



Chapter 6: Considering Additional and Emerging Issues



Kayakers on the Grand River; photo courtesy of LGROW

Since the approval of GVMC's 2045 Metropolitan Transportation Plan in June of 2020, many issues have emerged that must be taken into consideration during the planning process. For instance, there is a new transportation bill, the Bipartisan Infrastructure Law which was signed into law on November 15, 2021. The Bipartisan Infrastructure Law includes numerous programs that are centered on emerging topics including:

PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation)

Formula Program and Discretionary Grants

Charging and Fueling Infrastructure

National Electric Vehicle Formula Program

As addressed in the 2045 MTP, the 2050 MTP continues to address the cause-and-effect relationship between transportation options and impacts on the environment, resiliency and reliability, and travel and tourism. Furthermore, technology continues to quickly improve, and ideas once considered futuristic, such as autonomous vehicles, have now

become reality for our area. The Grand Rapids Autonomous Vehicle Initiative has brought four six-seat self-driving electric shuttles to the Grand Rapids downtown area for a one-year pilot that received 90% positive responses from survey respondents that used the service. The concept of delivery drones could also impact the shipping and receiving of goods with several pilot programs to take place in the state of Michigan in 2024.²

Recognizing the impact that emerging technology will have on the transportation system, including the safe and efficient movement of people and freight, the MTP Steering Committee continued to recommend a specific objective to the first MTP goal developed in the 2045 MTP: Further Develop an Efficient Multimodal System, which is:

Objective 1e: Prepare for new and emerging operation and propulsion technology in support of the goals and objectives of the Metropolitan Transportation Plan

This chapter describes how GVMC has considered the resiliency and the reliability of the transportation system along with the reduction or mitigation of stormwater impacts of surface transportation, enhancing travel and tourism, and the inclusion of new and emerging operation and propulsion technology, within its planning process for this document.



High Fine Particulate Matter Day caused by wildfire smoke in Cascade Township, Michigan, June 2023

² Sources:

[Cargo Flight Demonstrations in Alpena](#)

[Prescription Drone Delivery in Ann Arbor](#)

[Ford is Testing Drone Deliveries at Detroit Michigan Central Station](#)

[GRPD Purchased Drones that will be used in investigations including traffic crashes](#)



Lower Grand River Organization of Watersheds (LGROW) member clearing off a storm drain

Highlights:

- An average of 10 Clean Air Action Days have been called per year over the last five years.
- Over 91% of area residents are “aware” or “somewhat aware” of the Clean Air Action program, and 76.5% of area residents participate in a voluntary emission reduction activity on Clean Air Action Days at least some of the time.
- 1,508 storm drains have been adopted, the vast majority of which are in the Grand Rapids metro area.

Overview

Transportation and the environment are linked through runoff from roadways and pollution through vehicle emissions. Transportation is one of the largest factors related to energy and emissions. Energy conservation can help reduce total daily pollution output. Solutions such as investing in public transportation can help cut down on emissions released into the air in our area. The current transportation infrastructure bill funding programs cover energy and power infrastructure, climate resilience, and access to broadband internet. The transportation initiatives relating to improving environment include reducing congestion and emissions, investment in electric vehicle charging, and replacing transit system vehicles with zero emission vehicles.

Process for Determining and Addressing Need

GVMC and its members have several measures to assess the current state of the regional environment. Air quality conformity assures that regional emissions will not negatively impact the region’s ability to meet the National Ambient Air Quality Standards (NAAQS). As of 2019, Kent and Ottawa County are both categorized as attainment zones for ground-level ozone and fine particulate matter. Furthermore, GVMC collaborates with environmentally focused organizations during our public involvement and consultation processes. GVMC transportation staff also work alongside our Environmental Department to improve the environment in our region.

Environmental Needs and Proposed Solutions

GVMC and its members are involved in multiple efforts to improve the natural environment of our region. These efforts are in response to previously identified needs to protect our natural resources and often include collaboration with area members and partners. They include:

West Michigan Clean Air Coalition Clean Air Action Program

GVMC works to reduce emissions by participating in the West Michigan Clean Air Coalition (WMCAC) and running/supporting the Clean Air Action program for West Michigan. This program started in 1995 in response to GVMC's designation as nonattainment for ground-level ozone. The WMCAC includes several partners in Kent, Ottawa, Muskegon, and Kalamazoo Counties that work together to achieve cleaner air in the region by education and promotion of voluntary emission reduction activities.

The program announces Clean Air Action Days when pollution levels for ground-level ozone or fine particulate matter are expected to reach or exceed the Unhealthy for Sensitive Groups (USG) threshold. At this level, sensitive groups such as children, the elderly, those with heart and lung disease and those who are active outdoors, may experience negative health impacts like difficulty breathing. On Clean Air Action Days, the WMCAC encourages residents and businesses to take part in voluntary emission reduction activities ranging from waiting to mow the lawn or refueling their vehicle to carpooling or taking the bus. With the help of GVMC CMAQ funding, the Rapid provides free bus rides on mainline bus routes on Clean Air Action Days as well, which significantly increases ridership and consequently reduces emissions.

According to a survey completed in 2021, over 91.5% of residents are "aware" or "somewhat aware" of the Clean Air Action program, and 76% of residents participate in a voluntary emission reduction activity on Clean Air Action Days at least some of the time, thereby reducing emissions. The COVID-19 pandemic also affected participation in Clean Air Action Days. Survey results show 23.8% of respondents participated more often because of the pandemic.

GVMC also participates in the [Advance Program](#) which takes proactive steps to keep air clean by promoting local actions to reduce ozone and/or fine particulate matter (PM2.5) pollution. GVMC decided to join this program to help preserve and improve air quality in both counties and expects participation in the program will further air quality efforts by:

Public Involvement Spotlight



What Does the Public Say About Environmental Issues?

In GVMC's recent public survey, 2 respondents submitted comments about environmental issues.

"There is not a one size fits all for our region. The plan should be right sized to accounts for the diverse needs of the community both urban and rural. There are also not sufficient requests for feedback on impact of vehicular traffic on air, water quality, heat deserts caused by too much concrete, and environmental justice surrounding transportation."

"...green stormwater infrastructure should be default in any new transportation project regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change."

- Reducing ozone and PM2.5 air pollution, as well as other air pollutants
- Achieving continued healthy ozone and PM2.5 levels
- Maintaining healthy air quality and the ozone and PM2.5 NAAQS
- Helping avoid violations of the NAAQS that could lead to a future nonattainment designation
- Increasing public awareness about ozone and PM2.5 as air pollutants
- Targeting resources toward actions to address ozone and PM2.5 problems

Kent and Ottawa Counties both currently meet all eligibility requirements for the ground-level ozone and PM2.5 Advanced Program.

The National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Program

Stormwater runoff is generated when rain and snowmelt flows over land or impervious surfaces, such as paved roads. When this runoff is unable to soak into the ground, it can pick up and carry debris in its path—grass clippings, driveway salt, fertilizer, pet waste, trash, and more. Stormwater runoff flows through Municipal Separate Storm Sewer Systems (MS4s) and is then discharged untreated into local lakes, rivers, and wetlands. To prevent harmful pollutants from entering our environment, commonly referred to as nonpoint source pollution, urbanized communities are required to hold NPDES permits from Environment, Great Lakes, and Energy (EGLE) and develop stormwater management programs. GVMC assists 23 different municipalities in the Lower Grand River Watershed with MS4 permit compliance to prevent pollution and improve water quality throughout the region.

Lower Grand River Organization of Watersheds (LGROW)

The Lower Grand River Organization of Watersheds (LGROW), an agency of GVMC, serves as a collaborative platform for municipalities and community stakeholders united in addressing challenges facing the Grand River, the longest river in Michigan, and the greater watershed. In 2018, LGROW partnered with Citizen Labs to establish the [Adopt-a-Drain program](#). This initiative empowers citizens to directly enhance water quality in the Grand River by adopting a drain. Participants commit to maintaining a drain in their neighborhood, preventing the accumulation of leaves and debris. This effort contributes to environmental protection, effective stormwater management, and the reduction of flooding. The Adopt-a-Drain program not only provides a novel way for communities to fulfill stormwater requirements, but also offers a valuable service for the community.



Buck Creek, a tributary of the Grand River that stretches 20.3 miles long;

More information is available at www.lgrow.org. Currently, 1,508 drains have been adopted, most of which are in the Grand Rapids metro area.

PFOS/PFAS Remediation

In recent years, samples at the Gerald R. Ford International Airport (GFIA) have been acquired to assess any levels of PFAS or PFOA contamination from firefighting foam that was used on the property. As of November 2019, soil samples have revealed concentrations at or above standard levels. Efforts have been initiated to address this issue, including the

collaboration between GFIA and the EGLE Remediation and Redevelopment Division to create a work plan for future on-site investigation.

The Grand River Revitalization Project

The Grand River Revitalization Project is an initiative headed by [Grand Rapids Whitewater \(GRWW\)](#) and the City of Grand Rapids, in partnership with many other local organizations. The goal is to partner with users and managers in the region to create a safer, more exciting river experience for everyone. The project is currently redesigning the river in downtown Grand Rapids to remove dangerous low-head dams to create a more natural river flow by installing boulders and improving habitat for fish and other aquatic species.

Air Quality Conformity and Interagency Consultation

GVMC is a limited orphan maintenance area (LOMA) for the 1997 ozone NAAQS (ground-level ozone), and therefore must develop an air quality conformity report for its major planning documents, including the short-range Transportation Improvement Program (TIP) and the long-range Metropolitan Transportation Plan (MTP). GVMC is also required to do conformity on the TIP and MTP; part of this is to have projects reviewed by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Being a LOMA means emission modeling is not required for conformity. This group includes representatives from GVMC, other MPOs in the area; MDOT; the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. More information on air quality requirements is included in Chapter 9 in the “Air Quality” section on page 188. Previous air quality analyses or reports can be found at www.gvmc.org/air-quality, or view the current [Transportation Conformity Determination Report for the 1997 Ozone NAAQS](#) to learn more.

Coordination with Environmental Organizations

In addition to working with LGROW and participating on the WMCAC, GVMC staff participate in Grand Rapids Community Air Quality Coalition meetings led by Just Air, which runs a network of air quality sensors in the Grand Rapids area and provides neighborhood-level mapping, monitoring, and visualizing to keep people safe and drive community action. GVMC has attended Just Air public meetings that have been held for the development of air quality monitoring networks and has a strong working relationship with the West Michigan Environmental Action Council (WMEAC). GVMC also contacts area environmental organizations through our consultation process for both the TIP and the MTP and asks them to review project lists to ensure that our natural resources are protected. These organizations are also included in all GVMC’s public outreach efforts, so they are always informed of opportunities to comment on, or participate in, the development of the MTP. More information on the consultation process for this document is available in Chapter 9.

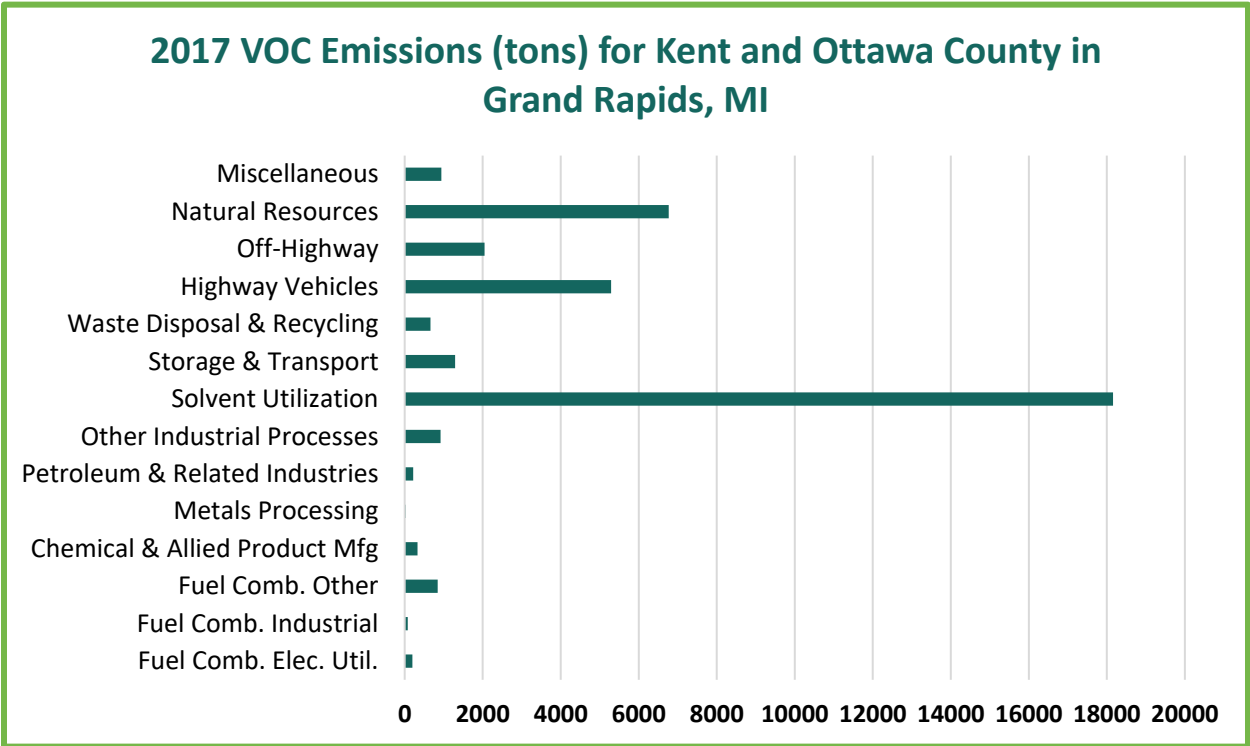
Challenges

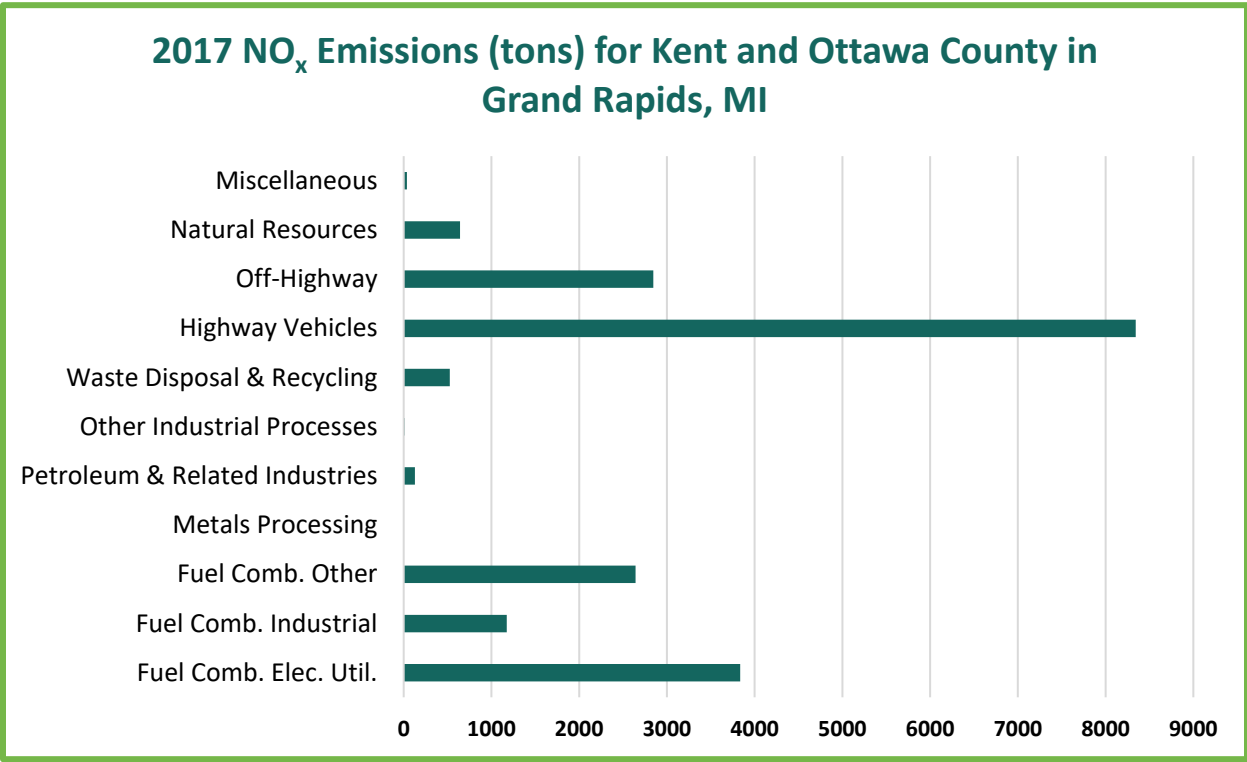
Air Quality

As of 2023, both Kent and Ottawa Counties are designated as attainment by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for the most recent ground-level ozone and fine particulate matter standards. For an area to be considered attainment, it must meet the National Ambient Air Quality Standards (NAAQS) set by the EPA. Kent and Ottawa County have historically struggled to meet the ground-level ozone standard as our monitoring data is negatively influenced from transport from large cities across Lake Michigan, such as Chicago and Gary, IN. It is therefore even more important for our area to reduce its transportation-related emissions to counteract the impact of transport. In the GVMC area, there are two air quality monitoring sites in Kent County and one Ottawa County. In 2023 the region experienced 24 Air Quality Action days; this was the highest number since 2012 with a total of 25 action days. The volume of action days was due in part to wildfires occurring across Canada. These wildfires proved the importance of

realizing how larger scale events have a direct impact on the Grand Rapids area even though they may be occurring in areas much further away than the surrounding metropolitan areas.

It is also worthy to note that current regional emission inventory data suggests that mobile emissions account for approximately 30 percent of Volatile Organic Compound (VOC) emissions and more than 50 percent of Nitrogen Oxide (NOx) emissions. VOCs and NOx combine in the presence of sunlight to form ground-level ozone. Therefore, it is important to support strategies for the Ozone State Implementation Plan (SIP) that are cost effective and have a direct environmental benefit.





Climate Resiliency

Existing infrastructure is important to monitor and preserve as changing climates may affect the rate of deterioration. GVMC is currently developing a Transportation Infrastructure Resiliency Study to identify potential transportation system vulnerabilities to climate change impacts and evaluate potential solutions. Extreme temperatures and weather events can alter transportation system infrastructure beyond the typical expected wear and tear. LGROW is publishing a [Watershed Resilience Action Plan](#) for the Lower Grand River Watershed in 2024, highlighting actions that people can take as an individual, as a community group, or as a local government to make their community more resilient in the face of a changing climate.

Natural Resources

Waterways, wetlands, woodlands, and other natural elements have a great impact on the Greater Grand Rapids environmental landscape. Preservation of these natural areas is important to maintaining wildlife in the area and reducing the negative environmental footprint caused by things like vehicle emissions. Planning entities must work in collaboration to be aware of environmental challenges by monitoring adequacy of wetlands, stormwater management, endangered species, habitats, and invasive species. A detailed overview of these natural elements in the planning area can be found in the LGROW [Natural Connections Map](#).

Water Resources and Infrastructure

Private developments often rely on public stormwater systems to convey stormwater runoff away from their properties. Despite existing review and design standards, much of the current public infrastructure offers a low level of service due to factors such as age and outdated design. To ensure these public systems can effectively handle future extreme weather events, collaboration between private and public developments is essential. This collaboration may involve enhancing underground infrastructure, such as increasing storage capacity on the private side to alleviate demand on public pipes or cost sharing road drainage improvements. Current regional challenges with water resources include the lack of a sustainable funding source and storm water design standards applying to only new developments.

Supporting Goals and Objectives

Please refer to the matrix in Appendix E.



Transportation Infrastructure Resiliency



Grand River flooding at Fish Ladder Park in the Spring of 2023

Highlights:

- Average temperatures in the GVMC area are expected to increase year-round, leading to more extreme heat events during the warm months and warmer, wetter winters.
- Average annual precipitation is expected to increase year-round in the GVMC area, with the number of heavy precipitation events increasing as well. However, the number of total days with precipitation is expected to decrease, with more rain occurring on fewer total days.

Overview

The climate of the GVMC region is changing. Average temperatures and annual precipitation are increasing and are expected to continue increasing throughout the remainder of the century and beyond. These changes present risks to the safety, reliability, and sustainability of our transportation systems. Because of this, it is increasingly important to understand the impacts these changes will have on our region's transportation infrastructure to better promote a safe and resilient system.

As mentioned in Chapter 2, one of the Planning Emphasis Areas (PEAs) issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is [Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future](#) which states that:

“Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.”

This Emphasis Area is supported by the following Executive Orders:

[Executive Order 14008: Tackling the Climate Crisis at Home and Abroad](#)
[Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis](#)
[Executive Order 14030: Climate Related Financial Risk](#)

In response to the changing climate and issuance of the updated Planning Emphasis areas, GVMC is developing a Transportation Infrastructure Resiliency Study. In coordination with local, state, and federal planning partners, GVMC will work to identify how present and future climate change will impact the region’s transportation infrastructure, identify transportation system vulnerabilities, and evaluate potential solutions. The outcomes of the study will help the region better understand future transportation needs related to climate change and resiliency and can be used to inform plan development, project selection, and project design.

Process for Determining and Addressing Need

The first step in determining regionwide needs related to resiliency, in addition to determining the scope of the Transportation Infrastructure Resiliency Study, was to analyze

Public Involvement Spotlight



What Does the Public Say About Resiliency?

“In terms of Kent and Ottawa counties, I believe that we should prioritize innovative and climate conscious transportation solutions. We should be looking to other technologically advanced countries for inspiration. “

“A large request, but I feel growing concern over the environmental impacts of the transportation system and how it is contributing to global climate change. “

“Look to other communities - both in US and elsewhere - that are trying new approaches and anticipating where transportation needs will be changing as technology changes and climate change accelerates.”

“Adapting to climate change should be priority number one.”

“The issue of climate change should play a central role in deciding how to plan for the future.”

and understand the impacts climate change may have on our region. To do this, staff used climate projection data to determine what climate changes our region is projected to see and to what extent. We first looked at how these changes might broadly impact the transportation infrastructure of the region, and then at how they may impact transportation systems and behavior. Below is a summary of these findings:

Projected Climate Change in the GVMC Region:

Temperature

Average temperatures are expected to increase year-round, leading to more extreme heat events during the warm months and warmer, wetter winters.

Precipitation

Average annual precipitation is expected to increase year-round, with the number of heavy precipitation events increasing as well. However, the number of total days with precipitation will decrease overall, with more rain occurring on fewer total days.

Transportation Infrastructure Impacts: How Could These Changes Affect the Built Transportation Infrastructure in our Region?



Paved Surfaces: Roadways, Sidewalks, Pathways, and Airport Aprons

Heavy precipitation and flooding, in combination with the damage to pavement caused by extreme heat and heavy or high traffic volumes, have the potential to compromise pavement integrity and shorten the life of the infrastructure.



Unpaved Surfaces: Unpaved Roadways and Natural Surface Trails

Heavy precipitation and dry conditions from heat and drought can both influence the condition and longevity of unpaved surfaces.



Bridges

Like paved transportation surfaces, extreme heat, heavy precipitation, and flooding have the potential to damage paved bridge surfaces. Bridge structure can also be weakened by excess precipitation due to scour and soil saturation.



Railroads

Heat and heavy precipitation are believed to damage and weaken both the rails and underlying structure of train tracks.



Transit Stops and Shelters

Transit stop infrastructure consists of signage, a concrete or paved pad, and in some cases, a shelter. Adjacent sidewalks could also be considered a part of stop infrastructure. Pavement sensitivities are outlined in the Paved Transportation Surfaces section.

System and Behavior Impacts: How Could Changes to our Infrastructure Impact our Systems, Travel, and Behavior?

Economic Impacts

Extreme heat and flooding may impact economic freight or travel and tourism by causing delays or changes in tourism activity. Additionally, infrastructure deterioration due to climate change could shorten the lifespan of built infrastructure, necessitating more frequent and widespread treatment. Similarly, frequent travel over infrastructure in poor condition may cause damage to personal vehicles, commercial vehicles such as trucks, trains, and airplanes, active transportation devices, and transit fleet. This may necessitate more frequent maintenance and replacement.

Health and Safety Impacts

Extreme heat can cause health and safety risk, as well as possible engine and equipment stress. During heat events, those traveling by active transportation or to and from transit may be at health risk, necessitating solutions such as shelters at transit stops to help shield riders from extreme weather. Additionally, those traveling by motor vehicle are more likely to be involved in a crash. Like heat, flooding and deteriorated infrastructure can also pose serious safety concerns for those traveling around the impacted area or infrastructure.

Mobility Impacts

Engine and equipment failure could impact transit, air, and rail service which would in turn hinder mobility. Additionally, operations and maintenance may be delayed if health and safety are at risk due to weather such as extreme heat or precipitation. Those sensitive to heat may be unable to travel in these conditions.

In the short term, flooded infrastructure could restrict mobility if obstructed. This is especially critical if the route is necessary for emergency vehicles, transit, or freight. Additionally, flooded sidewalks have the potential to make travel nearly impossible for those who need ADA accessibility. In the longer term, deterioration or complete failure of the infrastructure could further restrict mobility if the infrastructure, no matter the type, is unsafe or uncomfortable to travel along.

Mode Shift

Depending on the climate change impact experienced, at what level, and by what mode, the impacts listed above have the potential to contribute to mode shift and alter travel behavior.

Identified Needs and Proposed Solutions

Need 1: Heat Risk Assessment

A heat risk assessment will be conducted to identify which regional infrastructure is most at risk of the identified

potential heat impacts. This assessment will help GVMC identify where heat resilient infrastructure may be needed, identify potential mitigation strategies, and analyze current infrastructure deterioration rates in high-risk locations.

Need 2: Flood Risk Assessment

A flood risk assessment will be conducted to identify which regional infrastructure is most at risk of the identified potential flooding impacts and other deterioration due to increased rainfall and heavy rain events. This assessment will help GVMC identify where flood resilient infrastructure may be needed, identify potential mitigation strategies, and analyze current deterioration rates in high-risk areas.

Need 3: Deterioration and Economic Impacts Assessment

Flooding, heavy rain events, and extreme heat events can increase infrastructure deterioration rates. This will be assessed to better understand how deterioration may impact our systems, maintenance, and economy.

Proposed Solutions

The listed needs will be fulfilled at the completion of the GVMC Transportation Infrastructure Resiliency Study, scheduled for finalization at the end of FY2024. In addition to the listed assessments, the study will also begin to evaluate potential resiliency solutions. This study will help identify more specific needs related to resiliency in the GVMC region.

Challenges

Changing Technology

As mentioned in the Preparing for New and Emerging Technology section, many challenges exist in integrating autonomous and electric vehicles into our transportation system. The exact infrastructure and management needed to support this new technology is still unknown; however, resiliency should be considered as it is implemented. As extreme weather events become more frequent, it is necessary that these vehicles are readily able to respond to such conditions and other associated hazards.

Funding

It is likely that climate change impacts in our region will necessitate more frequent and widespread infrastructure treatments such as maintenance and replacement. Presently, the condition of the roadway system in the GVMC area is in decline. Two of the factors contributing to this are the stagnant and sometimes loss of investment in the system and the increase in basic costs needed for maintenance. If the region's infrastructure begins to decline more rapidly due to climate impacts, it will require even more funding to maintain the system, which is not currently available.

Predicting Extreme Weather Events

In recent years, there has been an increase in the frequency and intensity of extreme weather events. While this is a challenge in itself, another challenge is that a changing climate makes these events even harder to predict. Accurate prediction is necessary to protect the public and implement any necessary hazard mitigation.

