurface	Resurface	CON		212	STU			98	CNTY	310				Add	Exempt	STP-Flex	372								
2017	KENT	KCRC	28th Street	Kraft Avenue		Traffic ops/safety	Add dual left turn lanes on eastbound 28th St. to southbound Kraft Ave. Add short lane (northbound Kraft) to receive dual lefts. Add right turn lane on southbound Kraft.	CON		400	CM			100	CNTY	500				Add	Exempt		600								
2017	KENT	KCRC	Lincoln Lake Avenue	7 Mile Road to Belding Road	0.8	Reconstruct	Reconstruct Existing	CON		681	ST			219	CNTY	900				Add	Exempt		1,080								
2017	KENT	MDOT	US-131	Kent South County Line to 76th Street	4.053	Reconstruct	Reconstruction	CON		16,295	NH	3,613	M			19,908	108918			Add	Exempt		22,182								
2017	KENT	MDOT	M-44	Wolverine Blvd east to Blakely Dr	1.044	Reconstruct	Reconstruct	CON		1,941	ST	431	M			2,372	112067			Add	Exempt		9,405								
2017	KENT	MDOT	M-44	Leonard Street		Traffic ops/safety	Extend Dual Left Turn Lanes	PE		106	CM	27	M			133				Add	Exempt		133								
2017	KENT	MDOT	MDOT ITS	Regionwide		Traffic ops/safety	Device Operation and Maintenance	EPE		1,000	CM	250	M			1,250				Add	Exempt		1,250								

