



GRAND VALLEY METROPOLITAN COUNCIL

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

TECHNICAL COMMITTEE

Wednesday, March 6, 2019

9:30 AM

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

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Dated January 9, 2019
Please refer to Item II: Attachment A**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS—ACTION: MDOT, KCRC, Grand Rapids, and Staff on behalf of Hope Network are requesting to amend/modify the FY2017-2020 TIP. The TPSG Subcommittee is also recommending TIP modifications to program surplus 2019 STP-Urban funds
Please refer to Item IV: Attachment A**
- V. NONMOTORIZED PROJECT LIST—ACTION: Staff, on behalf of multiple jurisdictions, is requesting to add several nonmotorized projects to the Nonmotorized Plan project list.
Please refer to Item V: Attachment A**
- VI. UPDATED TIP LANGUAGE TO REFLECT PM 2 AND 3—ACTION: Staff is requesting committee review and approval of a FY17-20 TIP text amendment to incorporate additional performance measure requirements.
Please refer to Item VI: Attachment A**
- VII. STATE LONG RANGE TRANSPORTATION PLAN UPDATE—INFORMATION: MDOT staff will present on the status of the State's Long Range Transportation Plan and provide opportunity for comments from the Committee/public.**
- VIII. OTHER BUSINESS**
 - Air Quality Conformity Analysis is available for public comment through Wednesday, March 20
- IX. ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, January 9, 2019
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

DeVries, chair of the Technical Committee, called the meeting to order at 9:31 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**

Rick DeVries (<i>Chair</i>)		City of Grand Rapids
Tim Bradshaw		City of Kentwood/Caledonia Twp.
Mike Burns		City of Lowell
Scott Conners		City of Walker
Tom Doyle		MDOT
Wayne Harrall	<i>Proxy for</i>	Kent County
	<i>Mike DeVries</i>	Grand Rapids Township
Roy Hawkins		GFIAA
Tom Hooker		Byron Township
Dennis Kent	<i>Proxy for</i>	MDOT
	<i>Tom Doyle</i>	MDOT
Bill LaRose		Cedar Springs
Brett Laughlin		Ottawa County Road Commission
Jeff Oonk		City of Wyoming
Rick Sprague	<i>Proxy for</i>	Kent County Road Commission
	<i>Tim Haagsma</i>	Gaines Township
Dan Strikwerda		City of Hudsonville
Charlie Sundblad		City of Grandville
Aaron VanProyen	<i>Proxy for</i>	Vriesman & Korhorn
	<i>Ken Bergwerff</i>	Jamestown Township
Conrad Venema		ITP – The Rapid
Steve Warren		Kent County Road Commission

Staff and Non-Voting Guests Present

Michael Brameijer	GVMC Staff
Andrea Dewey	FHWA
Andrea Faber	GVMC Staff
Art Green	MDOT/GRTSC
Russ Henckel	City of Wyoming
Abed Itani	GVMC Staff
Laurel Joseph	GVMC Staff
Terry Martin	Carrier & Gable
Norm Sevensma	RWBC/WMEAC
Kerri Smit	GVMC
Steve Waalkes	Michigan Conc. Assn.
George Yang	GVMC

Voting Members Not Present

Sue Becker
 Kristin Bennett
 Ken Bergwerff
 Terry Brod
 Mike DeVries
 Bill Dooley
 Adam Elenbaas
 Jim Ferro
 Rachel Gokey
 Kevin Green
 Tim Grifhorst
 Tim Haagsma
 Jerry Hale
 Jim Holtvluwer
 Doug LaFave
 Matt McConnon
 Tom Noreen
 Steve Peterson
 Liz Schelling
 Terry Schweitzer
 Rick Solle
 Sandy Stelma
 Julius Suchy
 Toby VanEss
 Phil Vincent
 Rod Weersing

Alpine Township
 City of Grand Rapids
 Jamestown Township
 Cannon Township
 Grand Rapids Township
 City of Wyoming
 Allendale Township
 Ada Township
 Village of Sand Lake
 Algoma Township
 Tallmadge Township
 Gaines Charter Township
 Lowell Township
 Ottawa County
 City of East Grand Rapids
 Courtland Township
 Nelson Township
 Cascade Charter Township
 ITP-The Rapid
 City of Kentwood
 Plainfield Township
 Village of Caledonia
 Village of Sparta
 Tallmadge Township
 City of Rockford
 Georgetown Township

II. APPROVAL OF MINUTES

DeVries entertained a motion to approve the November 7, 2018 Technical Committee minutes.