Projecting and Predicting Climate Change

To promote a resilient transportation system, a region must anticipate and plan for future climate change impacts. To do this, we must use predictive climate projection data. While the models and simulations are continuously improving, they

are unable to definitively predict the future. Emissions scenarios are created for differing emissions levels to help predict future outcomes, but even with that, we cannot say for certain how our region will be impacted, which proves a challenge when attempting to predict and mitigate the impacts.

Supporting Documents

[2021 Planning Emphasis Areas](#)

Supporting MTP Goals and Objectives

Please refer to the matrix in Appendix E.



Preparing for New and Emerging Vehicle Operation and Propulsion Technology



The WAV shuttle in downtown Grand Rapids; photo courtesy of Mobile GR

Highlights:

- Mobile GR expanded the Grand Rapids Autonomous Initiative, an on-demand service with a fleet of four Lexus RX 450h Shuttles to pick up on demand, through April of 2022.
- Prior to the outbreak of COVID-19, the program experienced about 11,000 riders a month in January and February of 2019.
- Multiple delivery drone pilots are taking place in Michigan as of 2023.

Overview

Autonomous Vehicle: A vehicle that has features that allow the vehicle to guide itself without human interaction. Examples include cruise control, self-parking, and lane centering. Autonomous vehicles may also be referred to as a driverless vehicle.





Connected Vehicle: A vehicle or a device that communicates with other vehicles and/or other devices alongside the roadway. Examples include in-vehicle navigation and sending/receiving road condition information.

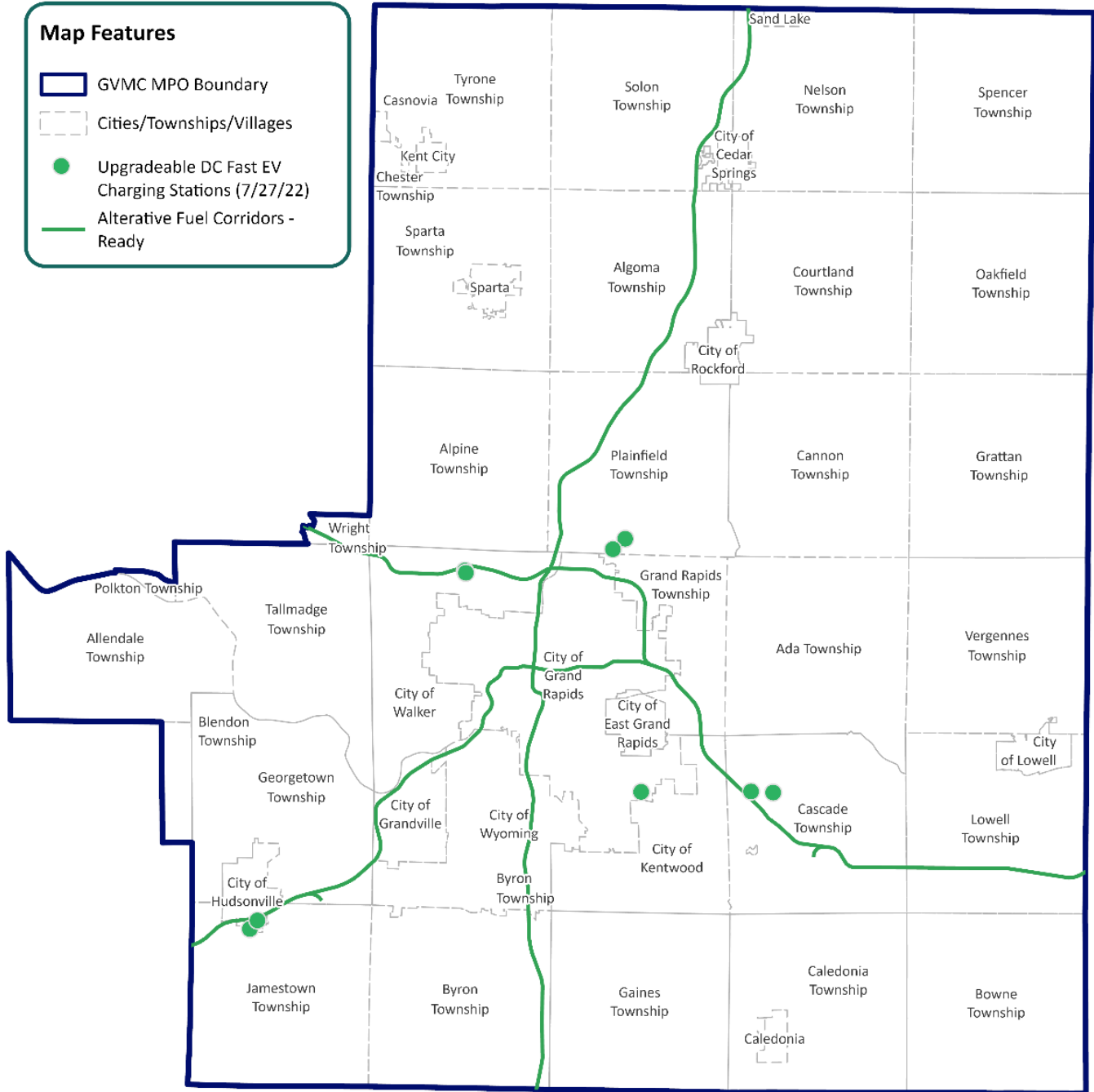
Over the last 25 years, technological advancements have made their way into the transportation system, with dynamic message signs on highways, GPS navigation in vehicles, back-up cameras, blind-spot/lane departure warning systems, and ride-hailing services like Uber and Lyft, which allow passengers to catch a ride in minutes through a smartphone app. Services like OnStar offer automatic crash response, emergency services, roadside assistance and more. Additionally, the development of electric vehicles (EVs) has changed how vehicles are powered and lowered emissions. The Bipartisan Infrastructure Law (BIL) has placed a heavy emphasis on planning and developing EV infrastructure with 19 different programs that provide grant monies for EV infrastructure. Additionally, the BIL incorporated the SMART Grants Program, which provides funding for projects that include:

- Coordinate automation
- Connected vehicles
- Sensors
- System integration
- Delivery/logistics
- Innovative aviation
- Smart grid
- Traffic signals

EV Charging Corridors

Map Features

-  GVMC MPO Boundary
-  Cities/Townships/Villages
-  Upgradeable DC Fast EV Charging Stations (7/27/22)
-  Alternative Fuel Corridors - Ready



0 1.5 3 6 Miles

Map 16: EV Charging Corridors

Technology continues to evolve at a rapid pace, and technological advancements that were once considered to be futuristic ideas have now become a reality within our area. Among other companies, Ford and Zipline are testing delivery service by drone in the state of Michigan. Mobile GR completed a pilot program in partnership with May Mobility and Gentex Corporation that included a route length of 4.21 square miles in the City of Grand Rapids. This program launched in 2019 with a fleet of 4 electric Polaris GEM shuttles and 1 wheelchair-accessible vehicle. The service was extended for a second phase that ran from July of 2021 through April of 2022 that utilized a fleet of 4 Lexus RX 450h and 1 wheelchair-accessible vehicle. According to the AVGR (The Grand Rapids Autonomous Vehicle Initiative) & Dash Rider Survey Summary, 90% of respondents believe the AVGR pilot has positively impacted Grand Rapids. The legality of autonomous vehicles on the road currently varies from state to state regarding requirements. The following are currently applicable in the state of Michigan:

What type of driving automation on public road does the law/provision permit?	Require an operator to be licensed?	Require an operator to be in the vehicle?	Require liability insurance?
Authorizes the testing of any “automated motor vehicle” and deployment of “on-demand automated motor vehicle networks”	Yes	No	Yes

Autonomous vehicle technology offers many possible benefits, including:

- reduced crash rates
- additional mobility options for the elderly, disabled, blind, and those under 16
- reduced energy consumption through more efficient use of the vehicle
- improved time management, both commercially and personally



Furthermore, vehicle fleet changes could affect the capacity of some local roads. Advanced technology may reduce the amount of space required for transportation because if vehicles can travel faster and closer to each other, there is potential to use the road more efficiently. Existing roadways could accommodate higher volume, lanes could be narrower, and medians eliminated, reducing the amount of land required for vehicle movement. Reduced space required for transportation may have great potential to free up land for other high value uses, particularly in urban areas. Reducing road usage and parking could bring activities closer to each other, mixing land uses, improving accessibility to destinations, and creating a better overall environment. This could increase property values, which could be positive in development and redevelopment of urban communities. However, bringing these types of vehicles to rural areas of the MPO may be challenging, as demand is inconsistent and the length of the trip may be much longer, thus costing more.

The future ABI Connected Car Market Data reported that 91% of new vehicles sold in the United States were connected. Researchers also predict that 96% of all new vehicles shipped in 2030 will have built-in connectivity. This technology will be integrated into the fleet faster than autonomous vehicles. Benefits of connected vehicles include:

- traffic prediction
- emergency assistance
- remote software updates
- predictive maintenance
- easier parking

Many factors will impact the percentage of our vehicle fleet that becomes autonomous, including the price of technology and regulations. Planning for the emergence of autonomous and connected vehicle technology will require additional preparation. In coordination with local companies, road agencies, local jurisdictions, and other transportation providers, GVMC will need to conduct additional research, analyze system data, and ensure that the proper infrastructure is in place to manage the demand for new vehicle technology.

According to the Association of Metropolitan Planning Organizations (AMPO), MPOs have an opportunity to be at the forefront of advancements in technology and automation. They state: As vehicle connectivity and automation is deployed, MPOs will work with their partners to explore visions of the desired future of transportation to help understand how vehicle connectivity and automation can help meet regional transportation needs and goals. Through policy development and investment decisions, MPOs can help guide deployment to the desired scenario for the region and nation. They will also have an important role in ensuring all transportation users, including youth, low income, minority, and elderly populations and individuals with disabilities, are provided equal access to the transportation system and the benefits of vehicle connectivity and automation, and do not receive a disproportionate share of any negative consequences. MPOs have the opportunity to help weave vehicle connectivity and automation into the transportation system in a way that is context sensitive to the existing urban fabric and community vision and helps meet regional goals and needs.

Process for Determining and Addressing Need

The Bipartisan Infrastructure Law developed several new programs that address funding opportunities for emerging technologies in the transportation field. GVMC should closely monitor the funding available and work with jurisdictions to help research, identify and achieve new funding sources to incorporate the infrastructure of the future within the region. Furthermore, GVMC coordinates with The Rapid in our planning efforts. While supportive of autonomous vehicle technology, The Rapid has indicated there will always be a staff member on every Rapid bus, but that opportunities for driver assist technology may prove to be helpful in the future.



Wheelchair accessible AVGR shuttle; photo courtesy of May Mobility

Challenges

Many challenges exist in integrating autonomous vehicles, EV, and delivery drones into our transportation system. These include:

Determining Infrastructure Needs

The vendor for the Grand Rapids Autonomous Vehicle Initiative's shuttles can't determine the vehicle to infrastructure component needed for the shuttles to operate long-term or in other areas. There is therefore no way to determine

transportation management for this new technology at this point, which could keep it in a long-term holding pattern. Our current transportation demand model is also not capable of considering the impact of autonomous vehicles on the system. The EV industry faces challenges that are applicable on both a national and local level including a supporting electric grid, alternatives to the gas tax for maintaining roadways, range anxiety, and the charging facilities themselves.

Advancements Taking Place on Private Campuses

It is likely that autonomous vehicles will take their next steps in advancement at private campuses, such as industries, warehouses, etc., where there are not on-road regulations in place. Because these advancements will occur outside of the eye of the public sector, it may be difficult to be fully aware of progress that is being made. Companies will need to work with communities to solve issues together. Communities may need to move faster to support innovations, and companies may need to respect the process for achieving desired outcomes for all.

Cybersecurity

According to the National Association of City Transportation Officials' (NACTO) [Blueprint for Autonomous Urbanism](#), autonomous vehicles (AVs) "are vulnerable to cyberattacks as hackers and other malicious parties can target the software within AVs or connected vehicle infrastructure to compromise safety." The document explains that the risks of such attacks are local, with the people and infrastructure surrounding the compromised vehicles being vulnerable targets. The Federal Government will need to create strong cybersecurity standards for vehicles and hold manufacturers accountable for breaches to address this threat. The National Renewable Energy Laboratory is currently evaluating cybersecurity and EV through: High-consequence cyber events for electric vehicle charging stations, leveraging the NREL cyber range to connect a fast charger in laboratory to emulate distributed energy system; the application of public key infrastructure to help ensure digital trust between vehicles and charging stations; and implementation of a defensible system for protecting charging infrastructure in electrified transportation systems under real operating conditions.

Cost

Connected and autonomous vehicles rely more and more on vehicle-to-vehicle communications rather than vehicle-to-roadside infrastructure communications. Nevertheless, the costs of infrastructure needed to support them may remain significantly high. Roadways, curbs, parking, charging stations, and traffic controllers are just a few examples that may need to be adjusted to meet the new demands of these vehicles. According to [McKinsey & Company](#), "A drone delivering a single package is estimated to have

Public Involvement Spotlight



What Does the Public Say About Technology?

In GVMC's recent public survey, 36 respondents submitted comments about technology. Here is a sampling of those comments:

"Public charging stations around the city would be great."

"Please do not invest in more automobile, electric or autonomous, technologies as the issues with the roads are too many drivers. Please invest in alternative transportation methods..."

"Look to other communities- both in US and everywhere- that are trying new approaches and anticipating where transportation needs will be changing as technology changes and climate change accelerates."

a direct operating cost of approximately \$13.50. And this cost is not competitive with electric cars and vans doing a single delivery or any type of vehicle doing multiple deliveries in a single run.”

Freight

According to [FreightWaves](#), “U.S. parcel shipping activity is expected to grow 5% per year over the next five years, continuing what is expected to be an increase over pre-pandemic volume projections despite a slowdown in 2022...” As this increase in delivery grows year to year, autonomous delivery could put more and more vehicles on the roadway. If unmanaged, automated vehicles could push congestion to unsustainable levels, causing truck drivers to sit in traffic which would cost billions in additional operations costs. The Blueprint for Autonomous Urbanism recommends cities develop sophisticated urban freight policies that prioritize and group deliveries to reduce the number of freight trips, thereby increasing efficiency and safety.

Delivery drone studies and pilots are increasing, demonstrating they may be a feasible option in the future; however, drones present several challenges including cost effectiveness, public acceptance, security risks, and regulatory issues.

Similar to the concerns for personal EV limitations, freight can be limited by the distance allowed between charges for freight vehicles.

Public Perception and Accessibility

Mobile GR is investigating public perception and accessibility issues related to autonomous vehicles. The Southeast Michigan Council of Governments (SEMCOG) also conducted a public perception survey in 2017, which indicated that 43% of the public described their comfort level riding in a fully autonomous vehicle as “apprehensive, but would give it a try.” The Michigan Department of Transportation (MDOT) also recently conducted a survey for their long-range plan, Michigan Mobility 2045. 542 residents in GVMC’s area completed the survey. When asked how they would invest transportation funds in the area, the lowest ranking priority was self-driving technologies. More buy-in and demand from the public may be necessary to make significant advancements in incorporating advanced vehicle technology into the transportation system.

Ensuring Equity

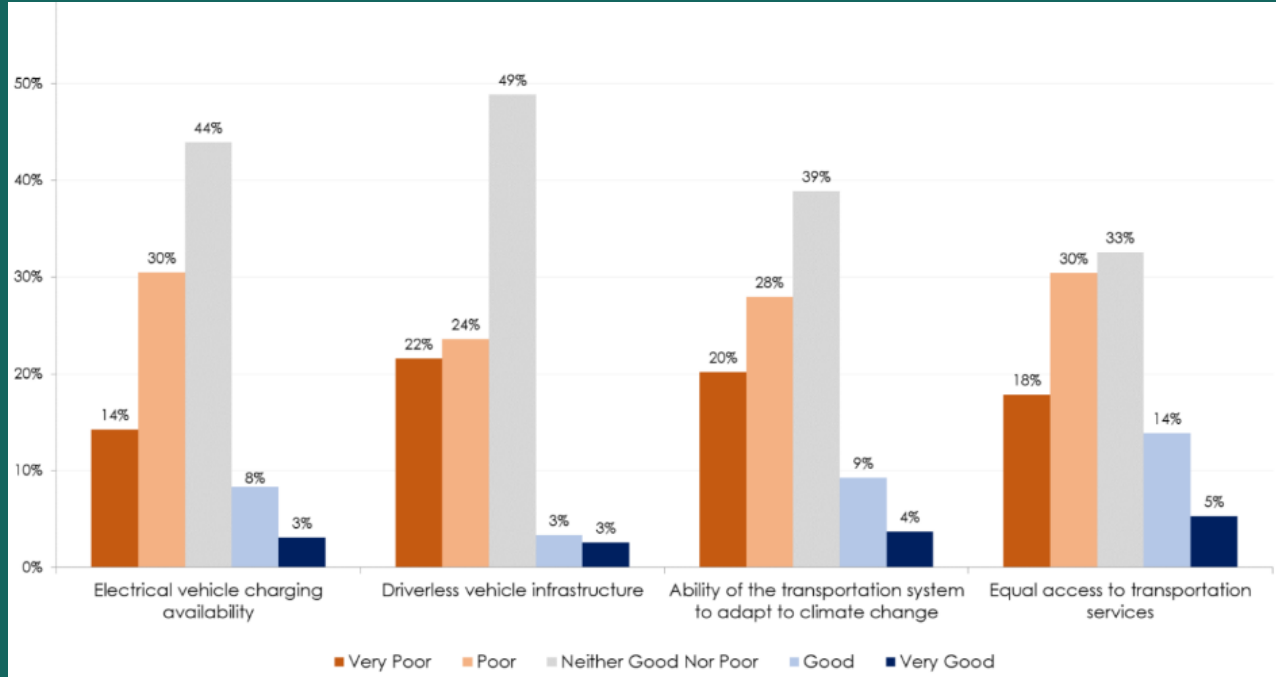
Connected and autonomous vehicles have the potential to benefit those who cannot afford vehicle ownership or cannot drive themselves, including people with disabilities, the elderly, and children. However, not all people may be able to take advantage of connected and autonomous vehicles if they don’t have a credit card, smartphone, or internet access. Such obstacles need to be removed for everyone to benefit from new innovations.

Furthermore, NACTO’s *Blueprint for Autonomous Urbanism* points out that “the trucking, taxi, and ride-hail industries employ almost 3 percent of the total American workforce, providing over 4.1 million jobs. People of color are overrepresented in this industry, and automation’s potential to displace these workers risk exacerbating financial hardship along racial lines.” City governments will need to work to address this to ensure equity as technology changes the ways freight is moved. The same concern also comes into play when considering delivery drones.

Grants for EV infrastructure and technology are becoming increasingly available, especially with IIJA programs. New infrastructure and projects should be programmed considering the needs and impacts on environmental justice populations.

Public Involvement Survey: How Does the Public Feel about Emerging Transportation Technology in Kent and Eastern Ottawa Counties?

The 2050 MTP Survey shows that most respondents felt neither good nor poor for each emerging transportation technology topic. Otherwise, the respondents felt poor or very poor about the emerging transportation issues. Respondents felt most positively about equal access to transportation services throughout the region.



Comments from survey respondents resulted in much more attention to E/V technology rather than autonomous vehicle technology.

Figure 4 : 2050 MTP Survey - Emerging Transportation Issues

Emerging Issues

Several opportunities have been identified to incorporate autonomous vehicles into the transportation system in the future. These include:

Last-Mile Connectivity

With autonomous vehicle technology advancements anticipated to take place in the private sector, opportunities may exist to connect transit routes with autonomous vehicles that could carry passengers the last mile of their trip to their destination. It will be necessary to coordinate last-mile connectivity options with private campuses making advancements in driverless technology and transit agencies. [McKinsey & Company](#) states “The last-meter challenge in drone delivery is real. Players must deal with issues such as safety (for both the package and for people on the ground), security after it is delivered, noise, congestion, and the need to optimize network delivery nodes – all under regulations that continue to evolve.” The delivery drone is being tested for these last mile trips, but these new factors bring a new set of challenges that differ from traditional last mile delivery vehicles.

Also, the traditional attractions of suburbs and rural areas—larger homes and a lot of green space—have not changed and will continue to attract households with children. In the future, the difference will be the amenities available in those areas. When new young generations move from urban centers to suburbs to raise children, they may continue to demand good access to mass transit and walkable neighborhoods in proximity to jobs, shopping, entertainment, and

other services. Connected and autonomous vehicles may not replace transit. Instead, they could help resolve last-mile problems by providing better access to transit.

Creating a Connected Corridor through Collaboration

One step in advancing autonomous vehicles could be developing a connected autonomous vehicle corridor, for instance, between select major arterials within a city. It would be necessary to collaborate with regional stakeholders to achieve this. Cavnue, in partnership with MDOT, is developing the world's first connected and automated vehicle (CAV) corridor on Interstate 94 in Michigan. The project will repurpose a general-purpose lane to a technology-enabled express lane, likely to be with physical separation. Vehicles will be able to access the lane through access points, which are breaks between physical separation that are at least 2,000 feet in length to accommodate vehicle merges. At the onset of the project, all vehicles will be able to use the lane. As CAVs become more common in the future, and CAV usage on the lane exceeds a certain threshold, the lane may be open to CAVs only. This threshold will be determined after relevant studies, including traffic and revenue modeling.

Reimagining Space

Allocating space for various uses is key to vibrant communities. With autonomous vehicles, curbside space for pick-up and drop-off will become more valuable than parking spaces. Communities will need to evaluate how to redevelop obsolete parking spaces into other uses. Urban design solutions can help. Alleys and off-street loading areas can separate truck deliveries from curbside traffic lanes. Some cities have already set aside space for car-sharing or scooter-sharing. It is inevitable that curbs will be of increasing importance in the future as autonomous vehicles become more common. It could be the most valuable space that a community owns and uses. It needs to be well designed for multiple modes of transportation, including cars and trucks, buses, bikes, and pedestrians. Curbs may become the center for connecting multiple modes effectively.

Time

Technology may help communities manage time more effectively. For example, delivery trucks currently arrive at homes and business locations when streets and sidewalks are most crowded. This makes roads more congested and adds to the costs of e-businesses, shippers, and transportation companies. Street and highway infrastructure, strained beyond intended capacity at peak periods, often has excess capacity off-peak. Cities can encourage use of this capacity in off-peak hours. This should be more feasible, particularly when more delivery vehicles become autonomous.

Supporting Documents

[2019 AVGR Rider Survey](#)

[Michigan Mobility 2045](#)

[NACTO Blueprint for Autonomous Urbanism](#)

Supporting Goals and Objectives

Please refer to the matrix in Appendix E.

Overview

Travel and tourism in the Grand Rapids area have a notable impact on the local economy. Events like ArtPrize® or the Meijer LPGA Classic golf tournament give the region a consistent economic boost and heighten the scope of the region on a national or even international basis, leading to an increase in tourism. ArtPrize, an international art competition and festival, brings in over 750,000 visitors to Grand Rapids during the annual 18-day event.³ Voted Beer City USA in national polls and named Best Beer City (2023, 2022, 2021) and Best Beer Scene (2017) by USA Today readers, Grand Rapids is also a destination for craft beer enthusiasts. The Beer City Ale Trail includes 80+ breweries, which, according to Experience Grand Rapids, is “more incredible craft beer per square mile than just about anywhere else on earth.”

While Grand Rapids offers numerous attractions that draw in visitors, the city also serves as a major hub to connect travelers to other tourism destinations via the area’s transportation system. With a steady stream of visitors coming to our city and traveling through it, Grand Rapids has become a major travel destination. While an increase in tourism is great news for our economy, more users on the roadways can lead to pavement deterioration, increased congestion, and consequently, worsening air quality. However, having readily available transportation options welcomes people to travel to, through, and throughout the region easily to reach their destinations and see what the area has to offer. Coordinating efforts between tourism, recreation, and transportation can improve the entire system and promote better access and more mobility options to make a visit to Grand Rapids as hospitable and accommodating as possible.

Highlights



Shown in the fall, DeVos Place and the Amway Grand Plaza Hotel host many events and accommodate travelers to the area. Photo courtesy of Experience Grand Rapids.

- 1,798,863 passengers flew through the Gerald R. Ford International Airport (GFIA) from January-June 2023, a trend that will exceed the pre-pandemic high of 3,587,767 passengers that flew through GFIA in 2019
- The Pere Marquette brought 86,148 travelers between Grand Rapids and Chicago in 2022, a 64.5% increase from the previous year
- The region is home to five professional sports teams (baseball, hockey, basketball, soccer, volleyball)
- Kent County Parks manages 7,448 acres of greenspace, 102 miles of trails, and 43 parks
- Ottawa County Parks manages 7,206 acres, including 157 miles of trails, 28 county parks, and 12 open spaces

³ Source: ["The Economic Impact of ArtPrize 2022" by Christian Glupker and Paul Isely \(gvsu.edu\)](#)

Major Attractions

Visitors are attracted to our area for various reasons. West Michigan is home to a growing number of concert venues, sports arenas, colleges, museums, parks, U-Pick farms and orchards, and beaches. Investment in transportation facilities near major attractions can help support their operation or development, and some facilities, such as scenic biking paths, may be an attraction in and of themselves. Highlights of tourism attractions found across the area include:

Arts and Entertainment

Grand Rapids has many attractions for tourists interested in the arts. The city houses Actor's Theater Grand Rapids, Broadway Grand Rapids, the Grand Rapids Ballet, Opera Grand Rapids, and River City Improv. There are numerous venues for performances to take place, such as Circle Theater, the Civic Theater, and the DeVos Performance Hall. Concerts take place at the Van Andel Arena, 20 Monroe Live, or the Intersection. Other attractions include the Urban Institute of Contemporary Arts and five museums: the Grand Rapids Art Museum, the Grand Rapids Children's Museum, the Gerald R. Ford Presidential Museum, the African American Museum and Archives, and the Grand Rapids Public Museum.

ArtPrize is an open, international art competition that takes place for 18 days in the fall in Grand Rapids. At each event, the voting public and a panel of jurors decide the winners of \$400,000 in prizes, including a \$125,000 grand prize. Any artist working in any medium from anywhere in the world can participate. Art is exhibited in 150+ venues throughout the Grand Rapids area, including museums, bars, public parks, restaurants, theaters, and hotels, etc. In 2023, the competition included 648 pieces by 800 artists from 30 states and 15 countries. This free public event attracts over 750,000 visitors, making it the most attended public art event in the world.

Grand Rapids also hosts the [World of Winter](#), the largest winter festival in the United States. With over 150 free events, activities and outdoor art installations over two months, the festival provides an opportunity for families and adults to enjoy Michigan's beautiful winter.

Economic opportunity continues to grow through increased investments in entertainment. [A 12,000-seat outdoor amphitheater](#) is being planned along the Grand River, projected to bring 300,000 visitors to Grand Rapids each season and provide increased nonmotorized connectivity between the downtown area, the existing riverwalk, and Kent Trails and the White Pine Trail. The project is set to be completed by May 2026.

Sports and Recreation

The area is home to five professional sports teams, including:

- The West Michigan Whitecaps, a minor league professional baseball team affiliated with the Detroit Tigers. Home games are held at Lake Michigan Credit Union Ballpark in Comstock Park, MI.
- The Grand Rapids Gold, a professional basketball team affiliated with the 2023 NBA Champions Denver Nuggets. Home games are held at Van Andel Arena in downtown Grand Rapids.
- The Grand Rapids Griffins, a professional hockey team affiliated with the Detroit Red Wings. Home games are held at Van Andel Arena in downtown Grand Rapids.