STIP / TIP Report

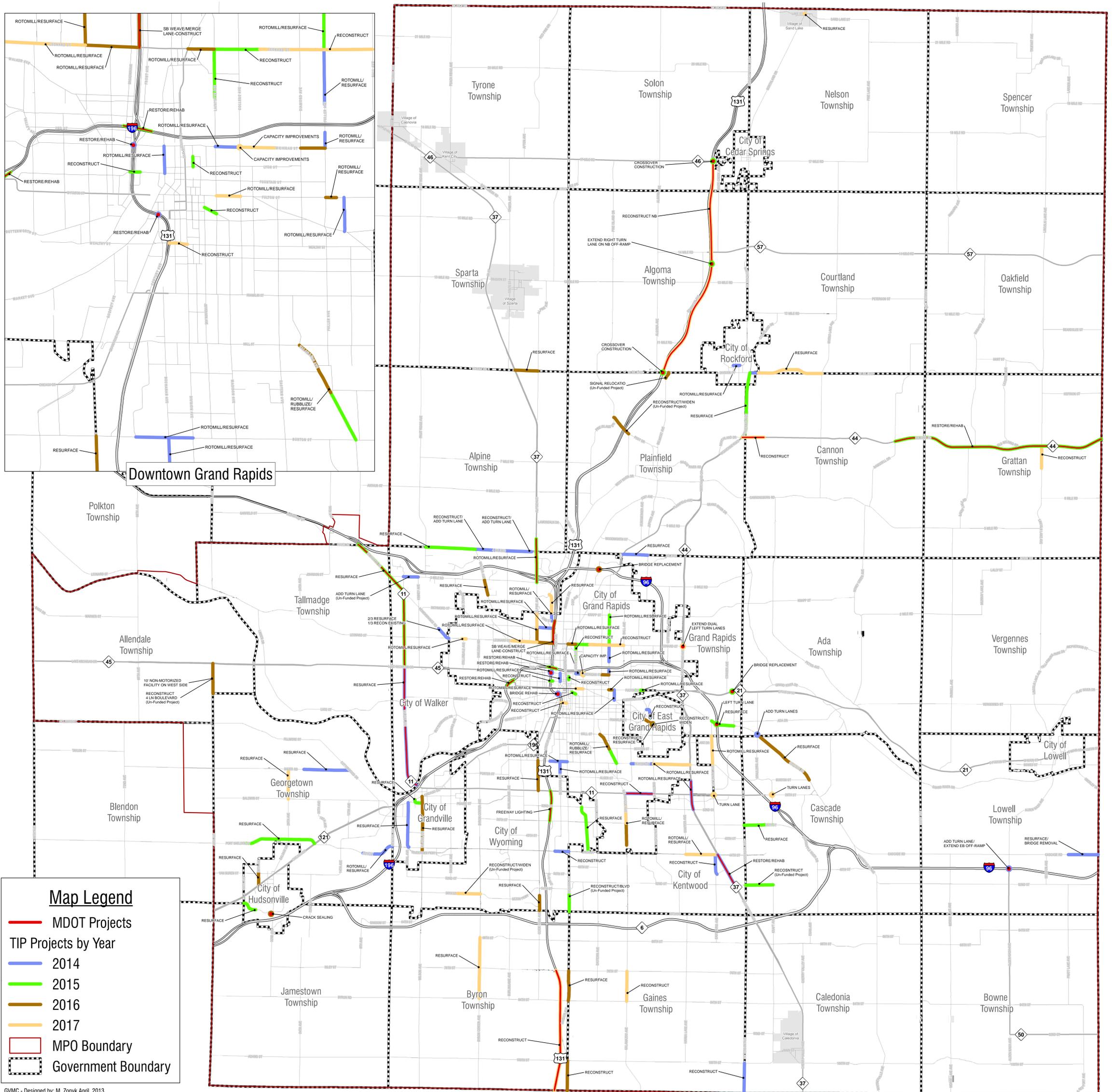
6/4/13

Required Fields																							Optional Fields							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2017	KENT	Village of Sand Lake	Lake Street	5th Street to Northland Drive	0.14	Reconstruct	Reconstruct Existing	CON		165	ST			204	VLG	369				Add	Exempt		443							
2017	KENT/OTTAWA	GVMC	Planning Studies	Areawide		Planning and research	Studies	EPE		150	STU			38	OLF	188				Add	Exempt		188							
2017	KENT/OTTAWA	GVMC	Areawide	Areawide		Planning and research	Clean Air Action Program: Promote activities related to the public awareness on days when Ozone and PM2.5 are expected to be elevated during the Ozone Action season. The effort will expand the program activities for PM2.5 to all year long.	EPE		80	CM			20	OLF	100				Add	Exempt		100							
2017	KENT/OTTAWA	ITP	Rideshare Program	Areawide		Transit operations	Rideshare Program	T-Ops		143	CMG					143				Add	Exempt		143							
2017	KENT/OTTAWA	ITP	Free Fare on Clean Air Action Days	Areawide		Transit operations	Free bus rides on Clean Air Action Days	T-Ops		80	CM	20	CTF			100				Add	Exempt		100							
2017	KENT/OTTAWA	KCRC	Capital Preventive Maintenance	Areawide		GPA	GPA	CON		720	STU			180	OLF	900				Add	Exempt		900							
2017	OTTAWA	OCRC	Baldwin Street to Bauer Road	28th Avenue	1	Resurface	Resurface	CON		273	STU			127	CNTY	400				Add	Exempt		480							

E-File v. 3.4 (04.26.13)

Map 2 Fiscal Year 2014- 2017 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>



Map Legend

- MDOT Projects
- TIP Projects by Year**
- 2014
- 2015
- 2016
- 2017
- MPO Boundary
- Government Boundary

FY 2012 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 FY2012. 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 FY2012 (of the FY2011-2014 TIP), it was determined that MDOT, local jurisdictions and ITP The Rapid's projects are (have) proceeding forward and will be built and open to traffic as it was originally planned by FY2012.

As this document is released during FY2013, the status of those projects is not provided. After FY2013 has ended, a separate list of projects obligated in FY 2013 will be added to this document.

Grand Rapids Year End Report

11/7/12

Required Fields																						Optional Fields		E-file v. 2.0 (06.31.10)											
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPQ/Rail Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	ACT FED	ACT STATE	ACT LOCAL	ACT TOTAL	A / LINE IT	
2012	KENT	MDOT	M-37	at Peach Ridge Avenue NW Quadrant	0	Roadside facility	Overband Crack Fill	CON		2	ST	0	M	0		2	90168		08/05/10				2		10/27/10		01/27/12	\$1,927	#####		\$1,927	\$350	\$0	\$1,927	
2012	KENT	MDOT	US-131	NB and SB over CSX Railroad, under Hall Street	0.231	Restore & rehabilitate	Deep Overlay, Railing Repl, Beam Repairs	CON		2,960	NH	547	M	185	CITY	3,692	90208		05/05/11				4,042		5/25/11		12/22/11	\$3,888,799	#####	\$3,737,374	\$750	\$150,675	\$3,888,799		
2012	KENT	MDOT	US-131	at Post Road NE Quadrant	0	Roadside facility	Resurfacing	CON		34	EBSL	8	M	0		42	102914		11/04/10				42		12/13/10		02/15/12	\$51,061	#####	\$41,794	\$9,268	\$0	\$51,061		
2012	KENT	MDOT	M-6	at M-37 and 60th Street NE Quadrant	0	Roadside facility	Overband Crack Fill	CON		4	ST	1	M	0		5	102915		08/05/10				5		10/27/10		07/12/12	\$5,090	#####	\$4,167	\$924	\$0	\$5,090		
2012	KENT	Kent County	Clyde Park Avenue	1.1 mile N of 76th Street to 1.1 mile S of 68th Street	1.009	Resurfacing	Resurfacing	CON		832	EDCF	0		314	ONTY	1,146	1040999		07/09/07				1,146		01/31/08		01/09/12	\$1,167,394	#####	\$832,000	\$0	\$335,394	\$1,167,394		
2012	KENT	MDOT	M-44 CONN	1.96 to Alway St	2.665	Resurfacing	Mill, Jnts, Rofr, Conc. Recon	CON		1,801	EBSL	388	M	11	CITY	2,200	105712		07/07/11				2,642		7/25/11		08/23/12	\$2,085,306	#####	\$2,075,452	\$9,855	\$2,085,306			
2012	KENT	MDOT	M-11	M-57 East to 1.96 (Gap Patterson Ave)	2.257	Restore & rehabilitate	Mill, Jnts, Rofr, Conc. Recon	CON		6,396	NH	1,384	M	35	CITY	7,814	105714						8,939		09/14/12		05/27/13	\$5,227,334	#####	\$4,278,573	\$920,531	\$28,230	\$5,227,334		
2012	KENT	MDOT	I-96	under Leonard Street	0	Restore & rehabilitate	Substructure Repair	CON		1,696	BHT	78	M	239	CITY	1,016	106267		05/05/11				1,077		5/25/11		01/06/12	\$949,138	#####	\$635,871	\$66,711	\$246,555	\$949,138		
2012	KENT	MDOT	I-296/US-131 NB	over 6th Street	0	Restore & rehabilitate	Subst rpr, rail rpl	CON		218	BHW	55	M	0		273	107233		05/05/11				294		5/25/11		01/31/12	\$348,734	#####	\$278,988	\$69,747	\$0	\$348,734		
2012	KENT	MDOT	M-11	At Patterson Avenue	0.208	Reconstruct	Intersection Reconstruction	CON		963	HPP	227	M	14	CITY	1,204	109661		07/07/11				1,204		7/25/11		09/13/12	\$1,146,929	#####	\$917,543	\$219,423	\$9,962	\$1,146,929		
2012	KENT	MDOT	I-296 NB (US-131 NB)	Leonard St north to Ann St	0.59	Widen - major (capacity increase)	Addition of weave merge lane on NB between Leonard Street and Ann Street. The 'C' Phase CHAQ grant number is 10982.	CON		5,432	CM	1,191	M	167	CITY	6,790	109687						7,505				09/14/12	\$6,936,462	#####	\$5,549,170	\$1,224,947	\$162,345	\$6,936,462		