Maddison Chaffer paints the mural, *Seeking a Pleasant Peninsula*, winner of one of the juried awards during ArtPrize in 2022. Photo by Nick Irwin for Experience Grand Rapids.

- The United West Football Club, a semi-professional soccer team in the United Premier Soccer League. Home games are held at Hudsonville High School, 20 minutes from downtown Grand Rapids.
- The Grand Rapids Rise, a women's volleyball team and a member of the Pro Volleyball Federation. It is Grand Rapids' first major-league women's sports team. Home games are held at Van Andel Arena in downtown Grand Rapids.

For those interested in recreation, the area also offers dozens of golf courses, Cannonsburg Ski Resort, and 43 parks in Kent County with an additional 28 parks in Ottawa County. Millennium Park, located within Grand Rapids, Walker, Grandville, and Wyoming, covers 1,400 acres of rolling terrain and six miles of frontage on the Grand River. As one of our nation's largest urban parks, it includes nearly 18 miles of trails. There are more than 90 miles of trails within Kent County, and 157 miles of trails in Ottawa County, including multi-use, hiking, biking, bridle paths, cross country skiing, and water. Other opportunities to enjoy outdoor recreation include Blandford Nature Center and Frederik Meijer Gardens and Sculpture Park, which includes numerous scenic walking trails and hosts various artists' work. Meijer Gardens also hosts an annual summer concert series at their 1,900-seat outdoor amphitheater. John Ball Zoo in Grand Rapids and Boulder Ridge Wild Animal Park near Alto are home to a variety of animals from around the world. Ottawa County features a variety of U-pick farms, multiple campgrounds, and is home to Nelis' Dutch village and Windmill Island Gardens, which features the de Zwaan windmill, the last mill allowed to be transported from the Netherlands.



A couple enjoys their beverages at an event on the Listening Lawn at Studio Park in Downtown Grand Rapids. Photo courtesy of Experience Grand Rapids.

Beer and Dining

As “Beer City USA⁴,” Grand Rapids is known for its craft beer. In addition to the 80+ breweries on The Beer City Ale Trail, residents and visitors can participate in events such as the annual Michigan Brewers Guild Winter Beer Festival or visit a host of locations through one of the many beer tours available around town. A draw for tourists, several hotels now offer a Beer City Package as an amenity available to their guests.

WalletHub⁵ included Grand Rapids (#25) as one of the Best Foodie Cities in America. During Restaurant Week, which takes place in November, restaurants offer specially priced lunch and/or dinner options at over 60 area restaurants that highlight fresh, local ingredients.

Many area festivals also showcase the foodie culture of the city. Festival of the Arts, which takes place the first weekend in June in downtown Grand Rapids, features local performers at several stages, art shows and activities for families – all free of charge – as well as an assortment of tasty offerings from food booths operated by nonprofit organizations. Poutine Week, which overlaps with ArtPrize, takes place along Michigan Street in downtown Grand Rapids. This event offers different poutine dishes from local vendors and allows the public to vote for their favorite.

⁴ [Grand Rapids is Beer City, USA | Breweries, Deals, Tours & Events \(experiencegr.com\)](https://experiencegr.com/beer-city-usa/)

⁵ [Grand Rapids Restaurant Week 2022 | Support Local Restaurants \(experiencegr.com\)](https://experiencegr.com/restaurant-week-2022/)

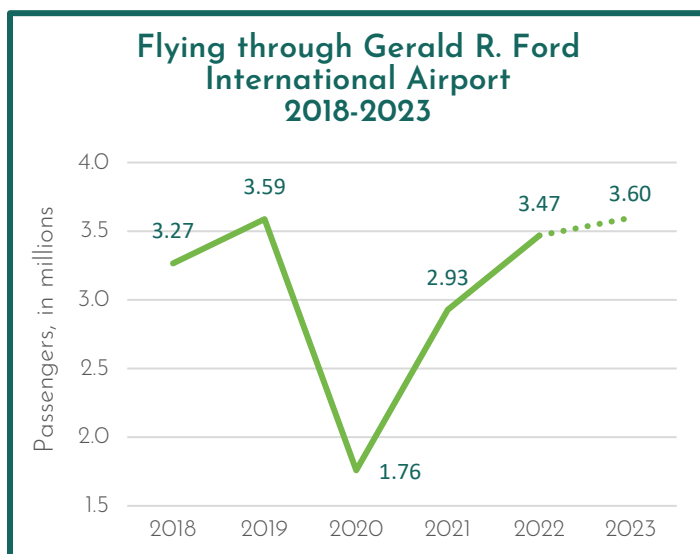
Accommodations and Travel

The COVID-19 pandemic that started in 2020 halted most travel and tourism around the world. While the impact of the pandemic continues to be felt in 2023, the global and national economy is showing signs of recovery, hoping to avoid a recession as demand for goods and services slows due to higher interest rates.

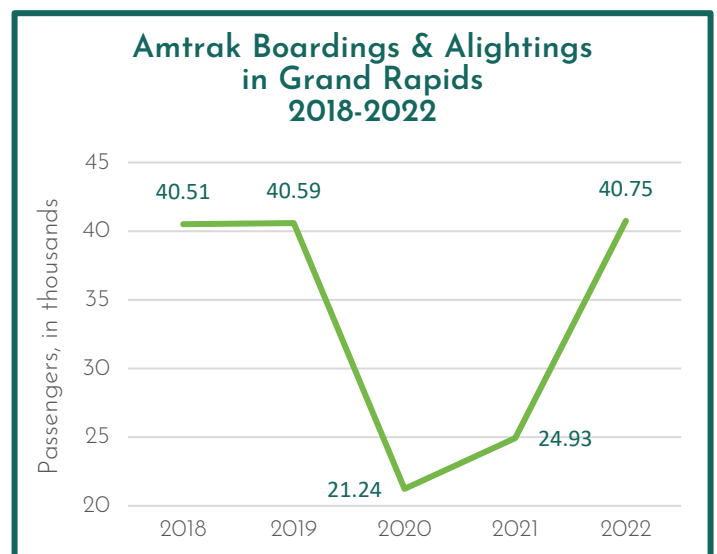
Gerald R. Ford International Airport (GFIA) is served by six national airlines with 100 daily nonstop routes to 30+ destinations. In 2023, the airport added eight more gates to Concourse A in preparation for increased demand in the future.

The number of hotels around the airport continues to grow in the City of Kentwood, adding capacity to other accommodations available just 20 minutes away near larger meeting facilities in Downtown Grand Rapids. According to a report released by Downtown Grand Rapids, Inc., nine new hotels have opened in the downtown area since 2017 (bringing the total to 15 in 2022), and in June 2023, hotel occupancy in the city reached 72%, the highest since October 2018.⁶

Amtrak provides daily rail service between Chicago's Union Station and the Grand Rapids station located on the southern edge of downtown. Despite a steep drop during the pandemic, air and rail travel have returned to pre-pandemic levels and continue to grow (see graphs below).



Source: Gerald R. Ford International Airport



Source: Bureau of Transportation Statistics

Process for Determining and Addressing Need

Technical and Policy Committees

GVMC relies on our Technical and Policy Committee members, who work directly with their local communities, to bring identified needs related to tourism through our Committee process for discussion. A representative from the Gerald R.

⁶ [July-2023-DDA-Vitals-Report.pdf](#)

Ford International Airport sits on both Committees. Representatives from Experience Grand Rapids have also participated on Technical Advisory Committees for various projects. Furthermore, GVMC communicates directly with many members of the tourism industry through our consultation and public involvement mailing lists, which gives them the opportunity to voice suggestions or let us know their needs.

Experience Grand Rapids Destination Asset Study

GVMC also is in contact with Experience Grand Rapids, which works to inspire tourism within the area through marketing campaigns and promotions. Their mission is “to create an exceptional community by sharing Grand Rapids with the world.” This means that Experience Grand Rapids inspires tourism and conventions through short-term promotions, long-term marketing and sales strategies, and a focus on community developments that will impact the visitor experience.

In 2015, Experience Grand Rapids launched their Destination Asset Study. The study focuses on seven key aspects related to travel and tourism for the city. These include:

- Convention Center & Hotel Opportunities
- Attracting Professional Sports
- Enhancing Amateur Sports Offerings
- Leveraging the Grand River
- Outdoor and Adventure Opportunities
- Downtown Transportation for the Visitor
- Destination Awareness, Inclusion, and Diversity

Since the creation of the Study, these tasks are continually tracked and updated at

<https://www.experiencegr.com/destination-asset-study/>.

According to the Destination Asset Study, there is a growing interest in travel and tourism in downtown Grand Rapids and a need for increased infrastructure to get more visitors to the area. With the number of yearly visitors coming to the Grand Rapids metropolitan area increasing, the need for lodging and easy access to transportation is ever-growing. Through conventions, concerts, and other events, visitors are expected to maintain a consistent presence in the city.

Public Involvement Spotlight



Public Involvement at Area Events and Attractions

GVMC realizes the importance of reaching people where they are in our public engagement efforts, which often means attending area events and attractions. At these events, GVMC staff pass out freebies such as nonmotorized safety items, reusable bags, frisbees, and coloring books and information promoting our Clean Air Action program and Safety Education and Outreach program. We also asked the public to take the survey for the 2050 MTP at numerous events. GVMC staff attend 10 or more events a year. Past events have included:

- Ada Beers at the Bridge
- Allendale Back-to-School Fair
- Grand Rapids African American Art and Music Festival
- Family Fun Days at MLK Park
- Farmer’s Markets
- John Ball Park’s Party for the Planet
- Kent County Sheriff’s Office Bike Rodeos
- National Night Out events
- Outdoor Concerts
- Public Works Open Houses
- Whitecaps games (*see photo on following page*)

We have found that partnering with our members and other organizations strengthens our relationships with them and our community and allows

Challenges

Collaboration with the Tourism Industry

The tourism industry within our area is very diverse and involves several different entities, which can make collaboration difficult. However, many are included on GVMC's consultation and public involvement list to invite a two-way discussion during project development.

Managing Congestion

Demand on the transportation system can shift depending on the season, day of the week, holidays, or the timing of special events. For instance, when there are Whitecaps games at LMCU Ballpark, traffic can back up significantly on the US-131 West River Drive off ramp. Congestion can lead to safety concerns and more emissions from idling vehicles. It is difficult to manage peak demands that overtax the system for short amounts of time. Encouraging carpooling or shifting to other modes of transportation can help.

Ensuring Accessibility

Maintaining easy access to all facilities during busy travel times can be a challenge. To better understand accessibility issues within our area, GVMC conducted an [accessibility analysis](#) in 2017 that assessed regional access to roadway, transit, and nonmotorized transportation networks, as well as accessibility to key destinations, hospitals, colleges, and employment centers, via these transportation systems. This assessment was a first step in an ongoing process involving coordination with transit and community agencies to encourage accessibility.

Supporting Goals and Objectives

Please refer to the matrix in Appendix E.



GVMC staff passing out air quality and safety items at a Whitecaps game during the summer of 2023; Whitecaps games draw fans from across our planning area and from neighboring counties as well.



Chapter 7: Funding the Vision

Introduction

The MTP is a visionary planning document that identifies current and future transportation needs for the GVMC region. Some of these needs receive funding and become projects (see Chapter 8). But before projects can be selected, it is critical to determine the amount of funding reasonably expected to be available over the life of the plan so that the project list is financially constrained, meaning that the cost of the projects on the project list doesn't exceed anticipated revenue. Projects that are unfunded are included on the illustrative list (see Appendix J). This chapter and Appendix I form the financial plan for the MTP and describe transportation revenue sources, document the forecasting methodology to determine available funding, provide estimates of the cost of operating and maintaining the transportation system through 2050, and demonstrate that the project list is financially constrained.

Transportation Funding Explained

The development and maintenance of the transportation system is primarily financed through gas taxes and vehicle registration fees. Motor fuel is taxed at both the federal and state levels, the federal government at 18.4¢ per gallon on gasoline and 24.4¢ per gallon on diesel fuel, and the State of Michigan at 30¢ per gallon on both gasoline and diesel fuel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. Michigan drivers pay one of the highest tax levels across the country at the pump, but Michigan ranks low in what we invest in our roads compared to other states. Our road conditions reflect this as need has historically outpaced available resources. Furthermore, motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases, and as cars have become more fuel efficient, drivers purchase less gas, which generates less revenue. While Michigan's state gas tax rate is now adjusted for inflation up to 5% each year, federal tax is not. Over time, inflation may erode the purchasing power of federal gas tax dollars.



Development and maintenance of our regional transportation system is primarily financed through the gas tax and vehicle registration fees

The state of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs, which is a crucial source of transportation funding for the state. Currently, slightly less than one-half of the transportation funding collected by the state is in the form of vehicle registration fees.

Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. More information about federal and transit funding sources is included in Appendix I.

Federal Highway Funding

There are several federal highway programs serving different purposes. These funds are apportioned to the states (apportionment means distribution of funds according to formulas established by law), and then a portion is allocated to Metropolitan Planning Organizations (MPOs) based on the population in each region. Through this formula, GVMC's local agencies receive approximately \$20.5 million in federal-aid highway funding each year. In addition, MDOT spends a

fluctuating amount annually for capital needs on state-owned highways (I-, US-, and M-roads) in the region.

Federal Transit Funding

Like the highway programs, there are several federal transit funding programs serving different purposes. Transit funds are distributed according to a complex set of distribution formulas. The Rapid receives approximately \$11.1 million in federal-aid transit funding each year.

State Funding

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is comparable to the federal HTF.

Local Funding

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. GVMC worked with our members to estimate local funding that is expected to be available over the life of this document. These funds can be used as the required 20% match to secure federal funding or for projects that are not eligible for federal funding, like resurfacing subdivision streets.



Wolverine Northland Drive Resurfacing Project; Photo courtesy of the KCRC

Public Involvement Spotlight



What Does the Public Say about Transportation Funding?

During the summer and fall of 2022, GVMC conducted a public survey that asked the following question: To increase funding for transportation improvements, which actions, if any, would you support? Answers included increasing the gas tax slightly, increasing property taxes slightly, and creating a voluntary fund for residents to submit donations. Results are in the table below, along with a sampling of corresponding comments from our survey.

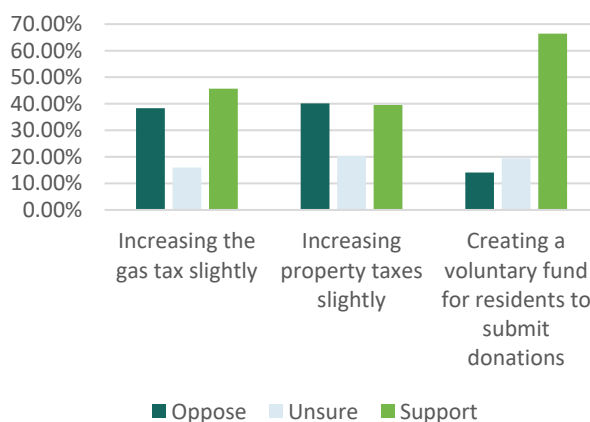
“As more and more electric vehicles come on line something other than increasing the gas tax needs to be done. Electric vehicles are much heavier and must pay their fair share.”

“Increase funding however possible”

“Use the funds we have now. We pay the highest fuel tax and the road is a wreck!”

“Develop more funding partnerships for improvements, including the private sector”

To increase funding for transportation improvements, which actions, if any, would you support?



Innovative Financing Strategies

During the development of this document, additional funding was consistently determined as a challenge in making improvements for every transportation mode. Due to the lack of funding, our members have historically prioritized maintaining the system just to keep pace with wear and tear. Yet, even those efforts have, at times, not been able to keep up with the rate at which pavement condition has been deteriorating. Furthermore, there are additional needs on the transportation system for safety, active transportation, and other worthy projects that can't be addressed due to limited funding. Because of this, GVMC frequently encourages our members to pursue grants and supports them in that effort. Innovative financing strategies are also becoming more important in achieving transportation system goals.

Highway

Several 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, which are discussed in more detail in Appendix I, include (1) Toll Credits, (2) State Infrastructure Bank (SIB), (3) Transportation Infrastructure Finance and Innovation Act (TIFIA), (4) Bonding, (5) Advance Construct/Advance Construct Conversion, and (6) Public-Private Partnerships (P3).

Advance Construct/Advance Construct Conversion is a common strategy that GVMC uses to complete projects before funding is available. This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal-aid funds for the federal share of the project in a future year (advance construct conversion). Additionally, our region has benefitted from another innovative financing strategy –

bonding. During her 2020 State of the State address, Governor Whitmer unveiled a bonding plan called Rebuilding Michigan that allows MDOT to sell a total of \$3.5 billion in bonds to rebuild highways and bridges across the state between 2020 and 2024. The borrowed funds plus interest must be paid back by MDOT. Some of these projects are in Kent and Ottawa Counties. Additional discussion about how to fund Michigan's infrastructure at the governmental level continues without a clear path forward at this time.

Transit

As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued, and the federal government also allows the use of toll credits to match federal funds (see Appendix I). 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.⁷ Currently, The Rapid is assessing potential ways to diversify operations funding streams as part of their Transit Master Plan (TMP).

Revenue Forecasting

Cooperative Revenue Estimation Process

Estimating the amount of funding expected to be available over the life of the MTP is a complex process. It relies on several 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.

⁷ FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm.

The revenue forecasting process is also a cooperative effort. GVMC worked with FHWA, FTA, MDOT, the Michigan Transportation Planning Association (MTPA), and the Financial Work Group (FWG) to develop a statewide standard forecasting process. The MTPA is a voluntary association of metropolitan planning organizations (MPOs) and agencies responsible for the administration of federally funded highway and transit planning activities throughout the state, and the FWG represents a cross-section of the public agencies responsible for transportation planning in our state and is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPOs, including GVMC. GVMC used the financial methodology the FWG developed and the MTPA approved to forecast future revenues for the GVMC area through 2050 from federal, state, and local sources and used that estimate to develop the project list (see Chapter 8). Comparing estimates of revenue reasonably expected to be available over the life of the MTP to the list of programmed projects demonstrates that the project list is financially constrained. For more information, please see the financial constraint tables on pages 138-9 and Appendix I.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA).

Forecasting Federal Highway, State, and Local Funds

At least every two years, allocations are calculated for the federal highway fund sources identified in Appendix I based on federal apportionments and rescissions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is approved to be spent).

GVMC used the rates below, which were formulated by the FWG and approved by the MTPA, to develop estimates for future federal highway, state, and local funding. These rates are consistent with the Michigan Long-Range Transportation Plan. These estimates are used for all financial plans in the state. Please see Appendix I for more information.

Compounding growth rate for revenue forecasting:

FY23-FY26: 2.0% annual growth

FY27-FY31: 1.9% growth rate

FY32& Beyond: 1.0% growth rate

Federal Highway Funds and Combined Federal/State Funds

To determine federal funding by source over the life of the MTP, GVMC took funding allocations per federal program for FY2023-2026 directly from the FY2023-2026 Transportation Improvement Program (TIP). For 2027 and beyond, GVMC used the FY2026 funding for highway programs as the base year and then applied the growth rate of 1.9% to FY2027-2031 and a 1% growth rate factor to every year thereafter. Estimates for EDFC funds (state funding) were derived using the same growth rates from the state. Competitive programs such as safety (HSIP funding) and Local Bridge were not included in this analysis as these grants are not guaranteed. Projects in the FY2023-2026 TIP that have been awarded funding are, however, included in the project list and are therefore fiscally self-constrained. The results of this analysis show that \$648 million in federal funding from programs such as STP, TAP, and CMAQ is expected to be available over the life of this document.

State-Generated Highway Funds

State-generated funding for highways (i.e., MTF funding) only needs to be shown in the MTP if it is in a project that also contains federal-aid funding or is non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in the MTP. The total amount of MTF funding available each year can be projected. If the amount

of MTF funding for highways shown in the MTP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the MTP is constrained to reasonably available revenues.

For this chapter of the MTP, state-generated highway funds for CI, NR, Trunkline Modernization, and other sources were provided by MDOT. The results of this analysis show MDOT will have an estimated \$2.9 billion for projects (not including operations and maintenance).

Local Funds

The local program funds consist of Act 51 revenue estimates which are often supplemented with other local funds, such as general funds, transportation millages, municipal bonds and special assessments. Agencies that receive Act 51 funding include road agencies such as the Kent and Ottawa County Road Commissions, cities, and villages. To determine the amount of local revenue estimated to be available over the life of the MTP, staff reached out to the Act 51 agencies and asked the following:

- (1) How much the agencies anticipated receiving in Act 51 funds over the life of the MTP
- (2) How much local funding from other sources the agencies anticipated having available over the life of the plan
- (3) How much the agencies projected spending on operations and maintenance (including snowplowing, etc.)
- (4) How much the agencies projected spending on preservation projects



Resurfacing project in a Cascade Township neighborhood

Many agencies were able to provide estimates for all categories, and in these cases, staff used the numbers provided by the local agencies in our financial estimate. If an agency did not provide data, staff referred to MDOT's Act 51 allocation estimates for 2023 through 2025 and then applied the inflation factors (see previous page) using 2025 as a base year for years 2026 and beyond. If an agency or community was not able to forecast operations and maintenance (O & M) expenditures, staff estimated the number to be 33% of their Act 51 funding, since O & M costs are, on average, 1/3 of the total of most agencies' Act 51 funds.

GVMC only received preservation funding estimates from 10 of our local members. Those numbers totaled \$3.6 billion in expected preservation investment for our region.

To determine the amount of local funding reasonably expected to be available over the life of the plan, staff added local agencies' Act 51 allocation estimates along with transportation funding from other sources, such as general fund transfers and millages, and then subtracted their O & M budgets from this total. O & M funds are subtracted because they are counted separately under the O&M section of the plan and therefore should not be counted twice. They also cannot be used as the 20% match to leverage funding from federal programs for road projects, such as adding a center turn lane or reconstructing a road. The remaining Act 51 and local funds can be used as the 20% match to secure federal funds or for other local projects at the agency's discretion. The results of the analysis showed that over \$3.7 billion is expected to be available in local funding through 2050.

Forecasting Transit Funds

The Rapid provided transit funding estimates for the 2050 MTP. Additional information about federal, state, and local transit funds is below. In total, over \$3 billion in transit funding is expected over the life of the plan between federal and other revenue sources, such as ticket sales. Please see Appendix I for more information.

Federal Transit Funds

Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. Current

statewide procedures are to consider the federal and state amounts programmed into the MTP by each transit agency to be constrained to reasonably expected available revenues.

State Transit Funds

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

Local Transit Funds

Local funding can come from farebox revenues, a community's general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict.

Operations and Maintenance (O & M) of the Federal-Aid Highway System

Current federal legislation requires the financial plan for the MTP to include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. For this reason, GVMC collected estimates from the Act 51 implementing road agencies in the Grand Rapids area as well as MDOT for annual O & M fund allocations. As stated previously, if an agency or community was not able to forecast operations and maintenance expenditures, staff estimated the number to be 33% of their Act 51 funding estimate. Local O & M funds are used for items such as snow plowing, mowing, pothole patching, crack sealing, signage, and other expenses deemed necessary to operate and maintain the overall transportation network. Local funds designated for O & M are not available to be used as a local match for federal transportation dollars. MDOT also has an O & M budget, which they shared with GVMC. The chart below shows projected O & M expenditures over the life of the plan. A substantial amount of MDOT maintenance funds are provided under contract to KCRC and OCRC.

Operations and Maintenance Costs over the Life of the Plan

Year	Local Jurisdictions (Act 51 Funds)	MDOT	Total
2023-2026	\$355,512,000	\$73,000,000	\$428,512,000
2027-2030	\$378,107,000	\$79,800,000	\$457,907,000
2031-2040	\$1,104,620,000	\$226,300,000	\$1,330,920,000
2041-2050	\$1,353,440,000	\$270,700,000	\$1,624,140,000

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the MTP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. Projects in FY2023-2026 come directly from the TIP and have already been adjusted for inflation. For new construction projects, MDOT recommended using a 4% annual cost increase. *This is not the same as expected rates of funding change (see **Forecasting Federal Highway, State, and Local Funds** on page 135).*

GVMC did not program any local projects during the development of the 2050 MTP, deciding instead to leave unprogrammed funding in band years that will be allocated during the development of subsequent TIPs. The projects MDOT and ITP-The Rapid submitted to GVMC for inclusion in this plan were expected to be inflated upon submittal.

MDOT YOE project costs for projects that appear in the MTP project list are derived from the annual Financial Plan.

Demonstration of Fiscal Constraint

As stated earlier in this chapter, the financial plan is required to show that the cost of MTP highway and transit projects does not exceed the amount reasonably expected to be available to fund them. This is known as *demonstration of fiscal constraint*, and it is required for both highway and transit projects. All known sources of revenue and estimated project costs have been included in the following financial tables. These tables demonstrate that the total expenditures in the project list for highway and transit projects do not exceed estimated revenue.

Only those transit projects considered to be financially constrained are included in the MTP project list. Therefore, transit projects included in the Rapid's Transit Master Plan (TMP) are instead listed in the MTP illustrative project list.

Highway Funding, 2050 MTP

The table below contains a summary of the predicted federal and combined federal/state resources that are expected to be available for local jurisdictions for capital needs on the federal-aid highway system through 2050 compared to programmed projects. For a more detailed version of this table, please refer to Appendix I.

Funding Source	Funding Level	FY2023-2026 TIP	FY2027-2030 Band Year	FY2031-2040 Band Year	FY2041-2050 Band Year	Total by Source
Total, All Sources, Estimated Available	N/A	\$76,407,000	\$84,452,000	\$231,479,000	\$255,697,000	\$648,035,000
Total, All Sources, Programmed	N/A	\$76,407,000	\$84,452,000	\$231,479,000	\$255,697,000	\$648,035,000
Balance:		\$0	\$0	\$0	\$0	\$0

Table 1: Forecast of Resources Available for Capital Needs on the Federal-Aid Highway Compared to Programmed Projects

Local Funding, 2050 MTP

The table below contains a summary of the predicted local resources that will be available for local match or local projects through 2050.

Funding Source	FY2023-2026 TIP	FY2027-2030 Band Year	FY2031-2040 Band Year	FY2041-2050 Band Year	Total
*Local Capital Dollars	\$440,280,000	\$471,324,000	\$1,311,050,000	\$1,449,842,000	\$3,672,497,000
Capital Dollars Required for Local Match to Secure Available Funding Above	\$15,281,000	\$16,890,000	\$46,296,000	\$51,139,000	\$129,607,000
Balance	\$424,999,000	\$454,434,000	\$1,264,754,000	\$1,398,703,000	\$3,672,497,000

Table 2: Forecast of Local Revenue Available for Local Match and Projects

**This number includes Act 51 funding from members plus millages/special assessments and other sources of funding with operations and maintenance subtracted*

MDOT Funding, 2050 MTP

The table below contains a summary of the predicted MDOT/state funding resources that are expected to be available for capital needs on the federal-aid highway system through 2050 compared to programmed projects. Unallocated funding may fund projects from MDOT's illustrative list in the future (see Appendix J).

Funding Source	FY2023-2026	FY2027-2030	FY2031-2040	FY2041-2050	Total by Source
*Total Available Funding	\$447,341,818	\$403,000,000	\$1,453,800,000	\$1,286,400,000	\$3,590,541,818
**Total, All Sources, Programmed	\$447,341,818	\$200,000,000	\$1,080,733,000	\$743,407,000	\$2,471,481,818
Balance:	\$0	\$203,000,000	\$373,067,000	\$542,993,000	\$1,119,060,000

Table 3: Forecast of MDOT Funding Through 2050 Compared to Programmed Project Cost

*Includes bonds and CI, NR, and Trunkline Modernization. O+M not included in this table. Please see table on page 137 for O+M information.