2012	OTTAWA	MDOT	M-121	M-121 over the Rush Creek	0.00	Restore & rehabilitate	Deep ovly, beam repair	CON		561	HIP	125	M	0		686	109753						870				02/13/12	\$619,506	#####	\$495,605	\$123,901	\$0	\$619,506		
2012	KENT	MDOT	M-21	Grand River Drive to the Grand River	1.324	Resurfacing	Mill, Jnts, Resurfacing	CON		1,637	EBSL	363	M	0		2,000	109763		07/07/11				2,140		7/25/11		08/28/12	\$1,099,650	#####	\$1,099,650	\$0	\$0	\$1,099,650		
2012	KENT	MDOT	M-57	1,600' east of Redmond Ave	0.076	Roadside facility	CONSTR SES Type 2	CON		69	STT	15	M	20	ONTY	104	110034		05/05/11				115		5/25/11		03/26/12	\$104,034	#####	\$67,674	\$15,006	\$21,354	\$104,034		
2012	KENT	MDOT	M-11	At Clyde Park Avenue	0.127	Reconstruct	Intersection Reconstruction	CON		880	NH	185	M	10	CITY	1,075	110036		05/05/11				9,982		5/25/11		08/07/12	\$1,068,522	#####	\$866,724	\$168,330	\$33,420	\$1,068,522		
2012	KENT	Kent County	84th Street SE	Over Thornapple River, Kent County	0	Bridge - other	Preventative Maintenance	CON		0		171	MCS	9	ONTY	180	112222		07/07/11				180		7/25/11		04/13/12	\$133,971	#####	\$0	\$127,272	\$6,699	\$133,971		
2012	KENT	Grandville	Chicago Drive SW	From Division to Ottawa	0.00	Roadside facility	Streetscape Improvements	CON		945	STE	0		1,871	CITY	2,816	112428		07/07/11				2,816		7/25/11		03/07/12	\$2,150,129	#####	\$945,170	\$0	\$1,204,959	\$2,150,129		
2012	KENT	Kent County	13 Mile Road	Tefft Avenue	0.00	Traffic ops/safety	Vertical curve modification	CON		270	HRRR	0		30	ONTY	300	112716		05/05/11				300		5/25/11		04/17/12	\$263,556	#####	\$237,200	\$0	\$26,356	\$263,556		
2012	KENT	Kent County	Jessiter Avenue	Dream Isle to 10 Mile Road	0	Resurfacing	Widen paved shoulder	CON		99	HRRR	0		11	ONTY	110	112717		05/05/11				121		5/25/11		07/09/12	\$89,041	#####	\$80,137	\$0	\$8,904	\$89,041		
2012	OTTAWA	Hudsonville	32nd Avenue	M-121 to Highland	1.244	Resurfacing	resurfacing	CON		368	STU	0		348	CITY	716	112866		07/07/11				716		7/25/11		01/06/12	\$699,481	#####	\$391,460	\$0	\$308,020	\$699,481		
2012	KENT	Kent County	Fruit Ridge Avenue	5 Mile Rd to 8 Mile Rd & 5 Mile Rd to 6 Mile Rd	0	Traffic ops/safety	Fixed object removal and surface friction upgrade	CON		92	STH	0		23	ONTY	115	113617		07/07/11				115		7/25/11		08/31/12	\$83,317	#####	\$66,654	\$0	\$16,663	\$83,317		
2012	KENT	Kent County	84th St SW	5 locations	0.00	Traffic ops/safety	Traffic and pedestrian signal upgrades	CON		386	STH	0		96	ONTY	482	113618		07/07/11				482		7/25/11		03/08/12	\$405,324	#####	\$324,259	\$0	\$81,065	\$405,324		
2012	KENT	Kent County	Bailey Drive	Bailey Drive	0	Traffic ops/safety	Vertical curve modification	CON		176	STH	0		194	ONTY	370	113619		07/07/11				370		7/25/11		05/22/12	\$352,858	#####	\$176,000	\$0	\$176,858	\$352,858		
2012	KENT	Kent County	17 Mile Road	Myers Lake Avenue	0	Traffic ops/safety	Vertical curve modification	CON		200	STH	0		50	ONTY	250	113621		07/07/11				250		7/25/11		03/12/12	\$193,844	#####	\$155,074	\$0	\$38,768	\$193,844		
2012	KENT	Grand Rapids	Michigan Street	Michigan Street	0	Traffic ops/safety	Traffic and pedestrian signal upgrades	CON		80	STH	0		20	CITY	100	113622		07/07/11				100		7/25/11		09/12/12	\$99,018	#####	\$79,214	\$0	\$19,804	\$99,018		
2012	KENT	Rockford	River Street	Division Avenue to 490 feet north of Division Ave	0	Traffic ops/safety	Guardrail upgrade	CON		25	STH	0		6	CITY	32	113623		07/07/11				32		7/25/11		08/30/12	\$31,530	#####	\$25,224	\$0	\$6,306	\$31,530		
2012	KENT	Kent County	12 Mile Road	At Marquette Rail, Sparta Township	0	Traffic ops/safety	Install flashing signals and half-roadway gates	CON		135	STR	90	M	0		225	114232		01/18/12				225		3/8/12		04/17/12	\$162,330	#####	\$97,398	\$64,932	\$0	\$162,330		
2012	KENT	Lowell	Bowes Road	1950 to 2925' W of Valley Vista and South Hudson	0.77	Reconstruct	Reconstruct and resurface	CON		334	STUL	0		84	CITY	418	114394						418				06/11/12	\$360,850	#####	\$295,356	\$0	\$65,494	\$360,850		
2012	KENT	Grand Rapids	Burton Street	Division Avenue to Eastern Avenue	0.945	Resurfacing	resurfacing	CON		569	STU	0		679	CITY	1,248	114554						1,248				04/02/12	\$1,116,248	#####	\$552,567	\$0	\$563,681	\$1,116,248		
2012	KENT	Grand Rapids	Burton Street	Eastern Avenue to Plymouth Avenue	1.223	Resurfacing	resurfacing	CON		737	STU	0		338	CITY	1,075	114555						1,075				04/02/12	\$766,479	#####	\$601,943	\$0	\$164,536	\$766,479		
2012	KENT	Grand Rapids	Plainfield Avenue	3-Mile Road to I-95	0.597	Resurfacing	resurfacing	CON		548	STU	0		819	CITY	1,367	114556						1,367				04/12/12	\$1,349,656	#####	\$602,976	\$0	\$746,680	\$1,349,656		
2012	KENT	Grand Rapids	Plainfield Avenue	Leonard Street to Ann Street	0.85	Resurfacing	resurfacing	CON		497	STU	0		879	CITY	1,376	114557						1,376				03/14/12	\$1,424,909	#####	\$546,447	\$0	\$878,462	\$1,424,909		
2012	KENT	Grandville	Rivertown Parkway	Wilson Avenue to Canal Avenue	0.509	Resurfacing	resurfacing	CON		411	STU	0		189	CITY	600	114558						600				06/07/12	\$452,947	#####	\$370,737	\$0	\$82,210	\$452,947		
2012	KENT	Lowell	84th Street	Clyde Park to Division	1.01	Resurfacing	resurfacing	CON		685	STU	0		315	CITY	1,000	114559						1,000				03/12/12	\$841,643	#####	\$688,884	\$0	\$152,758	\$841,643		
2012	KENT	Wyoming	36th Street	Division to Eastern	0.97	Resurfacing	resurfacing	CON		2,323	STU	0		1,067	CITY	3,390	114561		11/04/10				3,390		12/13/10		03/22/12	\$3,104,269	#####	\$2,540,844	\$0	\$563,425	\$3,104,269		
2012	KENT	Kent County	Cascade Road	Snow Avenue to Timmons Avenue	1.99	Resurfacing	resurfacing	CON		434	STL	0		204	ONTY	638	114561						638				02/28/12	\$546,789	#####	\$371,817	\$0	\$174,973	\$546,789		
2012	KENT	Kent County	Forest Hill Avenue	Ada Drive to M-21	1.054	Reconstruct	Reconstruct and widen	CON		1,280	EDCF	0		338	ONTY	1,618	114583						1,618				02/08/12	\$1,169,250	#####	\$909,247	\$0	\$260,012	\$1,169,250		
2012	KENT	Kent County	Clyde Park Avenue	76th Street to 84th Street	0.994	Resurfacing	resurfacing	CON		343	STU	0		337	ONTY	680	114586		11/04/10				680				12/13/10	\$558,740	#####	\$376,860					