**Includes all projects except O+M



I-96 Mill and Fill Project; Photo Courtesy of MDOT

Transit Capital Revenue (The Rapid), 2050 MTP

The table below contains a summary of the predicted resources that will be available for capital needs for The Rapid through 2050 compared to programmed projects. Federal funding reasonably expected to be available is included.

Funding Source	FY2024-2026	FY2027-2030	FY2031-2040	FY2041-2050	Total by Source
Total, All Sources (5307, CMAQ/Carbon Reduction, 5337, 5339, State Capital Grant Match, Discretionary Grants), Estimated Available	\$66,601,188	\$79,806,873	\$213,983,557	\$236,370,972	\$596,762,590
Total, All Sources, Programmed	\$62,833,140	\$69,748,659	\$207,482,390	\$229,189,639	\$569,253,828
Balance:	\$3,768,048	\$10,058,214	\$6,501,167	\$7,181,333	\$27,508,762

Table 4: Forecast of Resources Available for Public Transit Capital Needs within GVMC Compared to Programmed Project Cost

Please note: The Rapid also expects to receive \$2.4 billion in operating revenue from passenger fares, sale of transportation services, state operating assistance, interest, advertising, and miscellaneous sources, for a total of approximately \$3 billion in funding from all sources over the life of the MTP.



Chapter 8: Investing in the Transportation System

The project list for the 2050 Metropolitan Transportation Plan (MTP) is the culmination of months of work, as all previous milestones in the development of the MTP led to this effort. Public input, socio-economic data, goals and objectives, federal performance measures, the results of the modal needs and deficiencies analysis, and the financial analysis are all considered in the project selection process.

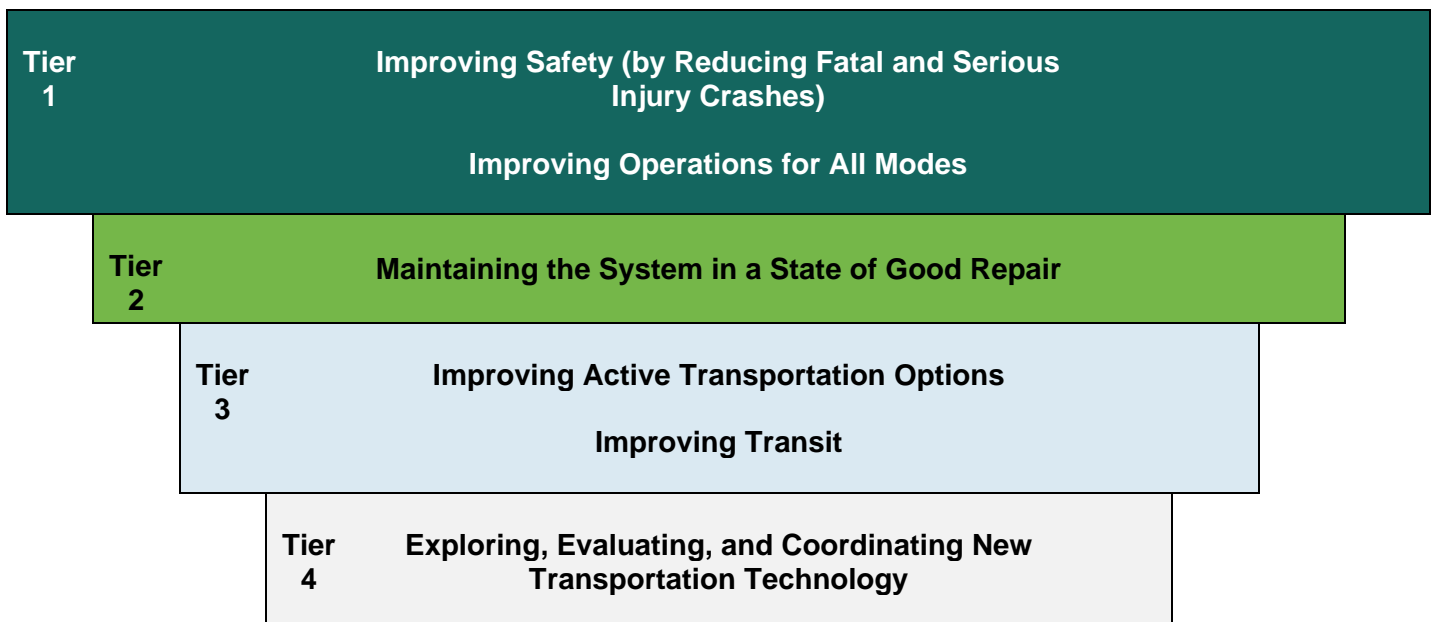
There are three steps in developing the project list, which include:

- (1) Determining investment priorities, or where funding should be allocated to meet the goals and objectives of the plan, address identified deficiencies, and achieve performance measure targets
- (2) Determining an investment strategy, or how much funding should be allocated to meet the goals and objectives of the plan, address identified deficiencies, and achieve performance measure targets
- (3) Using the identified investment priorities and strategy to develop a list of projects that meet the goals and objectives of the plan, address identified deficiencies, and achieve performance measure targets

Each step is described in further detail in the sections that follow.

Determining Investment Priorities

The first step to create the project list for this document was to determine investment priorities. Investment priorities identify areas where future transportation funds should be allocated to meet the goals and objectives of the plan, make progress in addressing the deficiencies identified during GVMC's analysis, and achieve performance measure targets for safety, system performance, and pavement and bridge condition. Taking into consideration the results of GVMC's needs and deficiencies analyses, the goals and objectives, the financial analysis and public survey data, the MTP Steering Committee began the task of determining investment priorities for the MTP on Wednesday, October 11, 2023. At this meeting, the Committee elected to invest available funds according to a tiered system. The proposed tiered system was then evaluated by the TPSG on Thursday, October 19, 2023, and approved with minor modifications. The resulting investment strategy below was approved by GVMC's Technical and Policy Committees at their November 2023 meetings.



In contrast to previous MTPs, GVMC's Committees decided to prioritize "Improving Safety" and "Improving Operations for All Modes" above "Maintaining the System in a State of Good Repair." It was noted that, historically, due to lack of funding, federal monies had been spent simply maintaining the system instead of making improvements, and changing the investment strategy would move the needle more positively in safety and operations, which benefits all modes.

Because data in recent years has shown that pavement conditions in the region are falling, and as time passes without funding to address these deficiencies, the system will only continue to deteriorate and the solution will become increasingly more costly, the Committee believed this item deserved second highest priority on the scale. The remaining priorities—improving active transportation options; improving transit; and exploring, evaluating, and coordinating new transportation technology—are also of importance. As our area grows and the population increases, we are seeing increased demand for our roadways. Many of our busiest roads are constrained by buildings or other landmarks and cannot (or should not) accommodate widening projects. Some of our members also have policies against widening projects. Therefore, several of our member agencies are emphasizing a mode shift toward active transportation or transit to alleviate congestion. Improving active transportation options and transit also allows people more choices in how they choose to travel, increases accessibility, and contributes positively toward public health. Reducing the reliance on Single Occupancy Vehicles (SOVs) by developing policies that encourage the use or development of active modes of transportation is a goal of this plan.

With technology continuing to evolve at a rapid pace, the committee chose to add "exploring, evaluating, and coordinating new transportation technology" as the fourth item on the investment tier. Members plan to take advantage of potential grant opportunities that involve new transportation technology, and exploring, evaluating, and coordinating new transportation technology will place our region in a positive position to embrace it as it is unveiled.

This investment strategy is consistent with the goals and objectives of this document, federal performance measures, and the public's top three investment priorities:

- Improve Roadway Pavement Condition
- Improve Roadway and Intersection Safety
- Enhance transit (bus) service

Determining an Investment Strategy

Based on GVMC's financial analysis in Chapter 7, approximately \$648 million is expected to be available in federal funds for local projects over the life of the Plan. MDOT can reasonably expect \$2.9 billion in funds, and The Rapid can anticipate approximately \$3 billion in apportionments, grants, and revenue. All of these projects go through GVMC's Committee approval process outlined on page 21 and are included in GVMC's public involvement process as well as our consultation, environmental justice, and air quality conformity processes outlined in Chapter 9.

The MPO may use regional funds for projects deemed to be of the highest priority for the region. After developing investment priorities, GVMC tasked the MTP Steering Committee, and later the Transportation Programming Study Group (TPSG), with determining an investment strategy for the plan, meaning how much funding should be allocated toward each of these priorities to create meaningful change.

While GVMC staff asked both Committees to debate an amount or percentage of funding to allocate toward each investment priority, both committees expressed a hesitation to do so. TPSG has a long track record of working together to select projects based on regional goals, objectives, and performance factors during the development of the Transportation Improvement Program (TIP), and with the development of the FY2026-2029 TIP expected to take place on the heels of the approval of the 2050 MTP, the TPSG elected to wait to program projects. Waiting to program projects until the development of subsequent TIPs also allows the Committees to allocate funding toward projects that will meet regional goals, priorities, and needs at the time.

Therefore, instead of allocating “bins” of funding toward the investment priorities, the TPSG instead had a meaningful discussion on the fund sources that could be used to fund projects that would address the investment priorities, depending on future need, thereby making improvements toward all. How the investment priorities are to be addressed by fund source and project eligibility is explained in the table below.

Fund Source	Eligible Work	Supports the Following Investment Areas
STP (Urban, Rural, Flex Kent Co, Flex TMA)	<ul style="list-style-type: none"> Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements on federal aid roads Replacement, preservation, and other improvements on fed aid bridges Active transportation projects (pedestrian and bicycle facilities) Safety projects Can be flexed to transit 	<ul style="list-style-type: none"> Improving Safety Improving Operations for All Modes Maintaining the System in a State of Good Repair Improving Active Transportation Options Improving Transit Exploring, Evaluating, and Coordinating New Transportation Technology
CMAQ	<ul style="list-style-type: none"> Signal System Operations Intersection Improvements About 50% flexed to transit Active transportation projects Other eligible projects with emissions reduction benefits 	<ul style="list-style-type: none"> Improving Safety Improving Operations for All Modes Improving Active Transportation Options Improving Transit Exploring, Evaluating, and Coordinating New Transportation Technology
Carbon Reduction (CRP)	<ul style="list-style-type: none"> Projects eligible for CMAQ funding except expansion/widening projects 	Same as CMAQ
TAP	<ul style="list-style-type: none"> Active transportation projects – no location restrictions Bicycle/pedestrian facility improvements on other road/bridge projects Other eligible projects 	Improving Active Transportation Options
Category C – Kent County only	<ul style="list-style-type: none"> Projects to reduce traffic congestion on federal aid eligible two-lane roads carrying over 10,000 vehicles per day or more than 25,000 on roads with more than two lanes <ul style="list-style-type: none"> Intersection improvements Left turn lanes Advanced traffic management systems Adding travel lanes Resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding 	<ul style="list-style-type: none"> Improving Safety Improving Operations for All Modes Maintaining the System in a State of Good Repair Exploring, Evaluating, and Coordinating New Transportation Technology
FTA (5307, 5339, 5310, etc.)	<ul style="list-style-type: none"> Transit 	Improving Transit

Developing the Project List

To develop funding categories for each of the fund sources available, revenues were projected through GVMC's financial analysis. Project costs are listed in the year or range of years that they will be expended (YOE), per federal reporting requirements. See Chapter 7 for more information about revenue projections and YOE calculations.

The MTP project lists include projects selected based on the investment strategy recommended by the MTP Steering Committee and the TPSG and help address the deficiencies and investment priorities identified within, and achieve the goals and objectives of, the MTP. *Please note that only widening projects that increase capacity (such as adding a lane) are required to be listed in the MTP.*

Committed Projects

The MTP is required to be financially constrained, meaning that the costs of the projects cannot exceed the amount of funding expected to be available. Therefore, only projects with committed funding can be listed. The first four years (2023-2026) of the MTP project list come directly from GVMC's short-range planning document, the Transportation Improvement Program (TIP). These projects have already been selected to receive funding. Beyond 2026, the projects listed address projected transportation capacity deficiencies. These projects are grouped in year ranges and often include unprogrammed bins of funding. For example, for STP Flex TMA funding, the project line item reads, "Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit." Unprogrammed bins of funding will be allocated to projects during the development of subsequent Transportation Improvement Programs (TIPs). The project list also contains line-item expenses for funding categories where precise funding levels are not available in advance (CMAQ) or where the funding is competitive (TAP, safety, small urban). Projects cannot be programmed under these fund sources until the funds are awarded. Once these funds are awarded, the corresponding projects will be amended into GVMC's TIP. The projects in the lists that follow improve accessibility; decrease congestion; improve safety, operations for all modes, active transportation options, and transit; help maintain the system in a state of good repair through the year 2050, and allow for the potential to explore, evaluate, and coordinate new transportation technology. Many have been through the National Environmental Policy Act (NEPA) environmental clearance process and have a federally approved Environmental Impact Statement (EIS) or Environmental Assessment (EA). A map of these projects is included on page 144.

Unfunded Needs

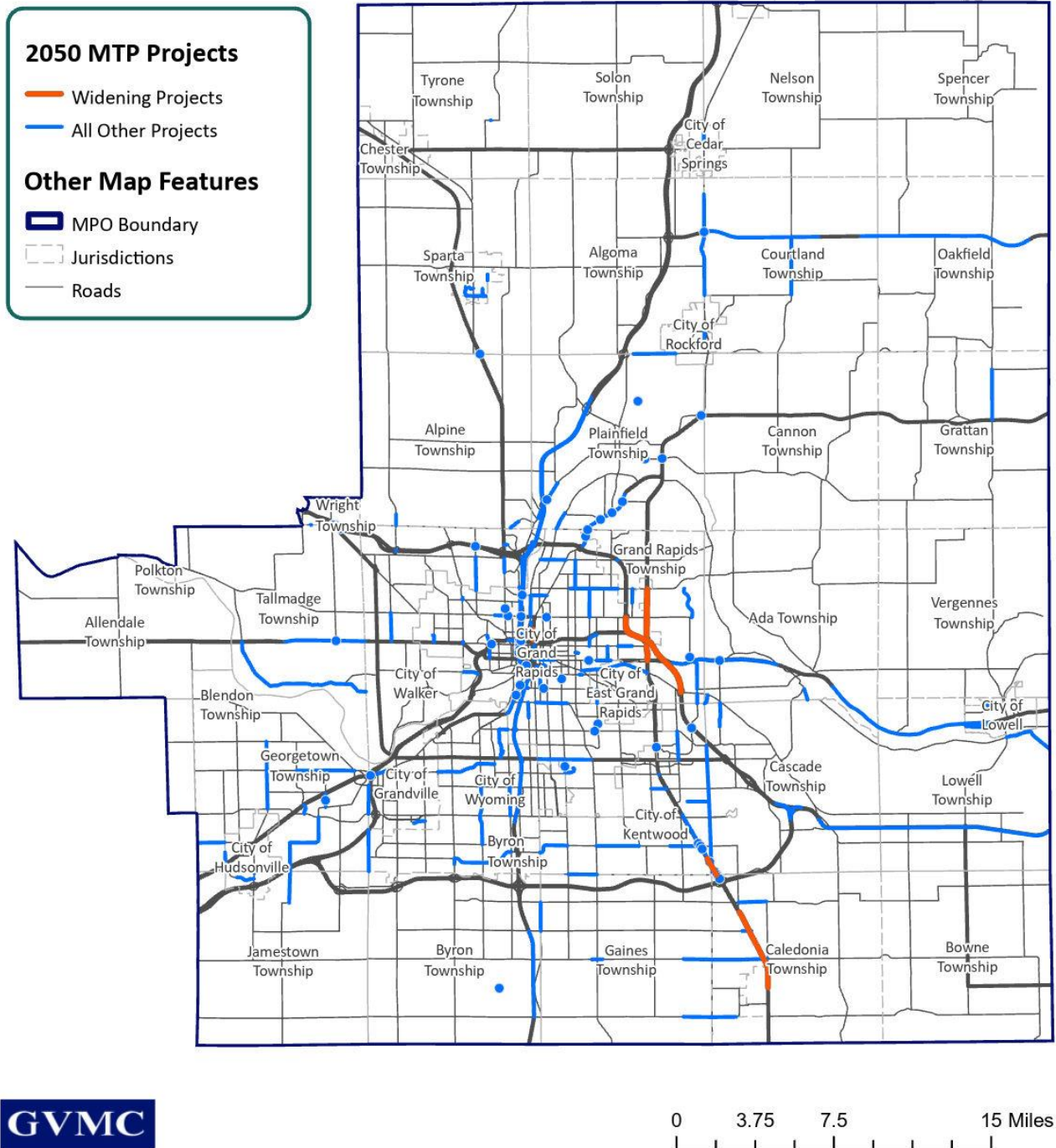
The MTP project list must be financially constrained, meaning that project costs cannot exceed expected funds. Unfunded needs are included in an illustrative list for future consideration, and these projects can be moved into the Transportation Improvement Program (TIP) and/or Metropolitan Transportation Plan (MTP) when, or if, additional funds become available. The illustrative list for this plan includes many unfunded local, transit, nonmotorized, and MDOT projects and is available in Appendix J.

Illustrative Project List

Projects that are identified as deficiencies, but do not have dedicated funding, are included in the illustrative projects list. Local pavement condition improvements that have been identified and are without a dedicated funding source, identified capacity needs without committed funds, MDOT projects that have not gone through the NEPA process, ITP/The Rapid projects that are considered "financially unconstrained" because funding is not yet secured, and nonmotorized projects which do not have identified funding, are all examples of the types of projects that are included on the illustrative list.

The illustrative projects have "conceptual improvements" indicated and estimated costs identified, when available, for each segment. These conceptual improvements will not become committed projects until further study is completed, including moving through the MPO process, funding is committed, and as required, they progress through the federal NEPA process. In many cases, the illustrative projects will require further study of feasible alternatives.

2050 MTP Projects



Map 17: 2050 MTP Projects

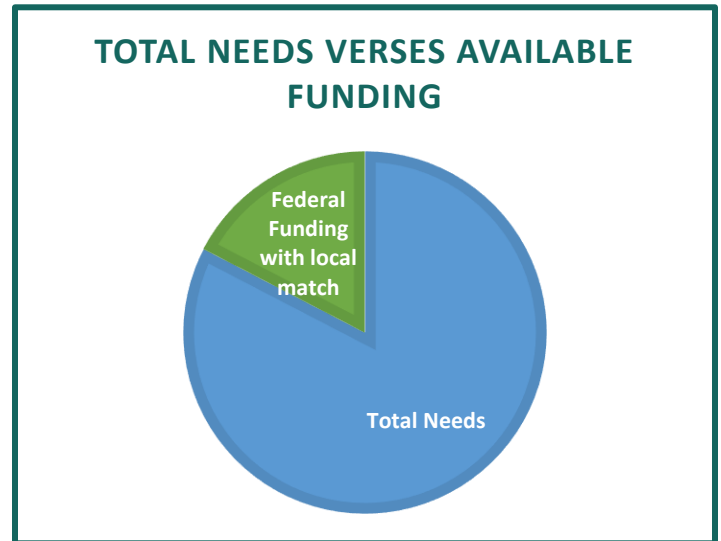
Local System Illustrative Vision

Throughout the development of this MTP, efforts were made to establish a basic vision of what we collectively would like our transportation system to be in the year 2050 and how the system could achieve optimal performance. Issues related to the condition of the pavement, to the reliability of travel times, to the convenience of the local transit system, to the availability of alternate means of transportation and the efficiency of moving freight throughout the system were all analyzed. Upon completion, GVMC brought these items to the public for feedback and developed an interactive Bingo game to enhance engagement. These analyses provided a basic vision of what we collectively would like our transportation system to be in the year 2050 and how the system could achieve optimal performance.

The results of this analysis determined the following needs for local projects:

- Active Transportation: \$316 million in unfunded illustrative projects
- Bridge: \$7.4 million in unfunded projects
- Capacity/Congestion: \$7.74 million to improve identified local deficiencies in the GVMC region
- Pavement Condition: \$2.6 billion before inflation, which doubles our current investment
- Safety: \$15.1 million in identified projects and safety campaigns

These needs, which total **\$3.68 billion dollars**, represent the minimum investment needed to achieve our transportation system vision for 2050. *Please note that some identified needs do not have identified costs, and some needs between now and 2050 are currently unknown.*



With only **\$648 million available in federal funds for local projects**, which will increase to approximately **\$777.6 million** after adding 20% for the required local match, **there is a shortfall of approximately \$2.9 billion in meeting these needs through the federal formula funding process alone.** Because of this shortage, GVMC encourages local units of government and transportation providers to pursue additional sources of funding, such as millages, special assessments, or grants, to improve the transportation system, as we expect most of the burden to address the identified needs to fall on their shoulders.

MDOT and The Rapid also face similar funding needs. Projects on MDOT's illustrative list range between **\$970 million and \$1.3 billion**, and cost for several projects on the illustrative is unknown, so the total will only grow. The Rapid's illustrative list totals **\$737 million in unfunded projects**. Illustrative project lists for local jurisdictions, MDOT, ITP-The Rapid, and nonmotorized projects, are available in Appendix J.

Project Lists

FY2023-2026 Transportation Improvement Program

(12/11/2023)

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	0.737	Milling and Two Course Asphalt Resurfacing	\$ 395,949	\$ -	\$ 412,620	\$ 808,569	STU	Exempt
2023	Ottawa	Georgetown Seniors, Inc.	Transit Capital	Areawide	0	FY2023 5310 Grant - one van with rear ramp	\$ 51,746	\$ 12,936	\$ -	\$ 64,682	5310	Exempt
2023	Kent	Grand Rapids	Ball Ave NE	Leonard Street to Knapp Street	1.002	Milling an Asphalt Overlay (1.5 Inches)	\$ 1,386,604	\$ -	\$ 487,220	\$ 1,873,824	STU	Exempt
2023	Kent	Grand Rapids	Ball Ave NE	Michigan to Olson and Olson Street - Ball to Plymouth	0.543	Milling and Two Course Asphalt Resurfacing	\$ 286,475	\$ -	\$ 645,313	\$ 931,788	STU	Exempt
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp Street to 3 Mile Road	0.989	Milling and Asphalt Overlay (1.5 Inches)	\$ 445,059	\$ -	\$ 1,262,361	\$ 1,707,420	STU	Exempt
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo Street to Adams Street	0.281	Asphalt Reconstruct	\$ 358,094	\$ -	\$ 1,086,075	\$ 1,444,169	STU	
2023	Kent	Grand Rapids	Ottawa Ave NW	Newberry Street to Mason Street and Walbridge Street to Coldbrook Street	0.263	Asphalt Reconstruct	\$ 712,922			\$ 712,922	STU	
2023	Kent	Grand Rapids	Turner Ave NW	6th Street to US-131 SB On Ramp and US-131 SB Off Ramp to Richmond Street	0.812	Milling and Asphalt Overlay (1.5 inches)	\$ 358,094	\$ -	\$ 491,303	\$ 849,397	STU	Exempt
2023	Kent	Grand Rapids	Wealthy St SE	Ethel Avenue to East City Limit	0.159	Concrete Reconstruction (and Brick)	\$ 786,672	\$ -	\$ 2,180,000	\$ 2,966,672	STU	
2023	Kent	Grand Rapids	Robinson Rd SE	Lake Drive to Plymouth Avenue	0.532	Reconstruct/Preventative Maintenance	\$ 358,094	\$ -	\$ 2,072,906	\$ 2,431,000	ST	
2023	Kent	Grand Rapids	Robinson Rd SE	Lake Drive to Plymouth Avenue	0.532	Reconstruct/Preventative Maintenance	\$ 358,094	\$ -	\$ 79,406	\$ 437,500	STU	
2023	Kent	Grand Rapids	Citywide	Various Locations - City of Grand Rapids	0.088	Signal Optimization	\$ 240,000	\$ -	\$ 60,000	\$ 300,000	CM	Exempt
2023	Kent	Grand Rapids	Citywide	Various Locations - City of Grand Rapids	0.055	Regional Signal System TMS Operations	\$ 528,000	\$ -	\$ 132,000	\$ 660,000	CM	Exempt
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	1.458	Construction of separated two-way bikeway	\$ 492,720	\$ -	\$ 278,807	\$ 771,527	CRU	
2023	Kent	Grand Rapids	State Street SE	Lafayette Avenue to Madison Avenue, Grand Rapids	0.143	Reconstruction	\$ 499,915	\$ -	\$ 765,966	\$ 1,265,881	EMRP	
2023	Kent	Grand Rapids	Eastern Ave SE/Plaster Creek Trail	Eastern Ave/Plaster Creek Trail Crossing at Plaster Creek, City of GR	0.079	Construction of Pedestian Hybrid Beacon	\$ 201,586	\$ -	\$ 50,345	\$ 251,931	TAU	Exempt
2023	Kent	Grand Rapids	Covell Avenue	Richmond St to Walker Ave & Lake Michigan Dr to Bridge St	0.139	Roadside Facilities - Improve/ Replace Sidewalk	\$ 172,000	\$ -	\$ 229,530	\$ 401,530	TAU	Exempt
2023	Kent	Grand Rapids	Ken-O-Sha Industrial Dr (North Side)	Eastern Avenue to 1850 Ft East of Eastern Avenue	0.444	Construction of Sidewalk on North Side of Ken-O-Sha Drive	\$ 179,834	\$ -	\$ 132,571	\$ 312,405	TAU	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Grand Rapids	Collindale Ave NW	Lake Michigan Dr to Burritt and Burritt 350' W of Collindale to Collindale	0.39	Sidewalk/Pathway along Collindale and completion of sidewalk on Burritt	\$ 306,944	\$ -	\$ 173,354	\$ 480,298	TAU	Exempt
2023	Kent	Grand Rapids	Citywide	Various Locations - City of Grand Rapids	0.303	Installation of rapid flashing beacons	\$ 251,451	\$ -	\$ 107,765	\$ 359,216	TAU	Exempt
2023	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	Transportation Infrastructure Resiliency Study	\$ 150,000	\$ -	\$ 37,500	\$ 187,500	STU	
2023	Kent	Grand Valley Metropolitan Council	Front Ave NW	GVMC--Kent and Eastern Ottawa County	0	Clean Air Action educational campaign	\$ 131,654	\$ -	\$ 32,914	\$ 164,568	CM	
2023	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Areawide	0	FY2024 Michivan - GVMC	\$ 102,134	\$ -	\$ -	\$ 102,134	CMG	Exempt
2023	Kent	Grandville	Ivanrest Ave SW	Prairie Street to 28th Street	0.502	Milling and Asphalt Resurface	\$ 229,180	\$ -	\$ 50,820	\$ 280,000	STU	Exempt
2023	Kent	Hope Network, Inc.	Transit Capital	Areawide	0	FY2023 5310 - replacement bus (1) and vans (2)	\$ 309,596	\$ 77,399	\$ -	\$ 386,995	5310	Exempt
2023	Ottawa	Hudsonville	32nd Ave	200' s of New Holland St. to 500' n of New Holland St.	0.21	Left Turn Lane	\$ 220,800	\$ -	\$ 105,200	\$ 326,000	CM	Exempt
2023	Kent	Interurban Transit Partnership	Bartlett St SW	ITP-The Rapid	0	Replacement 40' Buses/CNG	\$ 240,000	\$ 60,000	\$ -	\$ 300,000	CM	Exempt
2023	Kent	Interurban Transit Partnership	Bartlett St SW	ITP-The Rapid	0	Rideshare	\$ 186,207	\$ -	\$ -	\$ 186,207	CMG	Exempt
2023	Kent	Interurban Transit Partnership	Bartlett St SW	ITP-The Rapid	0	Replacement VanPool Vans	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	CM	Exempt
2023	Kent	Interurban Transit Partnership	Bartlett St SW	ITP-The Rapid	0	Free rides on Clean Air Action Days	\$ 80,000	\$ 20,000	\$ -	\$ 100,000	CM	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 1,756,670	\$ 439,168	\$ -	\$ 2,195,838	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 108,000	\$ 27,000	\$ -	\$ 135,000	5307	