Grand Rapids Year End Report

11/7/12

Required Fields																				Optional Fields				E-file v. 2.0 (06.31.10)														
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	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.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	ACT FED	ACT STATE	ACT LOCAL	ACT TOTAL	A / LINE IT			
2012	KENT	Wyoming	54th Street	at Clyde Park Avenue	0.00	Widen - minor	0.07 mile of right turn lane widening including hot mix asphalt surfacing, concrete curb and gutter, pavement marking and watermain.	CON		64	CM	0		50	CITY	114	115605							114					04/05/12	\$101,806	####			\$64,000	\$0	\$37,806	\$101,806	
2012	KENT	Wyoming	Burlingame Avenue	at 44th Street	0	Widen - minor	0.08 mile of right turn lane widening including hot mix asphalt surfacing, concrete curb and gutter and pavement markings.	CON		64	CM	0		52	CITY	116	115606							116					04/05/12	\$93,875	####			\$64,000	\$0	\$29,875	\$93,875	
2012	KENT	MDOT	I-296	R09 of 41131 US-131 NB over GSE RR	0.22	Bridge - other	Railroad oversight & pole line relocation.	CON		45	IM	5	M	0		50	115985		05/08/12					50			5/16/12		08/23/12	\$36,419		\$36,419	\$0	\$0	\$36,419			
2012	KENT	Walker	Musketawa / White Pine Trail		0.00	Roadside facility	I-96 at Beach Ridge Ave to 3 Mile and Walker Ave	CON		493	HPSL	0		123	CITY	616	116103							616				05/10/12	\$647,890	####			\$518,312	\$0	\$129,578	\$647,890		
2012	KENT	MDOT	I-296	I-296 (US-131) over GR Eastern RR	0.13	Bridge replacement	Deck Replacement	CON		225	IM	22	M	3	CITY	250	116149							250				09/14/12	\$249,825		\$224,843	\$21,860	\$3,123	\$249,825				
2012	KENT	Grand Rapids	areawide	areawide	0	Miscellaneous	Signal Optimization Phase IV	CON		29	CMG	0		0		29	116573						240				08/28/12	\$29,324		\$29,324	\$0	\$0	\$29,324					
2012	KENT	Grand Rapids	areawide	areawide	0	Miscellaneous	47 Locations of traffic signal GPS module installation, connection and controller procurement.	CON		160	CMG	0		45	CITY	205	116574		12/21/11					205			3/8/12		09/14/12	\$204,445		\$160,000	\$0	\$44,445	\$204,445			
2012	KENT	Kent County	4 Mile Road	4 Mile Road at Alpine Avenue	0.00	Widen - minor	0.21 mile of widening for turn lane including cold milling hot mix asphalt surface, hot mix asphalt surfacing, concrete curb and gutter, sidewalk ramps, pavement markings and traffic signal.	CON		400	CM	0		100	ONTY	500	116575							500				07/09/12	\$265,105	####			\$212,084	\$0	\$53,021	\$265,105		
2012	KENT	Kent County	68th Street	Kalamazoo Avenue at 68th Street	0.00	Widen - minor	0.10 mile of right turn lane widening, hot mix asphalt surfacing, cold milling hot mix asphalt surface, concrete curb and gutter, sidewalk ramps, pavement markings and traffic signal.	CON		118	CM	0		29	ONTY	147	116576							147				06/21/12	\$171,743	####			\$117,509	\$0	\$54,234	\$171,743		
2012	KENT	Kent County	White Creek Avenue	White Creek Avenue at 17 Mile Road	0	Widen - minor	0.20 mile of hot mix asphalt reconstruction and right turn lane widening, storm sewer, concrete curb and gutter, sidewalk ramp, pavement markings and traffic signal modifications.	CON		240	CM	0		60	ONTY	300	116577		12/21/11					300			3/8/12		09/13/12	\$298,068		\$238,454	\$0	\$59,614	\$298,068			
2012	KENT	MDOT	I-96	at three locations in Kent County	0.00	Miscellaneous	PHASE II - GVMC Area Deployment	PE		573	NH	127	M	0		700	106327		05/05/11					5,674			5/25/11		11/30/11	\$700,000		\$572,950	\$127,050	\$0	\$700,000			
2012	KENT	MDOT	US-131	Kent South County Line to 76th Street	4.053	Reconstruct	Reconstruction	PE		1,228	NH	272	M	0		1,500	108918		05/16/12					22,986				08/16/12	\$1,500,000		\$1,227,750	\$272,250	\$0	\$1,500,000				
2012	State Wide	MDOT	Regionwide	Various locations in Grand Region	0	Traffic ops/safety	PY 2012 ITS Maintenance and Region ITS Operations in multiple counties in Grand Region.	EPE		600	CMG	0		0		600	113926					Approved by FHWA for CM42 funds R/R/11 - E. Fowler		600				03/27/12	\$600,000		\$600,000	\$0	\$0	\$600,000				
2012	State Wide	MDOT	Regionwide	Regionwide	0	Miscellaneous	PY 2012 Control Room Operations contract for the West Michigan Transportation Operations Center.	EPE		522	CMG	0		0		522	113927							522				11/28/11	\$522,000		\$522,000	\$0	\$0	\$522,000				
2012	KENT	Grand Valley Metropolitan Council	areawide	Areawide	0	Miscellaneous	Planning Studies	EPE		57	STU	0		13	CITY	70	114567							70				01/24/12	\$70,000		\$57,295	\$0	\$12,705	\$70,000				
2012	KENT	Grand Valley Metropolitan Council	Areawide	MPO areawide	0.00	Miscellaneous	Geographic Information Systems	EPE		35	STU	0		8	CITY	43	115021							43				01/24/12	\$43,000		\$35,196	\$0	\$7,805	\$43,000				
2012	KENT	Grand Valley Metropolitan Council	areawide	MPO areawide	0	Miscellaneous	Congestion Management System	EPE		57	STU	0		13	OLF	70	115022							70				01/24/12	\$70,000		\$57,295	\$0	\$12,705	\$70,000				
2012	OTTAWA	Interurban Transit Partnership	Areawide	Areawide	0	Miscellaneous	Rideshare	EPE		162	CMG	0		0		162	115604					See GVMC for air quality numbers		162				08/27/12	\$162,322		\$0	\$0	\$162,322	\$162,322				
2012	KENT	Grand Valley Metropolitan Council	Areawide	Areawide Kent County	0	Miscellaneous	Clean Air Action Program	EPE		100	CMG	0		0		100	115854							100				03/12/12	\$100,000		\$100,000	\$0	\$0	\$100,000				
2012	KENT	Interurban Transit Partnership	Areawide	Areawide	0	Roadside facility	Development of 100 park and ride spaces within the Rapid service area.	EPE		288	CM	72	M	0		360	116086							360				08/27/12	\$359,835		\$0	\$71,967	\$287,868	\$359,835				

Grand Rapids Year End Report

11/7/12

Required Fields		Optional Fields																																
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	HPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	ACT FED	ACT STATE	ACT LOCAL	ACT TOTAL	A / LINE IT	
2012	KENT	Grand Rapids	areawide	areawide	0	Miscellaneous	Signal Optimization Phase VII	PE		211	CHG	0			211	116573						240				08/10/12	\$210,676		\$210,676	\$0	\$0	\$0	\$210,676	
2012	KENT	Interurban Transit Partnership	areawide	Rural areawide	0	Transit	Purchase Paratransit Van	EPE		69	STL	17	M	0	86	116578						172				08/27/12	\$85,841		\$0	\$17,168	\$68,673	\$85,841		
2012	KENT	Interurban Transit Partnership	areawide	areawide	0.00	Transit vehicle additions/replacements	Purchase of two buses to expand service	EPE		662	OM	165	M	0	827	116828						827				08/27/12	\$827,275		\$0	\$165,455	\$661,820	\$827,275		
2012	KENT	Grand Valley Metropolitan Council	Areawide	Grand Rapids Urbanized Area	0	Miscellaneous	Fiscal year 2013 Planning	EPE		874	PL	0		194	CITY	1,068	117656					1,068				09/19/12	\$1,067,827		\$874,016	\$0	\$193,811	\$1,067,827		
2012	KENT	MDOT	M-21 OLD	Cascade Road east to M-37 SB	0.881	Resurface	Coldmill and HMA Resurface	CON		199	ST	44	M	0	243	112193						243				12/23/11	\$269,544	####	\$159,539	\$35,377	\$74,628	\$269,544	Trunkline P	
2012	KENT	MDOT	US-131 (NB)	Pearl St north to Richmond St	1.68	Restore & rehabilitate	Concrete Joint Repairs	CON		229	NH	51	M	0	280	115052						22,986				09/14/12	\$285,996		\$234,088	\$51,908	\$0	\$285,996	Trunkline P	
2012	KENT	MDOT	M-37	At 8 Mile & 9 Mile Roads	0.00	Traffic ops/safety	Remove Through Movement	CON		86	STH	10	M	0	96	57828						107				02/15/12	\$47,535	####	\$42,781	\$4,753	\$0	\$47,535	Trunkline H	
2012	KENT	MDOT	M-11	Patterson to Radcliff	0.00	Traffic ops/safety	Signal Modernization let with	CON		710	NHG	0			710	112754						740				09/13/12	\$748,000		\$748,000	\$0	\$0	\$748,000	Trunkline H	
2012	KENT	MDOT	US131	US-131 NB OFF-RAMP @ M-57(14 Mile Rd.)	0.00	Traffic ops/safety	New Signal	CON		91	STG	0			91	115199						91				04/26/12	\$90,702		\$82,456	\$8,246	\$0	\$90,702	Trunkline H	
2012	KENT	MDOT	E-196/ALDEN N/SH	I-96 EB OFF RAMP @ M-50	0.00	Traffic ops/safety	New Signal	CON		56	STT	0			56	115572						56				03/29/12	\$56,263		\$51,148	\$5,115	\$0	\$56,263	Trunkline H	
2012	KENT	MDOT	M-37	At 84th Street	0.28	Traffic ops/safety	Extend Left Turn Lane	CON		72	HSP	17	M	0	89	117167						89				08/09/12	\$17,222		\$16,969	\$253	\$0	\$17,222	Trunkline H	
2012	KENT	MDOT	I-196	Baldwin St to M-45	5.96	Traffic ops/safety	Upgrade warning signs	CON		29	HSP	3	M	0	32	117332						32				08/09/12	\$32,000		\$28,800	\$3,200	\$0	\$32,000	Trunkline H	
2012	KENT	MDOT	M-37	Over Strawberry Creek	0.00	Miscellaneous	Bridge Scoping	EPE		8	EBSL	2	M	0	10	117716						10				09/19/12	\$10,000		\$8,185	\$1,815	\$0	\$10,000	Trunkline P	
2012	KENT	MDOT	M-45	from Kent west County Line to I-196	3.95	Miscellaneous	Road Scoping	EPE		9	EBSL	2	M	0	11	117717						11				09/19/12	\$11,000		\$9,004	\$1,997	\$0	\$11,000	Trunkline P	
2012	KENT	MDOT	US-131	Various Locations	10.57	Miscellaneous	Road and Bridge Scoping	EPE		180	ST	40	M	0	220	117705						220				09/14/12	\$220,000		\$180,070	\$39,930	\$0	\$220,000	Trunkline P	
2012	OTTAWA	MDOT	I-196	Various Locations	4.52	Miscellaneous	Road and Bridge Scoping	EPE		100	ST	22	M	0	122	117706						122				09/19/12	\$122,036		\$99,886	\$22,150	\$0	\$122,036	Trunkline P	
2012	KENT	MDOT	I-96	Various Locations	10.52	Miscellaneous	Road and Bridge Scoping	EPE		43	ST	9	M	0	52	117714						52				09/19/12	\$52,000		\$42,562	\$9,438	\$0	\$52,000	Trunkline P	
2012	KENT	MDOT	M-50	from 52nd Street to Kent East County Line	2.99	Miscellaneous	Road Scoping	EPE		11	ST	2	M	0	13	117717						13				09/17/12	\$12,863		\$10,528	\$2,335	\$0	\$12,863	Trunkline P	
2012	KENT	MDOT	M-57	Northland Dr east to Morgan Mills Ave	11.28	Resurface	Coldmill, Crumb Rubber HMA Resurfacing	PE		34	STT	7	M	0	41	108909						2,348				07/17/12	\$41,078		\$33,622	\$7,456	\$0	\$41,078	Trunkline P	
2012	KENT	MDOT	US-131	Kent SCL North to 76th St	4.038	Resurface	Profile Milling	PE		40	HSP	4	M	0	44	108916						22,986				04/12/12	\$44,000		\$39,600	\$4,400	\$0	\$44,000	Trunkline P	