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 949,200	\$ 237,300	\$ -	\$ 1,186,500	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 1,721,610	\$ 430,403	\$ -	\$ 2,152,013	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 360,000	\$ 90,000	\$ -	\$ 450,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 1,224,334	\$ 306,083	\$ -	\$ 1,530,417	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 1,858,465	\$ 464,616	\$ -	\$ 2,323,081	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 960,000	\$ 240,000	\$ -	\$ 1,200,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 2,800,000	\$ 700,000	\$ -	\$ 3,500,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 560,000	\$ 140,000	\$ -	\$ 700,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 345,040	\$ 86,260	\$ -	\$ 431,300	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 196,000	\$ 49,000	\$ -	\$ 245,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 240,000	\$ 60,000	\$ -	\$ 300,000	5307	
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 Urbanized Area Formula Grants	\$ 55,200	\$ 13,800	\$ -	\$ 69,000	5307	

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Interurban Transit Partnership	Transit capital	Areawide	0	FY 2023 Bus/Bus Facilities Program	\$ 1,038,295	\$ 259,574	\$ -	\$ 1,297,869	5339	Exempt
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY23 Carbon Reduction Program - Bus Replacement (40' Buses/CNG)	\$ 340,559	\$ 85,140	\$ -	\$ 425,699	CRU	Exempt
2023	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY 2023 CMAQ - Rideshare	\$ 186,207	\$ -	\$ -	\$ 186,207	CMG	Exempt
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY23 CMAQ - Replacement 40 ft or greater buses	\$ 99,441	\$ 24,860	\$ -	\$ 124,301	CM	Exempt
2023	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY23 Carbon Reduction Program - Free Rides on Clean Air Action Days	\$ 80,000	\$ 20,000	\$ -	\$ 100,000	CRU	Exempt
2023	Kent	Interurban Transit Partnership	Transit Project	areawide	0	FY23 HIP COVID Relief- Regional Transit Master Plan	\$ 285,000	\$ -	\$ -	\$ 285,000	HICU	Exempt
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2023 5337 grant	\$ 1,189,902	\$ 297,475	\$ -	\$ 1,487,377	5337	Exempt
2023	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY23 Section 5339(c) - Bus Replacement	\$ 6,197,180	\$ 1,549,295	\$ -	\$ 7,746,475	5339	
2023	Kent	Kent County	28th St SE	Kraft Avenue to Cascade Road	1.751	Resurface	\$ 1,100,000	\$ -	\$ 300,000	\$ 1,400,000	STPF	Exempt
2023	Kent	Kent County	84th St SE	Patterson Avenue to East Paris Avenue	0.999	Asphalt Reconstruct	\$ 259,245	\$ -	\$ 57,487	\$ 316,732	ST	
2023	Kent	Kent County	84th St SE	Patterson Avenue to East Paris Avenue	0.999	Asphalt Reconstruct	\$ 845,730	\$ -	\$ 187,538	\$ 1,033,268	STU	
2023	Kent	Kent County	Buttrick Ave SE	Thornapple River Drive to Grand River Drive	0.392	Crush and Shape Resurfacing	\$ 245,550	\$ -	\$ 54,450	\$ 300,000	STU	Exempt
2023	Kent	Kent County	Northland Dr NE	12 Mile Road to 14 Mile Road	2.228	Mill, Fill, and Resurface	\$ 733,752	\$ -	\$ 106,465	\$ 840,217	STPF	Exempt
2023	Kent	Kent County	Northland Dr NE	12 Mile Road to 14 Mile Road	2.228	Mill, Fill, and Resurface	\$ -	\$ 1,726,397	\$ -	\$ 1,726,397	EDC	Exempt
2023	Kent	Kent County	Northland Dr NE	12 Mile Road to 13 Mile Road	1.004	Mill and Fill Resurface	\$ -	\$ 720,000	\$ 180,000	\$ 900,000	EDC	Exempt
2023	Kent	Kent County	18 Mile Road	18 Mile Road, Str #5036 over the Rogue River, Kent County.	0	Bridge Rehabilitation	\$ 834,000	\$ -	\$ 332,350	\$ 1,166,350	BFPO	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Kent County	84th St SE	84th Street at Kalamazoo Avenue, Kent County	0.651	Roundabout	\$ 325,251	\$ -	\$ 202,803	\$ 528,054	CRU	
2023	Kent	Kent County	84th St SE	84th Street at Kalamazoo Avenue, Kent County	0.651	Roundabout	\$ 600,000	\$ -	\$ 150,000	\$ 750,000	HSIP	
2023	Kent	Kent County	100th St SE	East Paris to Patterson	1.003	Reconstruction	\$ 991,592	\$ -	\$ 291,676	\$ 1,283,268	STL	
2023	Kent	Kent County	100th St SE	East Paris to Patterson	1.003	Reconstruction	\$ 259,245	\$ -	\$ 57,487	\$ 316,732	STU	
2023	Kent	Kent County	Coit Ave NE	Woodworth St to 4 Mile Rd	0.643	Sidewalk	\$ 159,972	\$ -	\$ 169,028	\$ 329,000	TAU	Exempt
2023	Kent	Kentwood	52nd St SE	Kalamazoo Avenue to Breton Avenue	1.502	Milling and Resurface with 8 ft Shared use path	\$ 131,654	\$ -	\$ 173,346	\$ 305,000	CM	Exempt
2023	Kent	Kentwood	52nd St SE	Kalamazoo Avenue to Breton Avenue	1.502	Milling and Resurface with 8 ft Shared use path	\$ 2,657,943	\$ -	\$ 1,388,366	\$ 4,046,309	STU	Exempt
2023	Kent	MDOT	Regionwide	Various locations in Grand Region	0	2023 West Michigan TOC Control Room Operations	\$ 1,344,954	\$ 298,240	\$ -	\$ 1,643,194	CM	Exempt
2023	Kent	MDOT	Regionwide	Regionwide	0	2023 ITS system operations in Grand Region	\$ 482,915	\$ 107,085	\$ -	\$ 590,000	CM	Exempt
2023	Kent	MDOT	US-131	US-131 from 44th to Post	11.605	Queue management system	\$ 2,455,200	\$ 272,800	\$ -	\$ 2,728,000	HSIP	Exempt
2023	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0	Shallow overlay and substructure repair.	\$ 1,296,675	\$ 144,075	\$ -	\$ 1,440,750	BOI	Exempt
2023	Kent	MDOT	Regionwide	10 intersections in Grand Region	0	Install traffic signal dilemma zone systems	\$ 345,020	\$ 38,336	\$ -	\$ 383,355	HSIP	
2023	Ottawa	MDOT	I-96	I-96, I-196, and US-131 in Ottawa, Allegan and Kent counties	24.146	Rural Freeway Traffic Management systems	\$ 673,192	\$ 149,278	\$ -	\$ 822,470	NH	
2023	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.845	Longitudinal pavement marking application on trunklines in Grand Region	\$ 628,425	\$ 69,825	\$ -	\$ 698,250	HSIP	
2023	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.845	Longitudinal pavement marking application on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2023	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.845	Special pavement marking application on trunklines in Grand Region	\$ 129,625	\$ 14,403	\$ -	\$ 144,028	HSIP	
2023	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.845	Special pavement marking application on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2023	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	2.971	Pavement marking retroreflectivity readings on trunklines in Grand Region	\$ 3,528	\$ 392	\$ -	\$ 3,920	HSIP	
2023	Kent	MDOT	M-44 CONN	From I-96 north to Airway Street	2.665	Milling and Two Course Asphalt Resurfacing	\$ 335,585	\$ 73,299	\$ 1,116	\$ 410,000	NH	
2023	Kent	MDOT	M-57	Northland Dr to Farland Ave	3.917	Shoulder Paving with Shoulder Rumble Strips	\$ 200,700	\$ 22,300	\$ -	\$ 223,000	VRU	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	MDOT	M-6 / Holstege Wetland Mitigation Site	M-6 / Holstege Wetland Mitigation Site	0	Wetland Mitigation Site Access and Additional Wetland Restoration	\$ 945,368	\$ 209,633	\$ -	\$ 1,155,000	ST	
2023	Kent	MDOT	M-21	From I-96 east to Grand River Drive	3.698	Milling and Two Course Asphalt Resurfacing	\$ 7,284,650	\$ 1,615,350	\$ -	\$ 8,900,000	NH	
2023	Kent	MDOT	US-131	from 100th Street north to 76th Street	3.187	Reconstruction, Add Weave/Merge Lanes	\$ 100,000	\$ 69,035,000	\$ -	\$ 69,135,000	RBMP,NH	
2023	Kent	MDOT	US-131	from 100th Street north to 76th Street	3.187	Reconstruction, Add Weave/Merge Lanes	\$ -	\$ 500,000	\$ -	\$ 500,000	RBMP	
2023	Kent	MDOT	I-96	Whitneyville Avenue east to the Kent/Ionia County Line	8.345	Full Depth Concrete Pavement Repair	\$ 2,749,500	\$ 305,500	\$ -	\$ 3,055,000	IM	Exempt
2023	Kent	MDOT	M-37	32nd Street over M-37	0	Bridge replacement.	\$ 118,257	\$ 23,273	\$ 2,950	\$ 144,480	BFP	
2023	Kent	MDOT	M-37	32nd Street over M-37	0	Bridge replacement.	\$ 592,201	\$ 116,546	\$ 14,773	\$ 723,520	BFP	
2023	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management Systems	\$ 1,555,150	\$ 344,850	\$ -	\$ 1,900,000	NHFP	
2023	Kent	MDOT	M-57	Ramsdell Drive to Morgan Mills Avenue	5.943	Shoulder Paving with Shoulder Rumble Strips	\$ 278,100	\$ 30,900	\$ -	\$ 309,000	VRU	Exempt
2023	Kent	MDOT	M-37	8 Signals on M-37 (Broadmoor)	0	Modernize signals to current standards	\$ 35,000	\$ -	\$ -	\$ 35,000	STG	Exempt
2023	Kent	MDOT	M-6	from CSX Railroad to I-96	1.344	Pavement Inlay (Asphalt); Epoxy Overlay on Six Structures	\$ 450,175	\$ 99,825	\$ -	\$ 550,000	NH	
2023	Kent	MDOT	Countywide	Kent County	0	2023 Safety Service Patrol Operations - Grand Region	\$ 335,585	\$ 74,415	\$ -	\$ 410,000	NH	Exempt
2023	Kent	MDOT	US-131 NB/I-96 WB	Two Structures along the US-131 NB Ramp to I-96 WB	0	Bridge Rehabilitation	\$ 5,349,600	\$ 594,400	\$ -	\$ 5,944,000	BFPI	
2023	Kent	MDOT	M-6/92nd St	M-6 / 92nd Street Wetland Mitigation Site	0	Non-Wasting Endowment Purchase	\$ 122,775	\$ 27,225	\$ -	\$ 150,000	ST	
2023	Ottawa	Ottawa County	18th Ave	Chicago Drive to Bauer Road	2.313	Asphalt Resurface	\$ 798,037	\$ -	\$ 176,963	\$ 975,000	STU	Exempt
2023	Ottawa	Ottawa County	Leonard St	Leonard St from 88th Ave to 68th Ave	2.814	Asphalt overlay 1-1.5 inches, will include HMA resurfacing with the constru	\$ 969,439	\$ -	\$ 830,561	\$ 1,800,000	STL	Exempt
2023	Ottawa	Ottawa County	Leonard St	Leonard St from 88th Ave to 68th Ave	2.814	Asphalt overlay 1-1.5 inches, will include HMA resurfacing with the constru	\$ -	\$ 72,752	\$ -	\$ 72,752	EDD	Exempt
2023	Ottawa	Ottawa County	Hayes Street	Hayes Street, Str #8838 over Branch of Sand Creek, Ottawa County	0	Bridge Replacement	\$ 1,084,600	\$ -	\$ 191,400	\$ 1,276,000	BFPO	
2023	Kent	Rockford	Courtland St NE	Monroe to Wolverine	0.888	Resurface	\$ 405,157	\$ -	\$ 376,177	\$ 781,334	STU	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2023	Kent	Walker	Alpine Ave NW	Ann Street to Hillside Drive	0.503	Milling and Resurface	\$ 654,800	\$ -	\$ 145,200	\$ 800,000	STU	Exempt
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	0.062	Widen to 2 Lanes	\$ 36,946	\$ -	\$ 8,193	\$ 45,139	HIPU	
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	0.062	Widen to 2 Lanes	\$ 1,104,975	\$ -	\$ 856,647	\$ 1,961,622	STU	
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	0.062	Widen to 2 Lanes	\$ 712,500	\$ -	\$ 192,361	\$ 904,861	STUL	
2023	Kent	Wyoming	Gezon Pkwy SW /54th Street	Gezon Pkwy from Byron Center to Clyde Park/54th from Clyde Park to Division	3.175	Milling, resurfacing and new through/right turn at EB Clyde Park Ave	\$ 513,806	\$ -	\$ 113,935	\$ 627,741	STU	Exempt
2023	Kent	Wyoming	Gezon Pkwy SW /54th Street	Gezon Pkwy from Byron Center to Clyde Park/54th from Clyde Park to Division	3.175	Milling, resurfacing and new through/right turn at EB Clyde Park Ave	\$ 1,961,869	\$ -	\$ 435,039	\$ 2,396,908	ST	Exempt
2023	Kent	Wyoming	Gezon Pkwy SW /54th Street	Gezon Pkwy from Byron Center to Clyde Park/54th from Clyde Park to Division	3.175	Milling, resurfacing and new through/right turn at EB Clyde Park Ave	\$ 826,972	\$ -	\$ 183,379	\$ 1,010,351	ST	Exempt
2023	Kent	Wyoming	54th St SW	Clyde Park Avenue to Division Avenue	1.005	Resurface	\$ 746,000	\$ -	\$ 204,000	\$ 950,000	ST	Exempt
2023	Kent	Wyoming	54th St SW	Clyde Park Avenue to Division Avenue	1.005	Resurface	\$ 440,536	\$ -	\$ 119,464	\$ 560,000	STU	Exempt
2024	Kent	East Grand Rapids	Robinson Rd SE and Cascade Rd SE	Robinson - Plymouth to Cascade, Cascade - Robinson to E Beltline	1.829	Construction of 8ft sidewalk	\$ 779,548	\$ -	\$ 360,407	\$ 1,139,955	TAU	
2024	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.055	Regional Signal System TMS Operations	\$ 536,000	\$ -	\$ 134,000	\$ 670,000	CM	Exempt
2024	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.055	Signal Optimization (up to 120 locations on federal aid roads)	\$ 199,600	\$ -	\$ 49,900	\$ 249,500	CRU	Exempt
2024	Kent	Grand Rapids	Kentwood/Walker Signals	37 Kentwood signalized intersections, 14 Walker signalized intersections	0.427	Installation of cell modem, radio and fiber optic communications equipment	\$ 160,000	\$ -	\$ 40,000	\$ 200,000	CM	Exempt
2024	Kent	Grand Rapids	Pearl St NW	Pearl Street, Str#5186, over the Grand River	0	Bridge Capital Preventative Maintenance	\$ 260,000	\$ -	\$ 65,000	\$ 325,000	BHT	Exempt
2024	Kent	Grand Rapids	Burton St SW	Burton Street, Str#5094, and Hall Street, Str#5210, over CSX Railroad	0	Bridge Capital Preventative Maintenance	\$ 97,600	\$ -	\$ 24,400	\$ 122,000	BHT	Exempt
2024	Kent	Grand Rapids	Burton St SW	Burton Street, Str#5094, and Hall Street, Str#5210, over CSX Railroad	0	Bridge Capital Preventative Maintenance	\$ 129,600	\$ -	\$ 32,400	\$ 162,000	BHT	Exempt
2024	Kent	Grand Rapids	Division Ave NE	Fulton St to Michigan St	0.502	Reconstruction	\$ 724,000	\$ -	\$ 160,545	\$ 884,545	ST	
2024	Kent	Grand Rapids	Division Ave NE	Fulton St to Michigan St	0.502	Reconstruction	\$ -	\$ -	\$ 9,977,000	\$ 9,977,000	STU	

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2024	Kent	Grand Rapids	Cesar E. Chavez Ave SW	Stolpe St to Hall St	0.221	Reconstruction	\$ 609,734	\$ -	\$ 2,341,836	\$ 2,951,570	STU	
2024	Kent	Grand Rapids	Cesar E. Chavez Ave SW	Clyde Park Ave to Stolpe Ave	0.221	Reconstruction	\$ 700,000	\$ -	\$ 1,918,951	\$ 2,618,951	EAR	
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	1.676	Milling and Asphalt Overlay (1.5 inches)	\$ 1,025,049	\$ -	\$ 2,910,951	\$ 3,936,000	STU	Exempt
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	0.373	Milling and Asphalt Overlay (1.5 inches)	\$ 537,092	\$ -	\$ 350,908	\$ 888,000	STU	Exempt
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	0.465	Reconstruction	\$ 1,048,639	\$ -	\$ 1,293,165	\$ 2,341,804	STU	
2024	Kent	Grand Rapids	Hall St SE	Hall St. SE from Division Ave S to Kalamazoo Ave SE, City of Grand Rapids	0.924	Road Safety Audit	\$ 16,000	\$ -	\$ 4,000	\$ 20,000	HSIP	
2024	Kent	Grand Rapids	E Fulton St	Fulton Street E from Jefferson Ave SE to Lake Dr SE, City of Grand Rapids	0.497	Signal modernization	\$ 420,000	\$ -	\$ 105,000	\$ 525,000	HSIP	Exempt
2024	Kent	Grand Rapids	Alpine Ave NW	Multiple Routes, Various Locations, City of Grand Rapids	0.199	Install Rectangular Rapid Flashing Beacons	\$ 248,000	\$ -	\$ 62,000	\$ 310,000	VRU	Exempt
2024	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	FY2024 Clean Air Action Program	\$ 80,000	\$ -	\$ 20,000	\$ 100,000	CM	
2024	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0.149	Supplemental Safety Action Planning	\$ 150,000	\$ -	\$ 37,500	\$ 187,500	STU	
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	0.763	Milling and Resurface	\$ 453,650	\$ -	\$ 171,350	\$ 625,000	STU	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 Carbon Reduction Program (CRP) - Replacement Vanpool Vans	\$ 114,721	\$ 28,680	\$ -	\$ 143,401	CRU	Exempt
2024	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY 2024 CMAQ - Rideshare	\$ 150,000	\$ -	\$ -	\$ 150,000	CMG	Exempt
2024	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY24 CMAQ - Free Rides on Clean Air Action Days	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	CRU	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 192,000	\$ 48,000	\$ -	\$ 240,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 5,506,261	\$ 1,376,565	\$ -	\$ 6,882,826	5307	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 2,000,000	\$ 500,000	\$ -	\$ 2,500,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 800,000	\$ 200,000	\$ -	\$ 1,000,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 320,000	\$ 80,000	\$ -	\$ 400,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 120,000	\$ 30,000	\$ -	\$ 150,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 1,435,117	\$ 358,779	\$ -	\$ 1,793,896	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 48,000	\$ 12,000	\$ -	\$ 60,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 120,000	\$ 30,000	\$ -	\$ 150,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 44,000	\$ 11,000	\$ -	\$ 55,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 160,000	\$ 40,000	\$ -	\$ 200,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 960,000	\$ 240,000	\$ -	\$ 1,200,000	5307	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 - Section 5307 - Urbanized Area Formula Grants	\$ 1,959,600	\$ 489,900	\$ -	\$ 2,449,500	5307	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2024 Section 5339 - 40' + Replacement Buses	\$ 1,317,347	\$ 329,337	\$ -	\$ 1,646,684	5339	Exempt
2024	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	2024 - Free Rides on Clean Air Action Days	\$ 154,721	\$ 38,680	\$ -	\$ 193,401	CRU	Exempt
2024	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY24 5337 - 40 ft and greater bus replacement	\$ 1,186,864	\$ 296,716	\$ -	\$ 1,483,580	5337	Exempt
2024	Kent	Interurban Transit Partnership	Areawide	Grand Rapids Urbanized area	0	FY 2024 STP - Flex - TMA - Regional Transit Master Plan	\$ 228,000	\$ 57,000	\$ -	\$ 285,000	ST	
2024	Kent	Kent County	84th St SE	84th @ Broadmoor and Cherry Valley @ Broadmoor	0.393	Intersection Improvements	\$ 520,386	\$ -	\$ 130,097	\$ 650,483	CM	Exempt
2024	Kent	Kent County	Countywide	Various Locations - Kent County	0	Bridge Preventative Maintenance Work	\$ 74,200	\$ -	\$ 31,800	\$ 106,000	BO	Exempt
2024	Kent	Kent County	Countywide	Various Locations - Kent County	0	Bridge Preventative Maintenance Work	\$ 105,000	\$ -	\$ 45,000	\$ 150,000	BO	Exempt
2024	Kent	Kent County	Countywide	Various Locations - Kent County	0	Bridge Preventative Maintenance Work	\$ 76,300	\$ -	\$ 32,700	\$ 109,000	BO	Exempt
2024	Kent	Kent County	W River Dr NE	Lamoreaux Drive to Pine Island Drive	1.417	Resurface	\$ 366,000	\$ -	\$ 211,000	\$ 577,000	ST	
2024	Kent	Kent County	Patterson Ave SE	North and South of 36th St	0.436	Resurfacing	\$ 725,800	\$ -	\$ 274,200	\$ 1,000,000	STU	Exempt
2024	Kent	Kent County	68th St SE	Kraft Ave to Cherry Valley Ave	0.997	Reconstruction	\$ 228,000	\$ -	\$ 50,558	\$ 278,558	ST	
2024	Kent	Kent County	68th St SE	Kraft Ave to Cherry Valley Ave	0.997	Reconstruction	\$ 860,700	\$ -	\$ 360,742	\$ 1,221,442	STU	
2024	Kent	Kent County	84th St SE	Kraft Ave to Broadmoor Ave	0.858	Reconstruction	\$ 1,052,410	\$ -	\$ 397,590	\$ 1,450,000	STU	
2024	Kent	Kent County	Leffingwell Ave NE	City Limits to Knapp St	0.49	Resurfacing	\$ 22,000	\$ -	\$ 5,500	\$ 27,500	ST	Exempt
2024	Kent	Kent County	Leffingwell Ave NE	City Limits to Knapp St	0.49	Resurfacing	\$ 159,449	\$ -	\$ 63,051	\$ 222,500	STU	Exempt
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	0.719	Resurfacing	\$ -	\$ 880,000	\$ 220,000	\$ 1,100,000	EDC	Exempt
2024	Kent	Kent County	100th St SE	Patterson Ave to Kraft Ave	1.03	Reconstruction	\$ 500,000	\$ -	\$ 125,000	\$ 625,000	STPF	
2024	Kent	Kent County	100th St SE	Patterson Ave to Kraft Ave	1.03	Reconstruction	\$ 1,048,157	\$ -	\$ 326,843	\$ 1,375,000	STL	
2024	Kent	Kent County	Packer Dr NE	West River Dr and Rogue River, Packer Dr and White Pine Trail	0	Bridge Preventative Maintenance Work	\$ 99,750	\$ -	\$ 22,119	\$ 121,869	HIPU	Exempt
2024	Kent	Kent County	Packer Dr NE	West River Dr and Rogue River, Packer Dr and White Pine Trail	0	Bridge Preventative Maintenance Work	\$ 99,750	\$ -	\$ 22,119	\$ 121,869	HIPU	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2024	Kent	Kent County Road Commission	Crahen Valley Park Trail	Leonard St to Knapp Ct	1.13487	Shared Use path	\$ 1,474,985	\$ -	\$ 1,601,547	\$ 3,076,532	TAU	
2024	Kent	Kentwood	40th St SE	Soundtech Ct to Patterson Ave	0.759	Milling and Resurface	\$ 296,143	\$ -	\$ 287,641	\$ 583,784	STU	Exempt
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	0.998	Milling and Resurface	\$ 471,796	\$ -	\$ 222,572	\$ 694,368	STU	Exempt
2024	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson Street, City of Lowell	1.788	Construct River Valley Rail Trail Connection	\$ 1,490,346	\$ -	\$ 549,654	\$ 2,040,000	TA	
2024	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson Street, City of Lowell	1.788	Construct River Valley Rail Trail Connection	\$ 300,000	\$ -		\$ 300,000	NRT	
2024	Kent	MDOT	M-37 SB	60th Street to Patterson Avenue (N Junction)	0.666	Extend 3rd lane from 60th St north to Patterson Ave (N Jct)	\$ 1,655,616	\$ 350,607	\$ 16,521	\$ 2,022,744	NH	Exempt
2024	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	1.439	Bridge Replacement	\$ 1,721,139	\$ 191,238	\$ -	\$ 1,912,377	IM	
2024	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0	Cold milling and one course asphalt overlay.	\$ 65,481	\$ 14,521	\$ -	\$ 80,000	ST	Exempt
2024	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0	Construct new carpool lot.	\$ 127,687	\$ 28,315	\$ -	\$ 156,000	ST	
2024	Kent	MDOT	Regionwide	Various locations in Grand Region	0	2024 WMTOC Control Room Operations	\$ 1,442,598	\$ 319,892	\$ -	\$ 1,762,490	ST	Exempt
2024	Kent	MDOT	Regionwide	Regionwide	0	2024 ITS System Operations in Grand Region	\$ 502,232	\$ 111,368	\$ -	\$ 613,600	ST	Exempt
2024	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	3.354	Permanent pavement marking application on trunklines in Grand Region	\$ 4,410	\$ 490	\$ -	\$ 4,900	HSIP	
2024	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	3.354	Permanent pavement marking application on trunklines in Grand Region	\$ 1,111,320	\$ 123,480	\$ -	\$ 1,234,800	HSIP,VRU	
2024	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.466	Special pavement marking application on trunklines in Grand Region	\$ 108,045	\$ 12,005	\$ -	\$ 120,050	HSIP	
2024	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.466	Special pavement marking application on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2024	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.845	Pavement marking retroreflectivity readings on trunklines in Grand Region	\$ 4,410	\$ 490	\$ -	\$ 4,900	HSIP	
2024	Muskegon	MDOT	TSCwide	Various Routes in Muskegon TSC	42.237	Non-Freeway Signing Upgrade	\$ 95,424	\$ -	\$ -	\$ 95,424	STG	
2024	Kent	MDOT	TSCwide	Various routes in Grand Rapids TSC	33.876	Non-Freeway Signing Upgrade	\$ 87,706	\$ -	\$ -	\$ 87,706	STG	
2024	Kent	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.343	Concrete Inlay	\$ 1,183,500	\$ 131,500	\$ -	\$ 1,315,000	IM	
2024	Kent	MDOT	M-44 CONN	From I-96 north to Airway Street	2.665	Milling and Two Course Asphalt Resurfacing	\$ 5,993,876	\$ 1,309,188	\$ 19,937	\$ 7,323,000	NH	
2024	Kent	MDOT	M-44 CONN	From I-96 north to Airway Street	2.665	Milling and Two Course Asphalt Resurfacing	\$ 32,740	\$ 6,352	\$ 908	\$ 40,000	NH	