2012	KENT	MDOT	I-96	I-96 under Cheney Avenue	0	Bridge replacement	Deck replc, P/H, subst rpr	SUB		177	IM	17	M	2	CITY	197	109664					1,749				09/19/12	\$197,200		\$177,480	\$19,720	\$0	\$197,200	Trunkline P	
2012	KENT	MDOT	M-44	Wolverine Blvd east to Biskley Dr	1.044	Reconstruct	Reconstruct	PE		187	EBSL	41	M	0	228	112067						2,630				07/17/12	\$228,000		\$186,618	\$41,382	\$0	\$228,000	Trunkline P	
2012	OTTAWA	MDOT	M-11	Hayes St to Wilson Ave	2.21	Resurface	Mill, Det 8 Repairs, HMA Resurfacing	PE		198	NH	44	M	0	242	112069						9,982				07/17/12	\$242,000		\$198,077	\$43,923	\$0	\$242,000	Trunkline P	
2012	KENT	MDOT	M-11	Remembrance Rd to M-45	2.49	Resurface	Mill, Det 8 Joints, HMA Resurfacing	PE		163	NH	36	M	0	199	112071						9,982				07/17/12	\$199,000		\$162,882	\$36,119	\$0	\$199,000	Trunkline P	
2012	KENT	MDOT	M-11	M-45 south to The Grand River	4.00	Resurface	Mill, Det 8 Joint Repairs, HMA Resurfacing	PE		176	NH	39	M	0	215	112072						9,982				07/17/12	\$215,000		\$175,978	\$39,023	\$0	\$215,000	Trunkline P	
2012	KENT	MDOT	I-196	Lane Avenue to the Grand River	1.05	Resurface	Coldmill, Det 8 Jnts, HMA Resurfacing	PE		9	IM	1	M	0	10	112191						1,894				07/17/12	\$10,000		\$9,000	\$1,000	\$0	\$10,000	Trunkline P	
2012	KENT	MDOT	M-11	Patterson to Radcliff	0	Traffic ops/safety	Signal Modernization let with	PE		30	NHG	0			30	112754						740				11/30/11	\$30,000		\$30,000	\$0	\$0	\$30,000	Trunkline P	
2012	KENT	MDOT	US-131 BR	US-131 BR over the Grand River	0.11	Bridge - other	Jnts, pnt, p/h, subst rpr	PE		12	BHT	3	M	0	15	112936						1,191				11/30/11	\$15,028		\$12,022	\$3,006	\$0	\$15,028	Trunkline P	
2012	KENT	MDOT	US-131 BR	US-131 BR over the Grand River	0.11	Bridge - other	Jnts, pnt, p/h, subst rpr	SUB		63	BHT	16	M	0	79	112936						1,191				11/30/11	\$78,972		\$63,178	\$15,794	\$0	\$78,972	Trunkline P	
2012	KENT	MDOT	M-45 OLD	M-45 OLD over the Grand River	0.16	Bridge - other	Epoxy owly, jnts, subst rpr	PE		10	BHT	2	M	0	12	112938						1,858				11/30/11	\$12,034		\$9,627	\$2,407	\$0	\$12,034	Trunkline P	
2012	KENT	MDOT	M-45 OLD	M-45 OLD over the Grand River	0.162	Bridge - other	Epoxy owly, jnts, subst rpr	SUB		108	BHT	27	M	0	135	112938						1,858				11/30/11	\$134,966		\$107,973	\$26,993	\$0	\$134,966	Trunkline P	
2012	KENT	MDOT	I-196	I-196 EB over Abandoned Railroad	1.04	Bridge - other	Bearing replacement	PE		2	BH1	0	M	0	2	112939						280				12/01/11	\$2,347		\$2,112	\$235	\$0	\$2,347	Trunkline P	
2012	KENT	MDOT	I-196	I-196 EB over Abandoned Railroad	1.04	Bridge - other	Bearing replacement	SUB		17	BH1	2	M	0	19	112939						280				11/30/11	\$18,653		\$16,788	\$1,865	\$0	\$18,653	Trunkline P	
2012	KENT	MDOT	US-131 SB	US-131 SB over Bridge Street	0	Restore & rehabilitate	Deep owly, subst rpr, 2-pnt	PE		62	NH	12	M	2	CITY	76	112942					1,930				11/30/11	\$76,234		\$62,398	\$13,836	\$0	\$76,234	Trunkline P	
2012	KENT	MDOT	US-131 SB	US-131 SB over Bridge Street	0	Restore & rehabilitate	Deep owly, subst rpr, 2-pnt	SUB		62	NH	12	M	2	CITY	76	112942					1,930				11/30/11	\$75,766		\$62,014	\$13,752	\$0	\$75,766	Trunkline P	
2012	KENT	MDOT	M-21	HUDSON STREET	0	Traffic ops/safety	Acquire ROW for Signal Modern	ROW		11	STG	0			11	113406						11				12/16/11	\$10,651		\$10,651	\$0	\$0	\$10,651	Trunkline P	
2012	KENT	MDOT	US-131	NB and SB over Grandville Avenue, Grand Rapids	0	Bridge - other	Bridge Scoping	EPE		65	NH	14	M	0	80	115759						80				06/07/12	\$79,500		\$65,071	\$14,429	\$0	\$79,500	Trunkline P	
2012	KENT	MDOT	I-196 EB	I-196 EB over M-45	0	Restore & rehabilitate	Shallow owly, subst rpr	PE		40	IM	4	M	1	CITY	45	115798					1,894				09/19/12	\$44,522		\$40,070	\$4,452	\$0	\$44,522	Trunkline P	
2012	KENT	MDOT	I-196 EB	I-196 EB over M-45	0	Restore & rehabilitate	Shallow owly, subst rpr	SUB		46	IM	5	M	1	CITY	51	115798					1,894				09/19/12	\$51,478		\$46,330	\$5,148	\$0	\$51,478	Trunkline P	
2012	KENT	MDOT	US-131 SB	US-131 SB over the Grand River	0.035	Bridge - other	Joint Replacement	PE		19	BHN	5	M	0	24	115821						22,986				04/17/12	\$23,631		\$18,905	\$4,726	\$0	\$23,631	Trunkline P	
2012	KENT	MDOT	US-131 SB	US-131 SB over the Grand River	0.035	Bridge - other	Joint Replacement	SUB		30	BHN	7	M	0	37	115821						22,986				04/17/12	\$37,329		\$29,863	\$7,466	\$0	\$37,329	Trunkline P	
2012	KENT	MDOT																																

Illustrative Projects

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