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2024	Kent	MDOT	M-37	from 60th Street north to 44th Street	2.075	Inlay	\$10,591,390	\$ 2,093,639	\$ 254,971	\$ 12,940,000	NH	
2024	Ottawa	MDOT	M-45	The Sand Creek East to the Ottawa/Kent County Line	2.777	Milling & One Course Asphalt Overlay	\$ 1,919,383	\$ 425,618	\$ -	\$ 2,345,000	NH	Exempt
2024	Ottawa	MDOT	I-96	Three (3) Bridges on I-96	0	Deck Patching	\$ 43,362	\$ 4,818	\$ -	\$ 48,180	BFPI	
2024	Ottawa	MDOT	I-96	Three (3) Bridges on I-96	0	Deck Patching	\$ 59,359	\$ 6,595	\$ -	\$ 65,954	BFPI	Exempt
2024	Kent	MDOT	I-96	Four (4) Bridges on I-96	0	Deep Overlay and Deck Patching	\$ 243,789	\$ 27,088	\$ -	\$ 270,877	BFPI	Exempt
2024	Kent	MDOT	I-96	Four (4) Bridges on I-96	0	Deep Overlay and Deck Patching	\$ 346,899	\$ 38,544	\$ -	\$ 385,443	BFPI	Exempt
2024	Kent	MDOT	I-96	I-96 over Bristol Road	0	Deck Patching	\$ 39,965	\$ 4,441	\$ -	\$ 44,405	BFPI	Exempt
2024	Kent	MDOT	I-96	I-96 over Bristol Road	0	Deck Patching	\$ 133,461	\$ 14,829	\$ -	\$ 148,290	BFPI	Exempt
2024	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management Systems	\$ 2,856,102	\$ 633,332	\$ -	\$ 3,489,434	NHFP	
2024	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management Systems	\$ 291,386	\$ 64,614	\$ -	\$ 356,000	NHFP	
2024	Kent	MDOT	M-6	from CSX Railroad to I-96	1.344	Pavement Inlay (Asphalt); Epoxy Overlay on Six Structures	\$ 8,548,415	\$ 1,895,587	\$ -	\$ 10,444,000	NH	
2024	Kent	MDOT	I-96	M-37/M-44 (East Beltline) over I-96 from GRE Railroad to Bradford Street	0.335	Bridge Replacement of S10-41025 & Road Reconstruction of bridge approaches	\$ 40,925	\$ 7,941	\$ 1,134	\$ 50,000	NH	
2024	Kent	MDOT	Countywide	Kent County	0	2024 Safety Service Patrol Operations - Grand Region	\$ 342,215	\$ 75,885	\$ -	\$ 418,100	NH	Exempt
2024	Kent	MDOT	TSCwide	TSCWIDE	13.634	Non-freeway signing upgrade	\$ 32,250	\$ -	\$ -	\$ 32,250	STG	Exempt
2024	Kent	MDOT	TSCwide	M-21 in Ionia County	26.055	Non-freeway signing upgrade	\$ -	\$ -	\$ -	\$ -	STG	
2024	Kent	MDOT	US-131	Martin Luther King Jr. Street over US-131	0	Partial Full Replacement	\$ 245,550	\$ 47,644	\$ 6,806	\$ 300,000	BFP	
2024	Kent	MDOT	Grand Rapids TSC Wide	Grand Rapids TSC Wide	0	2024 - Asphalt Crack Treatment	\$ 470,638	\$ 104,363	\$ -	\$ 575,000	NH	Exempt
2024	Kent	MDOT	Grand Rapids TSC Wide	Grand Rapids TSC Wide	0	2024 - Asphalt Crack Treatment	\$ 20,463	\$ 4,538	\$ -	\$ 25,000	NH	Exempt
2024	Ottawa	MDOT	Muskegon TSC Wide	Muskegon TSC Wide	14.943	2024 Asphalt Crack Treatment	\$ 92,491	\$ 20,510	\$ -	\$ 113,000	NH	
2024	Ottawa	MDOT	Muskegon TSC Wide	Muskegon TSC Wide	14.943	2024 Asphalt Crack Treatment	\$ 4,093	\$ 908	\$ -	\$ 5,000	NH	
2024	Kent	MDOT	US-131	Grand Rapids/Comstock Park Carpool Lot	0	Minor expansion, resurfacing, and driveway relocation	\$ 32,740	\$ 7,260	\$ -	\$ 40,000	NH	Exempt
2024	Kent	MDOT	US-131	Grand Rapids/Comstock Park Carpool Lot	0	Minor expansion, resurfacing, and driveway relocation	\$ 192,348	\$ 42,653	\$ -	\$ 235,000	NH	Exempt

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2024	Ottawa	Ottawa County	Hayes St NW	Hayes Street, Str #8839, over Sand Creek Tributary, Ottawa County	0	Bridge Rehabilitation	\$ 802,400	\$ -	\$ 200,600	\$ 1,003,000	BHT	Exempt
2024	Ottawa	Ottawa County	Fillmore St	96th Avenue to 72nd Avenue	3.049	Milling and Two Course Asphalt Overlay	\$ 843,000	\$ -	\$ 882,000	\$ 1,725,000	STL	Exempt
2024	Ottawa	Ottawa County	Fillmore St	96th Avenue to 72nd Avenue	3.049	Milling and Two Course Asphalt Overlay	\$ -	\$ 72,752	\$ -	\$ 72,752	EDD	Exempt
2024	Ottawa	Ottawa County	22nd Ave/Van Buren St/14th Ave	Quincy St to 44th St	3.951	Milling and Resurface (3' Shoulders/22nd Ave)	\$ 1,143,198	\$ -	\$ 431,802	\$ 1,575,000	STU	Exempt
2024	Ottawa	Ottawa County	Van Buren St	48th Ave to 40th Ave	1.002	Milling and Resurfac (3' Paved Shoulders)	\$ 310,660	\$ -	\$ 117,340	\$ 428,000	STU	Exempt
2024	Kent	Sparta	12 Mile Rd NW	Citywide, Safe Routes to School, Sparta, Kent County	1.846	Safe Routes to School pedestrian improvements, Sparta	\$ 501,293	\$ -	\$ -	\$ 501,293	TA	Exempt
2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	0.134	Convert intersection to roundabout	\$ 942,279	\$ -	\$ 657,721	\$ 1,600,000	CRU	
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	1.007	Reconstruction (Widen with Curb/Storm and address Sidewalk Gaps)	\$ 1,286,000	\$ -	\$ 3,264,000	\$ 4,550,000	ST	
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	1.001	Milling and Resurface	\$ 725,840	\$ -	\$ 274,160	\$ 1,000,000	STU	Exempt
2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	1.434	Milling and Resurfacing	\$ 725,840	\$ -	\$ 274,160	\$ 1,000,000	STU	Exempt
2025	Kent	City of Grand Rapids	Fulton St	Plymouth Ave to Worcester Dr	0.4966 2	Sidewalk	\$ 473,895	\$ -	\$ 318,973	\$ 792,868	TAU	
2025	Kent	City of Grand Rapids	68th St	Kraft Ave to .4 Miles East	0.3162 4	Nonmotorized Trail	\$ 140,000	\$ -	\$ 60,000	\$ 200,000	TAU	
2025	Kent	City of Walker	Kinney Ave	Lake Michigan Dr to Leonard St	0	Sidewalk on East side	\$ 175,000	\$ -	\$ 75,000	\$ 250,000	TAU	
2025	Kent	East Grand Rapids	Plymouth Rd	Martin Luther King Jr. St to Hall St	0.501	Milling and Two Course Asphalt Resurfacing	\$ 665,250	\$ -	\$ 221,750	\$ 887,000	STU	Exempt
2025	Kent	Grand Rapids	Monroe Ave NW	Monroe Avenue NW (Leonard Street to Ann Street), Grand Rapids	0.8	Construct one mile of nonmotorized shared use pathway.	\$ 806,735	\$ -	\$ 1,093,139	\$ 1,899,874	TA	
2025	Kent	Grand Rapids	Market Ave SW	Areawide	0.055	Regional Signal System TMS Operations	\$ 544,000	\$ -	\$ 136,000	\$ 680,000	CM	Exempt
2025	Kent	Grand Rapids	Market Ave SW	Areawide	0.055	Signal Optimization (up to 120 locations)	\$ 199,600	\$ -	\$ 49,900	\$ 249,500	CRU	Exempt
2025	Kent	Grand Rapids	Michigan St NE	Maryland Ave to Leffingwel Ave	0.5	Milling and Two Course Asphalt Resurfacing	\$ 480,665	\$ -	\$ 1,167,329	\$ 1,647,994	STU	Exempt
2025	Kent	Grand Rapids	O'Brien Rd SW	Covell Ave to Butterworth Ave	0.522	Milling and Two Course Asphalt Resurfacing	\$ 500,000	\$ -	\$ 492,218	\$ 992,218	STU	Exempt
2025	Kent	Grand Rapids	Wealthy St SE	Richard Terrace Ave to Ethel Ave	0.105	Concrete Reconstructon (and Brick)	\$ 350,000	\$ -	\$ 1,618,327	\$ 1,968,327	STU	Exempt
2025	Kent	Grand Rapids	Cesar E. Chavez Ave SW	Hall St to Beacon St	0.275	Reconstruction	\$ 888,735	\$ -	\$ 1,564,528	\$ 2,453,263	STU	

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2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	0.562	Reconstruction	\$ 1,381,000	\$ -	\$ 675,467	\$ 2,056,467	ST	
2025	Kent	Grand Rapids	Cherry St SE	Sheldon Ave to Legrave Ave & Prospect Ave to Madison Ave	0.123	Milling and Two course Asphalt Resurfacing	\$ 150,000	\$ -	\$ 90,000	\$ 240,000	STU	Exempt
2025	Kent	Grand Rapids	Division Ave NE	Fulton St to Michigan St	0.502	Reconstruction	\$ 783,000			\$ 783,000	STU	
2025	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	FY2025 Clean Air Action Program	\$ 80,000	\$ -	\$ 20,000	\$ 100,000	CM	
2025	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	Planning Studies	\$ 150,000	\$ -	\$ 37,500	\$ 187,500	STU	
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	1.005	Milling and Two Course Asphalt Resurfacing	\$ 536,250	\$ -	\$ 178,750	\$ 715,000	STU	Exempt
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	0.628	Reconstruction	\$ 519,000	\$ -	\$ 291,000	\$ 810,000	STU	
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025 Bus Replacement	\$ 143,578	\$ 35,895	\$ -	\$ 179,473	CM	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2025 Replacement Vanpool Van	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	CM	Exempt
2025	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY2025 Rideshare	\$ 150,000	\$ -	\$ -	\$ 150,000	CMG	Exempt
2025	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY2025 Free Rides on Clean Air Action Days	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	CM	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 160,000	\$ 40,000	\$ -	\$ 200,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 642,823	\$ 160,706	\$ -	\$ 803,529	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 76,000	\$ 19,000	\$ -	\$ 95,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 16,000	\$ 4,000	\$ -	\$ 20,000	5307	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 320,000	\$ 80,000	\$ -	\$ 400,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 200,000	\$ 50,000	\$ -	\$ 250,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 560,000	\$ 140,000	\$ -	\$ 700,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 16,000	\$ 4,000	\$ -	\$ 20,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 4,237,409	\$ 1,059,352	\$ -	\$ 5,296,761	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 2,000,000	\$ 500,000	\$ -	\$ 2,500,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 120,000	\$ 30,000	\$ -	\$ 150,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 192,000	\$ 48,000	\$ -	\$ 240,000	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5307	\$ 1,509,350	\$ 377,338	\$ -	\$ 1,886,688	5307	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: Section 5339	\$ 1,053,602	\$ 263,401	\$ -	\$ 1,317,003	5339	Exempt
2025	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2025: CRP	\$ 396,808	\$ 99,202	\$ -	\$ 496,010	CRU	Exempt
2025	Kent	Kent County	Argo Avenue Southeast	Argo Drive from Hall Street to Cascade Road	0.333	Sharrows/Sidewalks	\$ 238,700	\$ -	\$ -	\$ 238,700	TA	Exempt
2025	Kent	Kent County	Argo Avenue Southeast	Argo Drive from Hall Street to Cascade Road	0.333	Sharrows/Sidewalks	\$ 125,790	\$ -	\$ 53,910	\$ 179,700	TAU	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2025	Kent	Kent County	84th St SE	Patterson Ave to Kraft Ave	0.959	Reconstruction	\$ 1,125,000	\$ -	\$ 375,000	\$ 1,500,000	STU	
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	4.077	Spot concrete pavement replacement	\$ 738,000	\$ -	\$ 184,500	\$ 922,500	ST	Exempt
2025	Kent	Kent County	Northland Dr NE	M-57 to Indian Lakes Rd	1.306	Milling and Two Course Asphalt Resurfacing	\$ -	\$ 880,000	\$ 220,000	\$ 1,100,000	EDC	Exempt
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	0.349	Milling and Two Course Asphalt Resurfacing	\$ -	\$ 322,853	\$ 277,147	\$ 600,000	EDC	Exempt
2025	Kent	Kent County	Lincoln Lake Ave NE	Belding Rd to Strotheide St	0.76	Reconstruction	\$ 1,031,000	\$ -	\$ 369,000	\$ 1,400,000	STL	
2025	Kent	Kent County	W River Dr NE	Lamoreaux Drive to Pine Island Drive	1.417	Resurface	\$ 373,000			\$ 373,000	ST	
2025	Kent	Kent County	4 Mile Rd NW	Hachmuth to Yorkland	0.36	sidewalk north side only	\$ 119,000	\$ -	\$ 82,009	\$ 201,009	TAU	Exempt
2025	Kent	Kent County	Fruit Ridge Ave NW	3940 Fruit Ridge to 4 Mile	0.265	sidewalk on east side	\$ 139,413	\$ -	\$ 84,749	\$ 224,162	TAU	Exempt
2025	Kent	Kent County	Crahen Ave NE	Crahen Avenue, Str #5067, over the Grand Rapids Eastern Railroad, Kent Co.	0	Bridge Rehabilitation	\$ 848,000	\$ 159,000	\$ 53,000	\$ 1,060,000	BHT	Exempt
2025	Kent	Kent County	Argo Ave SE	Argo Ave and Forest Hills Ave, Kent County	0.368	Safe Routes to School pedestrian improvements	\$ 238,700	\$ -	\$ -	\$ 238,700	TA	Exempt
2025	Kent	Kentwood	52nd Street	Division Ave to Eastern Ave	1.137	Milling and Two Course Asphalt Resurfacing	\$ 525,000	\$ -	\$ 175,000	\$ 700,000	STU	Exempt
2025	Kent	Kentwood	52nd St SE	East Paris Ave to M-37	0.629	Milling and Two Course Asphalt Resurfacing	\$ 787,500	\$ -	\$ 262,500	\$ 1,050,000	STU	Exempt
2025	Kent	Kentwood	52nd St SE	Bailey's Grove to East Paris Ave	0.417	Milling and Two Course Asphalt Resurfacing	\$ 378,000	\$ -	\$ 126,000	\$ 504,000	STU	Exempt
2025	Kent	Lowell	Foreman St SE	Gee Drive to Beech	0.539	Mill and Overlay of Foreman	\$ 385,000	\$ -	\$ 96,250	\$ 481,250	STUL	Exempt
2025	Kent	Lowell	Grand River Dr SE	South Hudson Street at the Lowell Fair to Montcalm Street, City of Lowell	1.941	Nonmotorized path construction	\$ 2,197,851	\$ -	\$ 1,260,149	\$ 3,458,000	TA	
2025	Kent	MDOT	US-131	US-131 Carpool Lot at 10 Mile Road Interchange (Facility 541007 - Rockford)	0	Cold Milling and Resurfacing	\$ 54,840	\$ 12,161	\$ -	\$ 67,000	NH	
2025	Kent	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.343	Concrete Inlay	\$16,281,900	\$ 1,809,100	\$ -	\$ 18,091,000	IM	
2025	Kent	MDOT	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	0	Deep Overlay, Deck Patching and Substructure Patching	\$ 4,453,934	\$ 494,882	\$ -	\$ 4,948,816	IM	
2025	Kent	MDOT	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	0	Deep Overlay, Deck Patching and Substructure Patching	\$ 195,017	\$ 21,669	\$ -	\$ 216,685	BFPI	
2025	Kent	MDOT	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	0	Deep Overlay, Deck Patching and Substructure Patching	\$ 428,264	\$ 47,585	\$ -	\$ 475,849	BFPI	
2025	Kent	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0	Deep overlay, Epoxy overlay, Railing Replacement	\$ 5,201,570	\$ 1,153,435	\$ -	\$ 6,355,000	NH	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2025	Kent	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0	Deep overlay, Epoxy overlay, Railing Replacement	\$ 197,136	\$ 43,714	\$ -	\$ 240,850	BFP	
2025	Kent	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	0	Deep overlay, Epoxy overlay, Railing Replacement	\$ 416,101	\$ 92,269	\$ -	\$ 508,370	BFP	
2025	Kent	MDOT	I-296/US-131 SB	From Pearl Street north to Richmond Street	1.591	Concrete Inlay	\$20,100,600	\$ 2,233,400	\$ -	\$ 22,334,000	IM	
2025	Kent	MDOT	I-296/US-131 SB	From Pearl Street north to Richmond Street	1.591	Concrete Inlay	\$ 2,412,000	\$ 268,000	\$ -	\$ 2,680,000	IM	
2025	Kent	MDOT	I-96	3 Mile Road Over I-96 (41025-S06)	0	Deep Overlay	\$ 1,406,700	\$ 156,300	\$ -	\$ 1,563,000	IM	Exempt
2025	Kent	MDOT	Regionwide	Various locations in Grand Region	0	2025 West Michigan TOC Operations	\$ 1,454,118	\$ 322,446	\$ -	\$ 1,776,564	ST	Exempt
2025	Kent	MDOT	Regionwide	Regionwide	0	2025 ITS System Operations in Grand Region	\$ 522,285	\$ 115,815	\$ -	\$ 638,100	ST	Exempt
2025	Kent	MDOT	M-57	Northland Dr to Farland Ave	3.917	Shoulder Paving with Shoulder Rumble Strips	\$ 1,539,000	\$ 171,000	\$ -	\$ 1,710,000	HSIP	Exempt
2025	Kent	MDOT	Regionwide	All trunkline routes in the Grand Region	3.908	Longitudinal pavement marking application on trunklines in Grand Region	\$ 650,475	\$ 72,275	\$ -	\$ 722,750	HSIP	
2025	Kent	MDOT	Regionwide	All trunkline routes in the Grand Region	3.908	Longitudinal pavement marking application on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2025	Kent	MDOT	Regionwide	All trunkline routes in the Grand Region	1.983	Special pavement marking application on trunklines in Grand Region	\$ 102,533	\$ 11,393	\$ -	\$ 113,925	HSIP	
2025	Kent	MDOT	Regionwide	All trunkline routes in the Grand Region	1.983	Special pavement marking application on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2025	Kent	MDOT	Regionwide	All trunkline routes in the Grand Region	2.868	Pavement marking retroreflectivity readings on trunklines in Grand Region	\$ 3,528	\$ 392	\$ -	\$ 3,920	HSIP	
2025	Kent	MDOT	M-11	From Division Avenue east to Kalamazoo Avenue	1.848	Inlay	\$13,914,500	\$ 2,699,812	\$ 385,688	\$ 17,000,000	NH	
2025	Kent	MDOT	M-37	from 92nd Street north to 76th Street	3.324	Reconstruction and Widening for a Boulevard	\$ -	\$ 41,400,000	\$ -	\$ 41,400,000	M	
2025	Kent	MDOT	US-131	Two (2) Bridges on US-131 over 6 Mile Road	0	Deep Overlay and Deck Patching	\$ 978,899	\$ 217,068	\$ -	\$ 1,195,967	NH	Exempt
2025	Kent	MDOT	M-57	Ramsdell Drive to Morgan Mills Avenue	5.943	Shoulder Paving with Shoulder Rumble Strips	\$ 2,790,000	\$ 310,000	\$ -	\$ 3,100,000	VRU	Exempt
2025	Kent	MDOT	M-37	8 Signals on M-37 (Broadmoor)	0	Modernize signals to current standards	\$ 2,937,650	\$ -	\$ -	\$ 2,937,650	STG	Exempt
2025	Kent	MDOT	US-131 NB	US-131 NB over Cesar E. Chavez Ave	0	Epoxy Overlay	\$ 2,299,033	\$ 509,803	\$ -	\$ 2,808,836	NH	Exempt
2025	Kent	MDOT	US-131 S	US-131 SB over Grandville Ave	0	Epoxy Overlay	\$ 1,873,226	\$ 415,382	\$ -	\$ 2,288,608	NH	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2025	Kent	MDOT	I-96	M-37/M-44 (East Beltline) over I-96 from GRE Railroad to Bradford Street	0.335	Bridge Replacement of S10-41025 & Road Reconstruction of bridge approaches	\$15,727,478	\$ 3,330,140	\$ 157,383	\$ 19,215,000	BFP	
2025	Kent	MDOT	I-196	I-196 over Chicago Drive	0	Deck Replacement & Epoxy Overlay	\$ 103,334	\$ 11,482	\$ -	\$ 114,816	IM	
2025	Kent	MDOT	US-131	From Wealthy Street north to Pearl Street	0.911	Remove and Replace Existing Freeway Lighting	\$ 5,922,666	\$ 1,313,334	\$ -	\$ 7,236,000	NH	
2025	Kent	MDOT	US-131	Martin Luther King Jr. Street over US-131	0	Partial Full Replacement	\$40,874,867	\$ 7,930,898	\$ 1,132,986	\$ 49,938,750	BFP	Exempt
2025	Kent	MDOT	Countywide	Various routes - Kent County	0	2025 Safety Service Patrol Operations - Grand Region	\$ 355,884	\$ 78,916	\$ -	\$ 434,800	NH	Exempt
2025	Kent	MDOT	M-44/M-37	Over I-96	0	Nonmotorized facility on an existing bridge	\$ 330,800	\$ -	\$ 1,669,200	\$ 2,000,000	TAU	
2025	Ottawa	Ottawa County	Linden Dr/Luce St	Lake Michigan Dr (M-45) to Kenowa Ave	5.397	Milling and Two Course Asphalt Resurface + 3' Paved Shoulders	\$ 1,496,600	\$ -	\$ 653,400	\$ 2,150,000	STU	Exempt
2025	Ottawa	Ottawa County	12th Ave	12th Avenue, Str #8819, over Rush Creek, Ottawa County	0	Bridge Rehabilitation	\$ 1,010,400	\$ -	\$ 252,600	\$ 1,263,000	BHT	Exempt
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th Street	0.192	Dual left turn NB to WB	\$ 400,000	\$ -	\$ 100,000	\$ 500,000	CM	Exempt
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	1.017	Milling and Two Course Asphalt Resurfacing (5")	\$ 750,000	\$ -	\$ 250,000	\$ 1,000,000	STU	Exempt
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	1.001	Milling and Two Course Asphalt Resurfacing (5")	\$ 750,000	\$ -	\$ 250,000	\$ 1,000,000	STU	Exempt
2025	Kent	Wyoming	Grace Christian to Plaster Creek Trail	Aldon St to Burton Ste and Clyde Park Ave	0.794	shared use path/sidepath	\$ 600,192	\$ -	\$ 2,670,433	\$ 3,270,625	CRU	
2026	Kent	City of Grand Rapids	Lyon St	Lyon St NE to Lyon ST NE through Fuller Park	0.1149 3	Construction of pedestrian hybrid beacon; ramp widening/upgrades; trail widening	\$ 175,000	\$ -	\$ 75,000	\$ 250,000	TAU	
2026	Kent	City of Grand Rapids	Lakeside Ave	Fulton St to Michigan St	0	Construction of sidewalk along Lakeside Avenue	\$ 306,657	\$ -	\$ 270,468	\$ 577,125	TAU	
2026	Kent	City of Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	1	Construction of bicycle facilities to provide two-way bicycle facilities with connections to existing bicycle facilities on Turner Ave north of 4th St, 4th St west of Turner Ave, and Pearl St/Lake Michigan Dr west of Mount Vernon and connections to planned bicycle facilities on Mount Vernon Ave south of Pearl St, Stocking Ave north of 2nd St, 1st/2nd St west of Stocking Ave, and Pearl St east of Mount Vernon.	\$ 352,918	\$ -	\$ 151,251	\$ 504,169	TAU	
2026	Kent	Grand Rapids	Market Ave SW	Areawide	0.08	FY2026 Regional Signal System TMS Operations	\$ 552,000	\$ -	\$ 138,000	\$ 690,000	CM	Exempt
2026	Kent	Grand Rapids	Market Ave SW	Up to 120 intersections on federal aid roads	0.055	FY2026 Signal Optimization	\$ 199,600	\$ -	\$ 49,900	\$ 249,500	CM	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	0.774	Milling and 1.5" Asphalt Overlay	\$ 501,165	\$ -	\$ 1,267,654	\$ 1,768,819	STU	Exempt
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	0.53	Reconstruction	\$ 1,239,913	\$ -	\$ 1,983,965	\$ 3,223,878	STU	
2026	Kent	Grand Rapids	Jefferson Ave SE	Martin Luther King Jr. St to Logan St	0.39	Reconstruction	\$ 1,082,030	\$ -	\$ 1,231,354	\$ 2,313,384	STU	
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	0.384	Milling and 1.5" Asphalt Overlay	\$ 665,091	\$ -	\$ 1,523,773	\$ 2,188,864	STU	Exempt
2026	Kent	Grand Rapids	Wealthy St SE	Benjamin Ave to Richard Terrace Ave	0.103	Reconstruction	\$ 400,000	\$ -	\$ 1,300,000	\$ 1,700,000	STU	
2026	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	FY2026 Clean Air Action Program	\$ 80,000	\$ -	\$ 20,000	\$ 100,000	CM	
2026	Kent	Grand Valley Metropolitan Council	Areawide	GVMC Planning Area	0	Planning Studies	\$ 150,000	\$ -	\$ 37,500	\$ 187,500	STU	
2026	Kent	Grandville	Century Center St SW	Ivanrest Ave to Mall Dr	0.408	Mill & Resurface	\$ 320,000	\$ -	\$ 80,000	\$ 400,000	STU	Exempt
2026	Ottawa	Hudsonville	40th Ave	M-121 to Grant St	0.406	Mill & Resurface	\$ 256,800	\$ -	\$ 122,200	\$ 379,000	STU	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026 Bus Replacement	\$ 321,667	\$ 80,417	\$ -	\$ 402,084	CM	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY2026 Vanpool Van Replacement	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	CM	Exempt
2026	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY2026 Rideshare Program	\$ 150,000	\$ -	\$ -	\$ 150,000	CMG	Exempt
2026	Kent	Interurban Transit Partnership	Transit Operating	Areawide	0	FY2026 Free Rides on Clean Air Action Days	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	CM	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 4,135,169	\$ 1,033,792	\$ -	\$ 5,168,961	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 537,600	\$ 134,400	\$ -	\$ 672,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 491,760	\$ 122,940	\$ -	\$ 614,700	5307	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 98,400	\$ 24,600	\$ -	\$ 123,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 2,118,654	\$ 529,663	\$ -	\$ 2,648,317	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 400,000	\$ 100,000	\$ -	\$ 500,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 16,000	\$ 4,000	\$ -	\$ 20,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 16,000	\$ 4,000	\$ -	\$ 20,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 160,000	\$ 40,000	\$ -	\$ 200,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 400,000	\$ 100,000	\$ -	\$ 500,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 76,000	\$ 19,000	\$ -	\$ 95,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 1,040,000	\$ 260,000	\$ -	\$ 1,300,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5307	\$ 560,000	\$ 140,000	\$ -	\$ 700,000	5307	Exempt
2026	Kent	Interurban Transit Partnership	Transit Capital	Areawide	0	FY 2026: Section 5339	\$ 1,053,602	\$ 263,401	\$ -	\$ 1,317,003	5339	Exempt
2026	Kent	Kent County	Myers Lake Ave NE	12 Mile Rd to 14 Mile Rd	2.004	Reconstruction	\$ 1,360,000	\$ -	\$ 340,000	\$ 1,700,000	STU	
2026	Kent	Kent County	Myers Lake Ave NE	12 Mile Rd to 14 Mile Rd	2.004	Reconstruction	\$ 1,408,000	\$ -	\$ 312,219	\$ 1,720,219	ST	
2026	Kent	Kent County	S Division Ave	76th St to 68th St	0.994	Resurfacing	\$ 752,000	\$ -	\$ 248,000	\$ 1,000,000	ST	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	1.054	Resurfacing	\$ -	\$ 720,000	\$ 180,000	\$ 900,000	EDC	Exempt
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	1.477	Resurfacing	\$ -	\$ 960,000	\$ 240,000	\$ 1,200,000	EDC	Exempt
2026	Kent	Kent County	Lincoln Lake Ave NE	Strotheide St to Heffron St	1.002	Reconstruction	\$ 1,052,000	\$ -	\$ 448,000	\$ 1,500,000	STL	
2026	Kent	Kentwood	36th St SE	36th at Shaffer	1.059	Roundabout construction	\$ 1,120,000	\$ -	\$ 280,000	\$ 1,400,000	CRU	
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	0.53	Mill & Fill	\$ 400,000	\$ -	\$ 100,000	\$ 500,000	STU	Exempt
2026	Kent	MDOT	M-21	From Bennett Street east to Valley Vista Drive	6.079	Two Course Asphalt Resurfacing	\$ 4,419,901	\$ 980,101	\$ -	\$ 5,400,000	ST	
2026	Kent	MDOT	M-21	From Bennett Street east to Valley Vista Drive	6.079	Two Course Asphalt Resurfacing	\$ 409,250	\$ 90,750	\$ -	\$ 500,000	ST	
2026	Kent	MDOT	US-131	over West River Drive	0	Deep Overlay	\$ 4,470,647	\$ 991,353	\$ -	\$ 5,462,000	BFP	Exempt
2026	Muskegon	MDOT	TSCwide	Various Routes in Muskegon TSC	42.237	Non-Freeway Signing Upgrade	\$ 550,568	\$ -	\$ -	\$ 550,568	STG	
2026	Kent	MDOT	TSCwide	Various routes in Grand Rapids TSC	33.876	Non-Freeway Signing Upgrade	\$ 504,310	\$ -	\$ -	\$ 504,310	STG	
2026	Ottawa	MDOT	I-96	Three (3) Bridges on I-96	0	Deck Patching	\$ 692,378	\$ 76,931	\$ -	\$ 769,309	IM	Exempt
2026	Kent	MDOT	I-96	Four (4) Bridges on I-96	0	Deep Overlay and Deck Patching	\$ 2,866,793	\$ 318,534	\$ -	\$ 3,185,326	IM	Exempt
2026	Kent	MDOT	I-96	I-96 over Bristol Road	0	Deck Patching	\$ 782,459	\$ 86,941	\$ -	\$ 869,400	IM	Exempt
2026	Kent	MDOT	M-37	32nd Street over M-37	0	Bridge replacement.	\$ 5,106,417	\$ 1,004,946	\$ 127,388	\$ 6,238,750	BFP	Exempt
2026	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management Systems	\$29,371,141	\$ 6,512,964	\$ -	\$ 35,884,105	NHFP	
2026	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	17.668	Longitudinal Pavement Markings on trunkline routes in Grand Region	\$ 650,475	\$ 72,275	\$ -	\$ 722,750	HSIP	
2026	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	17.668	Longitudinal Pavement Markings on trunkline routes in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2026	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.557	Application of special pavement markings on trunklines in Grand Region	\$ 196,245	\$ 21,805	\$ -	\$ 218,050	HSIP	
2026	Kent	MDOT	Regionwide	All trunkline routes in Grand Region	1.557	Application of special pavement markings on trunklines in Grand Region	\$ 2,205	\$ 245	\$ -	\$ 2,450	HSIP	
2026	Kent	MDOT	Grand Region Regionwide Pvm t Mrkg Retro Readings	All Trunkline Routes in Grand Region	14.885	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	\$ 3,528	\$ 392	\$ -	\$ 3,920	HSIP	
2026	Kent	MDOT	I-96	Forest Hill Avenue over I-96	0	Deep Overlay	\$ 92,583	\$ 10,287	\$ -	\$ 102,870	BFPI	Exempt
2026	Kent	MDOT	I-96	Forest Hill Avenue over I-96	0	Deep Overlay	\$ 388,002	\$ 43,111	\$ -	\$ 431,113	BFPI	Exempt

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount	Fund Source	Air Quality
2026	Kent	MDOT	I-196	I-196 over Chicago Drive	0	Deck Replacement & Epoxy Overlay	\$ 457,355	\$ 50,817	\$ -	\$ 508,172	IM	
2026	Kent	MDOT	US-131 S	From Wealthy Street to Pearl Street	0.572	High Friction Surface Treatment	\$ 79,200	\$ 8,800	\$ -	\$ 88,000	HSIP	Exempt
2026	Kent	MDOT	Regionwide	Various locations in Grand Region	0	2026 West Michigan TOC Operations	\$ 1,505,926	\$ 333,935	\$ -	\$ 1,839,861	ST	Exempt
2026	Kent	MDOT	Regionwide	Regionwide	0	2026 ITS System Operations in Grand Region	\$ 543,238	\$ 120,462	\$ -	\$ 663,700	ST	Exempt
2026	Kent	MDOT	M-44 Conn	5 Locations on M-44 Conn	0	Modernize signalized intersections	\$ 315,000	\$ -	\$ -	\$ 315,000	STG	Exempt
2026	Kent	MDOT	Countywide	Various routes - Kent County	0	2026 Safety Service Patrol Operations - Grand Region	\$ 370,126	\$ 82,074	\$ -	\$ 452,200	NH	Exempt
2026	Kent	MDOT	US-131 N	from Wealthy Street to Pearl Street	1.128	High Friction Surface Treatment	\$ 90,000	\$ 10,000	\$ -	\$ 100,000	HSIP	Exempt
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	2.031	Mill & Resurface	\$ 680,000	\$ -	\$ 170,000	\$ 850,000	STU	Exempt
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	2.533	Mill & Resurface	\$ 720,000	\$ -	\$ 180,000	\$ 900,000	STU	Exempt
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	0.477	Mill & Resurface	\$ 185,400	\$ -	\$ 41,112	\$ 226,512	ST	Exempt
2026	Ottawa	Ottawa County	18th Ave	Port Sheldon St to Chicago Dr	0.33	Mill & Resurface	\$ 196,600	\$ -	\$ 43,595	\$ 240,195	ST	Exempt
2026	Kent	Walker	Alpine Ave NW	3 Mile Rd to Hillside Dr	0.497	Mill & Resurface	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000	STU	Exempt
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	1.1805	Provide sidewalk to connect neighborhoods with regional trail and West Catholic H.S.	\$ 700,000	\$ -	\$ 300,000	\$ 1,000,000	TAU	
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	0.494	Mill & Resurface	\$ 360,000	\$ -	\$ 90,000	\$ 450,000	STU	Exempt
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	1.043	Mill & Resurface	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000	STU	Exempt
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	0.498	Mill & Resurface	\$ 360,000	\$ -	\$ 90,000	\$ 450,000	STU	Exempt
2026	Kent	Wyoming	Jenkins Ave to Grace Christian University	Aldon St to 28th St	0.34	shared use path/sidepath	\$ 203,000	\$ -	\$ 87,000	\$ 290,000	CRU	Exempt

FY2027-2030 Project List

FY2027-2030 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$2,915,000.00	\$2,332,000.00	\$583,000.00	TBD**
Total Available:					\$2,915,000.00	\$2,332,000.00	\$583,000.00	
Total Cost:					\$2,915,000.00	\$2,332,000.00	\$583,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$4,963,750.00	\$3,971,000.00	\$992,750.00	TBD**
Total Available:					\$4,963,750.00	\$3,971,000.00	\$992,750.00	
Total Cost:					\$4,963,750.00	\$3,971,000.00	\$992,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	TBD**
Total Available:					\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	
Total Cost:					\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	TBD**
Total Available:					\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	
Total Cost:					\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	TBD**
Total Available:					\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	
Total Cost:					\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding			Various		\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	TBD**
Total Available:					\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	
Total Cost:					\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.			Various		\$4,883,750.00	\$3,907,000.00	\$976,750.00	TBD**
Total Available:					\$4,883,750.00	\$3,907,000.00	\$976,750.00	
Total Cost:					\$4,883,750.00	\$3,907,000.00	\$976,750.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2027-2030 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	TBD**
Total Available:					\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	
Total Cost:					\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2027-2030 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements	TBD		Various		\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	TBD**
Total Available:					\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	
Total Cost:					\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	
Total Remaining:					\$0	\$0	\$0	

***Please note: Unprogrammed bins of funding list “TBD” under the “Air Quality Exempt” category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation Improvement Programs (TIPs).*

*FY2027-2030 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and Maintenance			MDOT		\$79,800,000.00		\$79,800,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
Preservation			MDOT		\$200,000,000.00	\$160,000,000.00	\$40,000,000.00	Yes	Includes reconstruction, rehabilitation, and/or capital preventative maintenance of existing trunkline roadways and bridges
Total Available:					\$279,800,000.00	\$160,000,000.00	\$119,800,000.00		
Total Cost:					\$279,800,000.00	\$160,000,000.00	\$119,800,000.00		
Total Remaining:					\$0	\$0	\$0		

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

Please note: additional projects may be added from MDOT’s illustrative list in the future.

FY2027-2030 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$28,540,298.16	Yes
New Facilities and Maintenance			ITP-The Rapid		\$14,382,744.47	Yes
Information Technology			ITP-The Rapid		\$4,599,615.00	Yes
Operationalized Capital Funding			ITP-The Rapid		\$20,956,520.00	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$1,269,481.50	Yes
Total Capital Available:					\$69,748,659.13	
Total Cost:					\$69,748,659.13	
Total Remaining:					\$ -	

FY2031-2040 Project List

FY2031-2040 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	TBD**
Total Available:					\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	
Total Cost:					\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	TBD**
Total Available:					\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	
Total Cost:					\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	TBD**
Total Available:					\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	
Total Cost:					\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	TBD**
Total Available:					\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	
Total Cost:					\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	TBD**
Total Available:					\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	
Total Cost:					\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding	TBD		Various		\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	TBD**
Total Available:					\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	
Total Cost:					\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.	TBD		Various		\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	TBD**
Total Available:					\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	
Total Cost:					\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2031-2040 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	TBD**
Total Available:					\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	
Total Cost:					\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements			Various		\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	TBD**
Total Available:					\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	
Total Cost:					\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	
Total Remaining:					\$0	\$0	\$0	

***Please note: Unprogrammed bins of funding list “TBD” under the “Air Quality Exempt” category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation*

*FY2031-2040 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance			MDOT		\$226,300,000.00		\$226,300,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$60,000,000.00	\$48,000,000.00	\$12,000,000.00	No	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.
EB and WB I-96	Leonard Street	M-21 (E. Fulton Street)	MDOT	2.0 miles	\$375,000,000.00	\$300,000,000.00	\$75,000,000.00	No	Add 3 through lanes on EB and WB I-96, complete I-96 at I-196 interchange (add two new ramps), and relocate EB I-96 on-ramp from Leonard Street.
EB and WB I-96	Cascade Road	M-21 (E. Fulton Street)	MDOT	1.0 mile	\$18,000,000.00	\$12,000,000.00	\$6,000,000	No	Add 2 through lanes for WB I-96, new WB I-96 off-ramp to M-21 (E. Fulton Street), and add 1 through lane for EB I-96 (EB I-96 from M-21 to Cascade Road weave-merge lane completed in 2023).
Preservation			MDOT		\$627,733,000.00	\$502,186,400.00	\$125,546,600.00	Yes	Includes road and bridge rehabilitation, reconstruction and/or replacement, CPM, traffic safety projects, and limited operational improvements
Total Available:					\$1,307,033,000.00	\$862,186,400.00	\$444,846,600.00		
Total Cost:					\$1,307,033,000.00	\$862,186,400.00	\$444,846,600.00		
Total Remaining:					\$0	\$0	\$0		

***All EB I-96 and I-196 projects are included in the total listed for this project*

Please note: additional projects may be added from MDOT’s illustrative list in the future.

Please also note: Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2028, or may change the order of what projects are completed.

FY2031-2040 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$ 97,121,010.09	Yes
New Facilities and Maintenance			ITP-The Rapid		\$ 38,517,825.18	Yes
Information Technology			ITP-The Rapid		\$ 12,396,112.25	Yes
Operationalized Capital Funding			ITP-The Rapid		\$ 56,051,985.83	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$ 3,395,456.83	Yes
Total Capital Available:					\$ 207,482,390.18	
Total Cost:					\$ 207,482,390.18	
Total Remaining:					\$ -	

FY2041-2050 Project List

FY2041-2050 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	TBD**
Total Available:					\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	
Total Cost:					\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	TBD**
Total Available:					\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	
Total Cost:					\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	TBD**
Total Available:					\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	
Total Cost:					\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	TBD**
Total Available:					\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	
Total Cost:					\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	TBD**
Total Available:					\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	
Total Cost:					\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding	TBD		Various		\$15,725,000.00	\$ 12,580,000.00	\$3,145,000.00	TBD**
Total Available:					\$15,725,000.00	\$12,580,000.00	\$3,145,000.00	
Total Cost:					\$ 15,725,000.00	\$12,580,000.00	\$3,145,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.	TBD		Various		\$14,787,500.00	\$11,830,000.00	\$2,957,500.00	TBD**
Total Available:					\$14,787,500.00	\$11,830,000.00	\$ 2,957,500.00	
Total Cost:					\$14,787,500.00	\$11,830,000.00	\$2,957,500.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2041-2050 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	TBD**
Total Available:					\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	
Total Cost:					\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2041-2050 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements	TBD		Various		\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	TBD**
Total Available:					\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	
Total Cost:					\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	
Total Remaining:					\$0	\$0	\$0	

***Please note: Unprogrammed bins of funding list “TBD” under the “Air Quality Exempt” category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation Improvement Programs (TIPs).*

*FY2041-2050 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance					\$270,700,000.00		\$270,700,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave	City of Grand Rapids/MDOT		\$50,000,000.00	\$40,000,000.00	\$10,000,000.00*	No	Add new NB off-ramp from WB I-196 at Ottawa Avenue with funding partnership from city of Grand Rapids. *Local match substitutes state match.
Preservation					\$693,407,000.00	\$554,725,600.00	\$138,681,400.00	Yes	
Total Available:					\$1,014,107,000.00	\$594,725,600.00	\$409,381,400.00		
Total Cost:					\$1,014,107,000.00	\$594,725,600.00	\$409,381,400.00		
Total Remaining:					\$0	\$0	\$0		

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

Please note: additional projects may be added from MDOT’s illustrative list in the future.

Please also note: Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2028, or may change the order of what projects are completed.

FY2041-2050 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$ 107,282,016.59	Yes
New Facilities and Maintenance			ITP-The Rapid		\$ 42,547,641.91	Yes
Information Technology			ITP-The Rapid		\$ 13,693,019.86	Yes
Operationalized Capital Funding			ITP-The Rapid		\$ 61,916,263.72	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$ 3,750,696.74	Yes
Total Capital Available:					\$ 229,189,638.83	
Total Cost:					\$ 229,189,638.83	
Total Remaining:					\$ -	



Chapter 9: Evaluating the Project List

Once project lists were developed, GVMC proceeded to analyze them through a variety of processes to fulfill federal regulations and ensure that the projects selected support the goals and objectives of the plan. These processes included (1) consultation with stakeholder agencies, (2) an environmental justice (EJ) analysis, (3) environmental mitigation, and (4) an air quality analysis. More information about these steps is described below.

Consultation

The process to develop the MTP includes many collaborative efforts and takes into consideration the feedback from member agencies, MDOT, FHWA, FTA, and other interested parties and stakeholder agencies. One part of this collaborative effort—consultation—is discussed in this section. All GVMC’s collaborative efforts for this plan are highlighted in Chapter 2. Consulting with certain stakeholder agencies is a federal regulation and supports GVMC’s vision statement and goal to “engage stakeholders.” The aim of the consultation process is to eliminate or minimize conflicts with other agencies’ plans, programs, or policies as they relate to the Metropolitan Transportation Plan (MTP).



The Flat River in the fall. Photo taken at Fallasburg Park in Kent County

According to federal regulations, there are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and what information needs to be shared with these interested parties. It is suggested that contacts with state, local, tribal governments, and private agencies responsible for the following areas be contacted:

- Airport operators
- Conservation
- Economic growth and development
- Environmental protection
- Freight movement
- Historical preservation
- Housing Organizations
- Human service transportation providers
- Land use management
- Natural resources

By consulting with agencies such as Tribal governments or land use management agencies during the development of the MTP, these groups can compare the MTP project lists and maps with other natural or historic resource inventories. GVMC is also able to compare the draft project list to any documents received and adjust as necessary to achieve greater compatibility.

GVMC’s consultation list, which is maintained in Mailchimp, includes representatives from a variety of agencies that work in the fields identified above. This list currently includes 403 contacts representing approximately 230 unique agencies. A complete list of the agencies GVMC consults with is included in our Consultation Plan.

The consultation process that GVMC undertook is based on recommendations from the Federal Highway Administration and the Michigan Department of Transportation and follows the protocol established in GVMC’s Consultation Plan.

Consultation Agency Notification

Once project lists were approved by the Technical and Policy Committees, GVMC emailed our list of consultation agencies on Thursday, December 14, 2023, asking them to provide insight into the MTP project list based on their areas of expertise. This email included the following information:

- An explanation of the consultation process for the 2050 MTP
- The draft 2050 MTP Project List
- A map of the draft 2050 MTP projects
- Illustrative project lists, including unfunded projects from local agencies and jurisdictions, MDOT, ITP-the Rapid, and active transportation projects
- Directions on how to provide input on the project list and how to contact GVMC staff for assistance

GVMC asked consultation agencies to provide their feedback by Wednesday, February 7, 2024. This feedback could include environmental issues for which mitigation measures could be proposed, impacts to historical sites, or whether MTP projects are compatible with the consultation agency’s plans. The length of the comment period was 56 days. Additional time was given for review due to Christmas and New Year’s falling during the consultation period. GVMC followed up this initial outreach effort with a reminder email on Wednesday, January 17, 2024. The table below shows the engagement rate for the emails.

Consultation Emails	Engagement Rate	
	Email Open Rate	Click Rate
Original Consultation Email sent December 14, 2023	58.9%	4.7%
Reminder Consultation Email sent on Wednesday, January 17, 2024	59.1%	4.1%

Because the consultation process is separate and distinct from the public involvement process, GVMC contacted the consultation agencies prior to the beginning of the public comment period to provide additional time for their review and to give GVMC the opportunity to make changes to the MTP project list before the document was opened for public consumption. Per our Consultation Plan, GVMC also met the following special requests from consultation agencies during the document’s development: (1) GVMC notified the Michigan State Police by email on Tuesday, December 19, 2023, of the safety projects in the 2050 MTP project list (one was identified), and (2) GVMC notified MDEGLE, MDNR, Michigan Department of Health and Human Services, and the Michigan Department of Agriculture and Rural Development by email on ??? that the draft 2050 MTP was complete and available for public comment. *Please note: all consultation agencies are included on GVMC’s list of interested citizens/agencies, so they receive notices of all public involvement, including public comment, opportunities as well, and are therefore invited to participate at those milestones too.*

Documentation of Consultation

The emails sent to our consultation agencies are included in our [Public and Stakeholder Engagement Companion Document](#), as well as comments received.

Findings of Consultation

GVMC staff received one response in support of the draft project lists. Please note that most of the projects listed in the MTP have already cleared the Environmental Assessment stage, which likely influenced the low response rate. No significant issues were identified from the consultation process.

Environmental Justice

Overview

GVMC recognizes the diversity of Kent and eastern Ottawa County citizens and communities and their transportation needs and works diligently to ensure that all people have access to the transportation planning process, especially those that have traditionally been under-represented. GVMC adheres to publicly approved guidelines of the Public Participation Plan through which all citizens, regardless of race, color, gender, age, physical ability, or national origin are guaranteed full opportunity to participate in programs, plans and processes, including the development of the 2050 MTP.

In 1994, an Executive Order (Number 12898) directed every Federal agency, including the U.S. Department of Transportation (U.S. DOT), to identify and address the effects of all programs, policies, and activities on “minority populations and/or low-income populations.” This Order was consistent with Title VI in considering fundamental environmental justice principles affecting low income and minority populations. In 1997, the U.S. DOT issued an Order that summarized and expanded on environmental justice requirements. The U.S. DOT Order applies to all transportation planning policy decisions and activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Metropolitan Planning Organizations (MPO) among other U.S. DOT components. Also, the U.S. DOT Order specifically identifies five population groups in its emphasis on environmental justice requirements.

The projects in the 2050 Metropolitan Transportation Plan must meet the principles of the 1994 Presidential Executive Order 12898. Specifically, the MTP must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations.

As mentioned in Chapter 2, one of the Planning Emphasis Areas (PEAs) issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is [Equity and Justice⁴⁰ in Transportation Planning](#) which states that “FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities.”

This Emphasis Area is supported by the following legislation:

[Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#)

[Executive Order 14008 \(Tackling the Climate Crisis Home and Abroad\)](#)

[M-21-28 \(Interim Implementation Guidance for the Justice⁴⁰ Initiative\)](#)

The latter two provide a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. An economic analysis is included in the following analysis.

The sections that follow describe the methodology, process, and results of GVMC’s environmental justice (EJ) review for the 2050 MTP.

Identification of Environmental Justice Areas

GVMC conducted analyses for the following communities:

Minority and Low-Income Environmental Justice Populations

Minority and low-income communities are the two population groups outlined by Executive Order 12898 and are therefore both included in this analysis.

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:

- Black or African American
- Hispanic or Latinx Origin
- Asian
- American Indian and Alaskan Native
- Native Hawaiian or Other Pacific Islander

Additional Disadvantaged Communities Added with New Emphasis Area Guidance

- Aging Population (65+ Years of Age)
- Persons with Disabilities
- Zero Car Households
- Rural Population

2019 ACS 5-year estimates were analyzed utilizing Geographic Information Systems software to determine the makeup and concentration of each population at the block group level. Environmental justice areas were designated based on the population of the block group as compared to the overall population of the entire metropolitan area. Each population was analyzed individually. Block groups with a population percentage exceeding the regional population percentage was flagged as an EJ area for the designated population. For example, if a block group’s population percentage was 10% and the region’s population percentage was 8%, that block group would be considered a part of the EJ area.

The methodology used to analyze environmental justice principles consisted of first defining and mapping the EJ areas for each population as explained above, overlaying the MTP’s proposed projects, and conducting a visual analysis to determine any potential impacts. The EJ area maps, including overlaid MTP projects, and a list of which areas each MTP project intersects, can be found in the MTP companion document “[Environmental Justice Maps and Project List](#).”

Analysis of Impacts

The analysis of potential impacts centers on three areas:



Disproportionately high and adverse human health and environmental impacts to EJ groups



Minimizing/blocking access of EJ areas to the transportation system



Neglect of the transportation system in EJ areas

Which Projects are Included in this Analysis?

GVMC staff geographically overlaid the 2050 MTP projects on the EJ areas to determine which projects could have potential impacts based on three defined criteria. A project was considered and flagged if it geographically intersected an EJ area. There are 246 committed projects listed in the MTP document which includes the projects listed in the FY2023-2026 TIP and some MTP projects with committed funding that aim to address capacity deficiencies. This analysis focuses on these committed projects and their total federal funding amounts only and does not take into consideration

the unprogrammed bins of projected MTP funding that do not yet have associated projects. What is included in this analysis only accounts for approximately 12.5% of total federal funding listed in the 2050 MTP. As the rest of the expected funding is programmed over the coming years, staff will perform additional program-level analyses to ensure conformity with EJ and Justice 40 principles.

Of the 246 committed projects, 170 have a defined spatial location and the remaining 76 are regional / regionwide projects. Examples of regional projects include transit projects, planning studies, and regionwide safety and operations work.

A summary of the results of the analysis by EJ community, including the total number of projects and federal investment being programmed into each EJ area, can be found in the table below:

Population Group	Pop. %	MPO Area %	Number of Projects in Area		Widening Projects*	All Other Projects	Federal Investment in Area	
MPO Total	100%	100%	246	100%	2.4%	97.6%	\$815,803,215	100%
Hispanic / Latinx	9.6%	9.7%	151	61.4%	0%	100%	\$265,291,089	32.5%
Black / African American	8.4%	5.6%	145	58.9%	.7%	99.3%	\$259,212,220	31.8%
Asian	2.8%	18.5%	158	64.2%	2.5%	97.5%	\$626,861,990	76.8%
American Indian / Alaskan Native	.35%	15.8%	157	63.8%	.6%	99.4%	\$236,587,839	29.0%
Hawaiian / Pacific Islander	.03%	3.4%	98	39.8%	2%	98%	\$489,975,292	60.1%
Average			142	58%	1.2%	98.8%	\$375,585,686	46%
Low-Income	11.5%	17.4%	175	71.1%	.6%	99.4%	\$309,249,758	37.9%
Aging	13.1%	51.9%	208	84.6%	2.4%	97.6%	\$697,313,716	85.5%
Persons with Disabilities	22.8%	35.2%	203	82.5%	2.5%	97.5%	\$716,760,725	87.9%
Zero Vehicle	6.4%	9.2%	180	73.2%	1.7%	98.3%	\$694,258,011	85.1%
Rural	9.8%	46.9%	54	22.0%	0%	100%	\$39,669,749	4.9%

* Widening projects, especially those categorized as “major widening,” are oftentimes much more costly than other project types such as reconstruction or preservation. While only 2.4% of the listed MTP projects are widening projects, they account for approximately half of the federal funding included in this analysis. There is a noted correlation between the percentage of widening projects located within an area and the level of federal investment. More information about widening projects, including their potential impacts and benefits, is noted in the following section.

The findings of this analysis, by criteria category, can be found below:



Disproportionately High and Adverse Human Health and Environmental Impacts to EJ Areas

Some project types, specifically roadway widening projects, have the potential to cause adverse health and environmental impacts due to:

- Added noise
- Right-of-Way Takings
- Pollution

There are six widening projects listed in the 2050 MTP. The percentage of widening projects that fall into a minority population EJ area range from 0% to 2.5%, with an average of 1.2%, while only .6% of the projects located within the low-income EJ area are widening projects. To see exactly which widening projects are located within each EJ area, see the MTP companion document “[Environmental Justice Maps and Project List.](#)”

The percentage of widening projects located in both the minority and low-income EJ areas and the additional disadvantaged community areas are highly comparable to the percentage of widening projects throughout the MPO area and are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. In addition, widening projects should improve travel time and access for the residents and provide a measure of congestion relief.

Findings

It was determined that the program will not result in disproportionately high or adverse human health impacts to EJ populations.



Minimizing/Blocking Access of EJ Areas to the Transportation System

Minimizing/blocking access can be characterized as the permanent closing of streets, pathways, or interchanges to accomplish the projects contained in the MTP.

Findings

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 minimal blockage of access to the transportation system or loss of mobility as a result of implementing the MTP projects.



Neglecting the Transportation System in EJ Areas or Otherwise Reducing or Delaying the Receipt of Benefits to Those Areas

Neglecting the transportation system or reducing or delaying the receipt of benefits can be characterized as lack of investment and projects located in environmental justice areas. Benefits by project type are as follows:

Reconstruction, Preservation, and Bridge

Roadways and bridges maintained in a state of good repair

Active Transportation

Protects and enhances the environment

Reduces traffic congestion

Improves access to those without vehicles

Transit

Protects and enhances the environment
Reduces traffic congestion
Improves access to those without vehicles

Safety

Reduces traffic fatalities and serious injuries

Operations and Strategic Widening

Has the potential to reduce traffic congestion and increase system efficiency

Planning

Planning studies allow GVMC staff and regional partners to plan for the future and make meaningful investments in the transportation system

Minority Population Results

The EJ analysis found that 83% of the committed MTP projects (204 of 246) are located within or support at least one of the five delineated minority population EJ areas, accounting for 88% of the total federal funding. The percentage of projects that are located in each of the EJ areas ranges from 39.8% to 64.2%, with an average of 58%. Similarly, the percentage of federal investment ranges from 29% to 76.8%, with an average of 46% of total federal investment programmed into the minority population EJ areas.

Low-Income Population Results

The EJ analysis found that 71.1% of the committed MTP projects (175 of 246) are located within or support the low-income EJ area. This totals over \$309 million in federal investment, or 37.9% of the total programmed federal investment of the MTP.

The GVMC MPO area is approximately 1,015 square miles. When the five minority populations and low-income EJ areas are combined, they account for approximately 459 square miles, or 45%, of the entire GVMC MPO area. Combined, and accounting for spatial overlap, 88% of the 2050 MTP projects are in this area and support at least one of the five minority populations or low-income population. Overall, this accounts for 94% of total programmed federal funding.

Additional Disadvantaged Community Results

The percentage of projects that are located in the additional disadvantaged community areas ranges from 22% to 84.6%, with an average of 67%. Similarly, the percentage of federal investment ranges from 4.9% to 87.9%, with an average of 60% of total programmed federal investment located in one or more of these areas.

Overall Results

The MPO is investing the majority of our federal transportation dollars in projects in areas with higher than average numbers of minorities or people of low income status, in addition to the additional disadvantaged communities. This means that the benefits of increased federal investment in the transportation system 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 MTP projects through direct mailings to ensure a high level of engagement for minority and low-income groups.

Findings

Based on these results, it can be determined that neglecting the transportation system in EJ areas or otherwise reducing or delaying the receipt of benefits to those areas is not occurring, with the majority of both total projects and federal funding supporting one or more of the environmental justice communities.

Environmental Justice Notification (to be updated once mailing is sent)

In addition to the regular public participation process, GVMC also sent a mailing to residents flagged during our EJ analysis. Since most of the MTP projects were included in the 2023-2026 TIP programming document, the majority of mailings had already been submitted to local residents informing them of a possible future project. However, there were 27 projects identified in environmental justice areas where mailing notifications were still required because they had since been amended into the TIP or are an MTP project. Staff was able to perform an analysis to extract address information for the parcels that physically intersected the EJ areas adjacent to these 27 projects. Geographic Information Software (GIS) 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 on ??, explaining that there was a proposed improvement and advertising the April 10, 2024, open houses and April 11, 2024, virtual public meeting. It also provided information about how and where to access more information. In summary, 327 EJ postcards were mailed for the purpose of informing those in historically underserved communities. Section to be updated in April, 2024.

Conclusion

The analysis of impacts on residents in EJ areas, as a result of implementing the projects contained in this MTP, resulted in the following findings:



No disproportionately high and adverse human health and environmental impacts to EJ groups



No minimizing/blocking access of EJ areas to the transportation system



No neglect of the transportation system in EJ areas

These findings demonstrate that implementing the projects contained in the 2050 MTP will not result in violations of Executive Order 12898 and the principles of Environmental Justice.

Moving Forward

While this analysis focuses on the funded projects, there are 53 unfunded illustrative projects with specific locations listed in the 2050 MTP. This list does not include all future transportation projects. Of those projects:

- 43.4% are located within the Hispanic/Latinx EJ Areas
- 39.6% are located within the Black/African American EJ Areas
- 69.8% are located within the Asian EJ Areas
- 60.4% are located within the American Indian/Alaskan Native EJ Areas
- 24.5% are located within the Native Hawaiian and Pacific Islander EJ Areas
- 56.6% are located within the Low-Income EJ Areas

- 81.1% are located within the Aging EJ Areas
- 77.4% are located within the Households with Persons with Disabilities EJ Areas
- 47.2% are located within the Zero Car Household EJ Areas
- 15.1% are located within the Rural EJ Area

GVMC will continue to monitor projects and programs based on the three analysis criteria to identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority populations, low-income populations, and additional underserved communities.

Environmental Justice Maps and Project List Companion Document

As mentioned, a map for each community overlaid with 2050 MTP projects can be found by clicking [here](#).

Environmentally Sensitive Resource Mitigation Analysis

Transportation infrastructure and its users, by their very nature, impact the physical landscape, including the natural environment. Therefore, it is important to take this impact into consideration when planning, designing, constructing, and maintaining a transportation system. One of the goals of the 2050 MTP is to “Protect and Enhance the Environment and Public Health.” Therefore, throughout the document and our project selection process, GVMC has strived to balance transportation needs with environmental protection to construct a system that minimizes negative impacts when impacts cannot be avoided.

Federal transportation legislation dictates a series of requirements for transportation plans. The current federal legislation, the IIJA, lists a requirement for the “discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”

The GVMC has developed a three-step process for addressing the technical aspects of the federal legislation:

- Defining and creating an inventory of environmentally sensitive resources
- Identifying and assessing likely impacts on these areas from transportation projects
- Addressing possible mitigation at the system-wide level

The purpose of this process is to identify possible impacts on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and provide all this information to implementation agencies and officials for use in transportation decision-making. This analysis was performed at a regional level only and is not intended to provide detailed design alternatives or impacts at the project level. However, it is anticipated that the data collected will be useful in those project-level activities.

Environmentally Sensitive Resources

Seven environmentally sensitive resources were defined by the GVMC for the purpose of this study. It is important to note that not all resources have been included in this analysis. Only those resources that had data readily available in digital format for Geographic Information System (GIS) mapping and those resources where the data were reasonably up to date were included. Environmentally sensitive resources not included in this analysis may deserve attention at the project level; however, for the purposes of this system-wide report, fewer environmentally sensitive resources were analyzed. The resources analyzed included:

- Water features – lakes, ponds, rivers and streams
- Wetlands

- Flood zones
- Woodlands
- Parks and recreation areas
- Cemeteries
- Historic sites

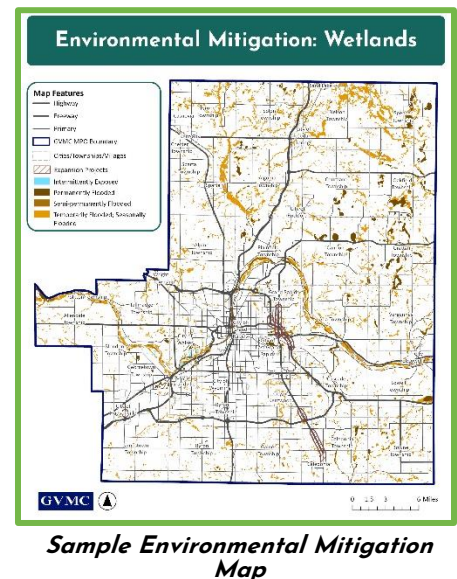
Methodology

Once the environmentally sensitive resources were defined and identified, the GVMC analyzed the likelihood of possible impacts from planned 2050 projects. The 2050 projects were mapped and buffered to display an area around each project that could possibly be affected. The size of the buffer used varied by project type and environmental resource, as described in the table below:

Environmental Resource	Size of Buffer
Water features – lakes, ponds, rivers and streams	1/4 mile buffer (1,320 feet)
Wetlands	1/4 mile buffer (1,320 feet)
Flood zones	1/4 mile buffer (1,320 feet)
Woodlands	1/4 mile buffer (1,320 feet)
Parks and recreation areas	250 feet
Cemeteries	250 feet
Historic sites	250 feet

The next step taken was the intersection of the project buffers with each environmentally sensitive resource. Where a project buffer and environmentally sensitive resource were found to intersect, an impact was considered possible. However, it is important to understand that no additional analysis of potential impacts was performed for the purposes of this report. It is possible that although an environmentally sensitive resource intersects with a buffer, no impact could be present; it is also possible that environmentally sensitive resources beyond the mapped buffer could be impacted by a project. This assessment simply draws attention to possible areas of concern that should be further examined at the project level.

Maps for each of the seven environmentally sensitive resources were produced to display at a system-wide level for those projects with potential environmental impacts. All seven maps are in Appendix K.



Guidelines for Mitigating 2050 Project Impacts

In general, the purpose of this report is to draw attention to those projects that could potentially impact environmentally sensitive resources, as well as to provide guidelines for consideration with respect to transportation projects. Overall guidelines are provided for consideration for all types of projects regardless of the resource impacted. These guidelines are introduced for reference purposes only. The GVMC has no authority to require implementation of the guidelines listed. However, they represent best management practices and should only serve to enhance the quality of the transportation planning process. The implementation of these guidelines may also assist in a jurisdiction's compliance with other regulatory mandates and for this reason should be implemented where appropriate.

Overall Guidelines

Regardless of the type of project or resource that may be impacted, these guidelines deserve consideration during the planning, design, construction, and maintenance of transportation projects. Implementation of these guidelines will help to ensure good planning practice that is in accord with overall environmental protection objectives.

Planning and Design Guidelines

- Utilize Context Sensitive Solution (CSS) principles as early as possible in project development and throughout the planning process. CSS is a process that considers the entire context within which a transportation project takes place, including financial limitations and safety issues. This method involves all stakeholders in a collaborative and interdisciplinary approach to developing transportation projects.
- Identify the area of potential impact related to each transportation project, including the immediate project area as well as other related project development areas.
- Perform an inventory to determine if any environmentally sensitive resources could be impacted by the project per the National Environmental Policy Act (NEPA) of 1969.
- Investigate as to whether a County Hazard Mitigation Plan exists, and if the plan speaks to the impacted resources in question. (A County Hazard Mitigation Plan is required for a county to be eligible to receive federal Hazard Mitigation Grant funds to protect communities from a variety of hazards, including those to the natural environment.
- Coordinate design and construction with local plans, such as watershed management plans, community recreation plans, preservation plans, cemetery preservation plans, local community master plans and nonmotorized plans.
- Organize and conduct a meeting with local community officials, contractors/subcontractors, and relevant stakeholders prior to construction to discuss environmental protection issues, form goals, and communicate any special requirements for the project.
- Avoid impacts, as possible, to environmental resources by limiting project magnitude or redesigning the project.
- Where impacts are unavoidable, mitigate them to the extent possible as required through local, state, and federal regulations and laws.
- Incorporate storm water management into the site design.
- Reduce the use of culverts where possible.

Construction and Maintenance Guidelines

- Include all special requirements that address environmentally sensitive resources into plans and estimates used by contractors and subcontractors. Bring attention to the types of activities prohibited in environmentally sensitive areas.
- Minimize construction and staging areas and clearly mark boundaries.
 - Install flagging or fencing around sensitive areas to prevent intrusion
- Utilize the least intrusive construction techniques and materials.
- Whenever possible keep construction activities away from wildlife crossings and corridors.
- Order and organize construction activities to reduce land disturbances.
- Conscientious consideration of the unearthing of archeological remains when using heavy equipment.
- Avoid equipment maintenance, fueling, and leaks, as well as the spraying down of equipment near sensitive areas.
- Incorporate integrated pest management techniques if pesticides are used during maintenance.
- Conduct on-site monitoring during and immediately after construction to ensure environmental resources are protected as planned.
- Avoid disturbing the site as much as possible including:
 - Protecting established vegetation and habitat
 - If vegetation is damaged or removed during construction, replace with native species as soon as possible.

- Protect the tree and drip zone during construction (where the majority of the tree's root system is located.)
- Implementing sediment and erosion control techniques
 - Minimize extent and duration of exposed bare ground.
 - Establish vegetation immediately after grading is complete.
 - Prevent tracking of sediment onto paved surfaces.
 - Do not stockpile materials in sensitive areas.
- Protecting water quality
 - Prevent direct runoff of water containing sediments.
 - Sweep streets to reduce sediment entering the storm drainage system.
 - Block/control storm drains to prevent construction debris from polluting waterways.
 - Implement salt management techniques.
- Protecting cultural/historic resources
 - Prevent the disturbance of soil/material near cultural resources.
- Minimizing noise and vibrations
- Providing for solid waste disposal
 - Properly handle, store, and dispose of hazardous materials and use the least hazardous materials when possible.
 - Implement spill control and clean up and dry clean up methods as appropriate, never letting a spill enter the storm drainage system or waterways.

Environmental Mitigation Consultation

GVMC contacted environmentally focused organizations during our consultation process and received one comment from The Midwest Region of the U.S. Fish & Wildlife Service (Service) which stated the following: "While the Service has FmHa easements in the area it doesn't look like the proposed project would impact our work or generate new traffic to or through these lands. As you develop your projects more fully please be sure to follow all necessary permitting and review processes. Thank you for allowing us to review your plan!"

The Grand Valley Metropolitan Council will continue to use the consultation process to communicate with the appropriate local, state, and federal agencies to minimize the impact that transportation improvements have on the environment. Please refer to the consultation section of this chapter for information on the consultation process.

Air Quality Conformity

As part of its transportation planning process, the Grand Valley Metro Council (GVMC) completed the transportation conformity process for GVMC's 2050 Metropolitan Transportation Plan (MTP) and WestPlan's 2050 Long-Range Transportation Plan (LRTP), as well as the Macatawa Area Coordinating Council's (MACC's) 2050 LRTP and all three FY2023-2026 Transportation Improvement Programs (TIPs) and relevant portions of the State Transportation Improvement Plan (STIP). The [Transportation Conformity Determination Report for the 1997 Ozone NAAQS \(National Ambient Air Quality Standards\)](#) demonstrates that GVMC's 2050 MTP, WestPlan's 2050 LRTP, the MACC's 2050 LRTP and all three associated FY2023-2026 TIPs, as well as the rural State Transportation Improvement Program (STIP) in Ottawa and Kent Counties, meet the federal transportation conformity requirements in 40 CFR Part 93. A brief summary of the report is below.

History of Transportation Conformity

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for

transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with (“conform to”) the state’s air quality goals in the SIP.

The Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires federally funded or approved highway and transit activities to be consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone, 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency’s (EPA’s) transportation conformity rule establishes the criteria and procedures for determining whether MTPs, TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93.

South Coast Air Quality Mgmt. District v. EPA

On Feb. 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019. The Grand Rapids area (Kent and Ottawa Counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, a conformity determination must be made for the 1997 ozone NAAQS on the LRTPs and TIPs.

Limited Maintenance Plan

On March 6, 2020, the EPA published a final rule effective April 6, 2020, that the Grand Rapids 1997 ozone maintenance area's second maintenance period will be a limited maintenance plan. Limited maintenance plan areas must show the design value to be well below the NAAQS and the area's levels of air quality are unlikely to violate the NAAQS in the future. Areas with limited maintenance plans are not required to conduct emission modeling for conformity.

Criteria and Procedures for Determining Conformity

The [Transportation Conformity Determination Report](#) was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s Transportation Conformity Guidance for the *South Coast II* Court Decision issued on Nov. 29, 2018, and followed the criteria and procedures outlined below.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes the following: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests. Further, the area’s second maintenance plan is a limited maintenance plan which also states the area is not required to do emission modeling.

Therefore, transportation conformity for the 1997 ozone NAAQS for the GVMC 2050 MTP, WestPlan 2050 LRTP, MACC 2050 LRTP, all three 2023-2026 TIPs, and the rural STIP in Ottawa and Kent Counties can be demonstrated by showing the following requirements have been met:

- Latest planning assumptions (93.110)

- Consultation (93.112)
- Transportation control measures (TCMs) (93.113)
- Fiscal constraint (93.108)

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to regional emissions analyses. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. The Michigan SIP does not include any TCMs.

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with the MACC; WestPlan; GVMC; the Michigan Department of Transportation (MDOT); the Michigan Department of Environment, Great Lakes, and Energy (EGLE); FHWA; FTA; and EPA. Projects in the GVMC 2050 MTP were brought to the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) via email on Thursday, December 14, 2023. Interagency consultation was conducted consistent with Michigan's conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Public Participation Plan adopted by GVMC's Policy Committee establishes the procedures by which GVMC engages the public. The same procedures were followed for this document, ensuring that the public has an opportunity to review and comment before the MPOs make a determination.

A formal public comment period for the [draft conformity report](#) was held from March 22, 2024, through April 22, 2024. The GVMC Policy Committee made a formal conformity determination through a resolution at their meeting on May 15, 2024. The conformity report can be found at: www.gvmc.org/air-quality.

Timely Implementation of Transportation Control Measures (TCMs)

The Michigan SIP does not include any TCMs.

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The LRTPs and 2023-2026 TIPs are fiscally constrained, as demonstrated in:

- GVMC 2050 MTP, Chapter 7 Funding the Vision
- GVMC 2023-2026 TIP, Financial Plan as updated to include the most current amendment
- WestPlan 2050 LRTP, Financial Resources Analysis
- WestPlan 2023-2026 TIP, Financial Analysis as updated to include the most current amendment
- MACC 2050 LRTP, Chapter 11 Financial Resources Analysis
- MACC 2023-2026 TIP, Financial Plan, as updated to include the most current amendment
- 2023-2026 rural STIP, including latest amendments for Kent and Ottawa Counties

Conformity Determination

The transportation conformity process determined and demonstrated that the GVMC 2050 MTP, Westplan 2050 LRTP, MACC 2050 LRTP, all three 2023-2026 TIPs, and the 2023-2026 rural STIP for Kent and Ottawa Counties meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS.



Chapter 10: Evaluating the Effectiveness of the MTP

It is important to evaluate whether implementation of the 2050 Metropolitan Transportation Plan (MTP) will bring our region closer to the goals and objectives outlined in Chapter 3. To evaluate the MTP, both quantitative and qualitative measures of effectiveness were used. Listed below are the MTP goals and a discussion of how the MTP fulfills them.

MTP Goal	Discussion of Effectiveness
Goal 1: Further Develop an Efficient Multimodal System	<p>Approximately \$3.7 billion in local funding, \$648 million in federal funding for local projects, \$2.9 billion MDOT funding, and \$3 billion in funding for The Rapid is expected to be available for improvements to our regional transportation system over the life of this document. These projects include roadway preservation, capacity increases, safety improvements, nonmotorized facilities, and transit enhancements. These projects are expected to benefit all users of the transportation system and all modes of travel by providing transportation system improvements and increasing accessibility and mobility for all.</p> <p>However, according to GVMC’s recent needs analysis, there are \$3.68 billion dollars in unfunded needs for bridge, active transportation, transit, pavement condition, congestion, and safety projects that will need to be addressed for our regional transportation system to function at its best. More funding is required to meet these needs. GVMC supports and encourages its members to apply for grants or pursue additional funding sources for projects.</p>
Goal 2: Preserve Infrastructure and Manage System Operations	<p>Along with safety, improving operations for all modes is the highest investment priority for this document. These priorities are followed by maintaining the system in a state of good repair. Improving pavement condition continues to be the top investment priority for the public. Preservation and operation projects may be funded by multiple funding sources and comprise most of the projects in our Transportation Improvement Program (TIP).</p>
Goal 3: Enhance Transportation Safety and Security	<p>Improving safety by reducing fatal and serious injury crashes is a top investment priority for this document, along with improving operations for all modes. GVMC has developed multiple web applications to help inform our planning and programming efforts and ensure safety improvements are considered for all transportation projects. These include a regional crash map application and a form for stakeholders and the public to report “near miss” incidents and locations with safety issues. Additionally, in 2023, GVMC received a Safe Streets and Roads for All (SS4A) grant and formed a Safety Committee to help guide the development of our regional Safety Action Plan, which is currently underway. More about this effort can be found on the Safety Action Plan website. Furthermore, GVMC’s safety education and outreach program continues to grow. We have given out thousands of free nonmotorized safety items since the program launched in 2020 and have developed media campaigns around our three short public service announcements with themes such as using a bike light when riding in the dark, staying safe while walking in the dark, and not</p>

	texting while driving.
Goal 4: Strengthen Land Use and Transportation Policies	Projects contained in the MTP will have impacts on land use adjacent to them. Local jurisdictions were consulted when GVMC staff updated our socioeconomic data, which was input into the updated travel demand model to project capacity deficiencies. Capacity deficient segments later became candidate projects for the 2050 MTP. Therefore, local land use plans better informed the data used to develop transportation projects.
Goal 5: Educate and Engage Members, Stakeholders, and the Public	The MTP was developed in cooperation with our members, including The Rapid, the Michigan Department of Transportation, the Gerald R. Ford International Airport, and local road agencies; the Federal Highway Administration; the Federal Transit Administration; private sector partners; consultation organizations; and the public. GVMC staff worked with several modal subcommittees in addition to our standing transportation committees to identify transportation needs for the effective expenditure of resources. The MTP development process followed GVMC's Public Participation Plan and included new interactive methods to engage the public in the decision-making process. GVMC staff also collaborated with our list of consultation agencies through the process established in our Consultation Plan . This process ensured consistency between planning documents.
Goal 6: Ensure Equity, Access, and Mobility	<p>GVMC conducted an Accessibility Analysis in 2017 that is referenced in numerous sections of this document. Transit, autonomous vehicles, and active modes of transportation may be pivotal in providing increased accessibility for all moving forward. Transit and active transportation were identified as two of the public's top five transportation system investment priorities.</p> <p>Furthermore, GVMC staff performed an extensive environmental justice (EJ) analysis to ensure that no population groups were adversely impacted by the projects in this document. Please refer to the Environmental Justice Companion Document for additional information.</p>
Goal 7: Protect and Enhance the Environment and Public Health	<p>The projects in this document adhere to current air quality conformity requirements, and GVMC staff conducted an environmental mitigation analysis to suggest system-level mitigation techniques for transportation projects. This plan also contains sections on the environment and transportation infrastructure resiliency. Both topics were addressed during the development of this document. Please refer to Chapter 6 for additional information, including identified needs and proposed solutions.</p> <p>Environmental improvements are expected to have a positive impact on public health. For instance, reducing personal and freight vehicle travel and associated air pollution in communities near high-volume corridors can help protect public health. Increasing active transportation options may also lead to better health outcomes. A representative from the Kent County Health Department participated on the MTP Steering Committee and was an active participant in our meetings.</p>



Chapter 11: 2050 MTP Recommendations

As GVMC worked to develop this document, numerous needs emerged throughout our analyses of the transportation system, and more were voiced by public users of the transportation system and various members of our committees. Several of these needs have risen to the highest level of importance for our area, becoming recommendations that will be addressed through the action steps outlined below before the development of our next MTP. The recommendations and action steps enhance the goals and objectives of this document, and by following the recommendations, we will work toward creating positive change within our area.

Recommendation 1: Work to increase transportation funding in GVMC's MPO area

Our infrastructure is crumbling, and the longer these repairs are delayed due to lack of funding, the more costly they become. However, we are unable to make a significant improvement in the state of our system based on current funding levels. Furthermore, other priorities, such as safety, operations, freight, active transportation, reliability, and transit, also have lengthy lists of worthy, yet unfunded, projects. New transportation technology continues to evolve, and with these developments, there is often a need for new infrastructure that carries a cost as well. GVMC's modal-based needs analysis shows a minimum of \$3.68 billion to address all known system needs through 2050. Improving all areas of our transportation system will require additional funding. To increase funding, GVMC recommends the following action steps:

- Continue to identify MPO transportation needs and funding gaps
- Continue to work with local transportation agencies, units of government, and partner organizations to encourage providing more federal, state, and local funding for transportation in the GVMC MPO area
- Continue to pursue grant opportunities either as an organization or by encouraging our members to apply for grants, including implementation funds from the Safe Streets and Roads for All (SS4A) Grant and Climate Pollution Reduction Grant
- Support our members when sourcing additional funding by providing technical assistance on grant applications, letters of support where applicable, and additional assistance on an as-needed basis.

Recommendation 2: Work to improve safety for all users of the transportation system

Safety has long been at the forefront of GVMC's safety planning efforts. In 2023, the [GVMC Safety Plan](#) showed how people walking, bicycling, rolling, and riding motorcycles represent a small percent of total crashes, but a disproportionately high percentage of the total fatal and serious injury crashes. In 2023, GVMC was also awarded a federal Safe Streets and Roads for All (SS4A) grant to develop a Regional Safety Action Plan that will guide transportation policies, visions, and behaviors in communities across the region. GVMC also created a Safety Committee to help steer this effort and assist with the needs for this plan. GVMC will continue to expand our safety planning efforts through the following action steps:

- Complete a Safety Action Plan and follow the recommendations to reduce crashes in our region
- Continue considering and including safety improvements during the development process for all projects where feasible

- Encourage more education for users of all transportation modes and grow our Safety Education and Outreach program accordingly
- Encourage state and local lawmakers to address speed limit policies and laws where appropriate
- Identify high crash locations and corridors
- Work collaboratively with responsible agencies to enhance enforcement measures
- Work with transit providers to enhance the safety of transit users

Recommendation 3: Work to improve the condition and operation of the existing transportation system.

While there has been extensive discussion by the MPO committee members and public comments about the need to improve the condition of existing roads and bridges, there has also been an equal or higher emphasis on enhancing operations across the system – for all modes. Making improvements that increase the efficiency of the transportation system can benefit all users, no matter which mode they choose for travel. GVMC recommends working to improve the condition and operation of the existing transportation system through the following action steps:

- Continue to leverage funding through multiple agency partnerships to maximize infrastructure investments and multimodal opportunities
- Identify freight transportation needs and consider practical improvements during the project development process where feasible
- Include operational improvements where feasible with preservation projects to improve system reliability and safety, and to reduce congestion and delays
- Monitor infrastructure identified as at risk in the GVMC Transportation Infrastructure Resiliency Study for needed repairs or hazard mitigation caused by potential climate impacts.
- Provide adequate funding to preservation activities and projects to maintain the multimodal transportation system (roads, bridges, nonmotorized facilities, transit vehicles and facilities, etc.) in a state of good repair
- Work with transit operators to improve access to the existing system and enhance service where feasible

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

The preferred mode of transportation for most within our region is the single occupancy vehicle (SOV). Many single occupancy vehicles on the road can increase wear on area pavement, cause traffic congestion, and contribute toward poor air quality due to idling. Creating more active transportation opportunities for the public increases their options to get from place to place, saves on expensive parking fees and vehicle maintenance costs, promotes better air quality, can lengthen the life of pavement in our region, and can lead to more positive health outcomes. GVMC recommends the following action steps to help create a mode shift from SOV's to more active forms of transportation:

- Continue and expand efforts to engage with housing organizations to determine where and how active transportation or transit could benefit those struggling with housing insecurity in accessing employment
- Support policies and initiatives that encourage a mode shift from single occupancy vehicles to more active forms of transportation, where feasible
- Support projects that can accommodate multiple modes of transportation
- Support Complete Streets initiatives

- Work to implement the strategies and recommendations identified in the GVMC Active Transportation Plan
- Work toward achieving the recommendations in the regional Transportation Demand Management (TDM) Plan, which include unifying existing and new TDM programs across the region, integrating TDM into transportation and land use decision-making, building resources and relationships with employer partners, and generally helping people who live and work in the region get around without a car