Harrall noted that his name was spelled wrong on the last page of the minutes.

MOTION by Harrall, SUPPORT by Strikwerda, to approve the November 7, 2018 Technical Committee meeting minutes with the correction of Harrall's name spelling. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to **Item IV: Attachment A**, Joseph noted that there are requests from MDOT, the City of Grand Rapids, KCRC, and from the original memo, Jamestown Township. Joseph added that more time is needed to work with the state on the Jamestown request; the estimates were provided and it is unclear if the carryover balance is available. It was suggested to hold off to make sure the numbers are accurate.

MDOT requests – currently have the pending report and most of the projects have already been

addressed at the committee level. The Leonard Street budget is decreasing more than 25%, so it requires an amendment. One new project and another where a couple of half ramps were added in Kent County, being a multi-county project so an amendment is required. MDOT is also requesting the review of the Trunkline Traffic Operations and Safety GPA threshold.

Joseph explained that the City of Grand Rapids is requesting to move a 2019 project to 2020 and requesting to move two 2020 projects into 2019 to replace it. Federal funding between the years will remain the same. GR is also requesting to increase the total cost associated with a 2019/2020 project. This increase will not impact the amount of federal funding associated with the project, just the local share.

FY2019 STP-U (78.5%/21.5%)

<u>PROJECT</u>	<u>PROJECT LIMITS</u>	<u>SCOPE</u>	<u>LENGTH</u>	<u>FEDERAL/STATE</u>	<u>NON-FED</u>	<u>TOTAL</u>
<u>DELETE</u>						
Alger Street	Eastern Avenue to Kalamazoo Avenue	Reconstruct	0.73	\$981,250.00	\$268,750.00	\$1,250,000.00
<u>ADD</u>						
Market Avenue	I-196 WB Ramp to 200' W of Plaster Creek and Coit Avenue to Wealthy Street	Rotomill/resurface	1.37	\$600,000.00	150,000.00	750,000.00
Madison Avenue	Franklin Street to Wealthy Street	Rotomill/resurface	0.5	381,250.00	950,000.00	1,334,000

FY2020 STP-U (80%/20%)

<u>DELETE</u>						
Market Avenue	Frontage Street to 200' W of Plaster Creek and Coit Avenue to Market Avenue	Rotomill/resurface	0.96	\$600,000.00	150,000.00	750,000.00
Madison Avenue	Franklin Street to Wealthy Street	Rotomill/resurface	0.5	384,000.00	950,000.00	1,334,000.00
<u>ADD</u>						
Alger Street	Eastern Avenue to Kalamazoo Avenue	Reconstruct	0.73	\$981,250.00	\$268,750.00	\$1,250,000.00
FY2019 NHPP						
Division Avenue	Wealthy Street to Cherry Street	Reconstruct	0.25	\$735,939.00	804,475.00	1,540,414.00

Joseph asked if DeVries had any additional information he wanted to add to the request. DeVries did mention that when added to the memo, Madison did not show the new local share. The local share for Madison for FY2019 would be \$950,000.

Joseph discussed the new request for the Kent County Road Commission to change non participating costs for the 76th Street Bridge; federal funding will not change. Harrall added that this project was added into the TIP at the last meeting and will now be amended to include the following revised project costs.

Work: Rehab/Widen

Location: Over Buck Creek (east of Clyde Park Avenue)

Length: 0.2 Mile

Federal Bridge Funds = \$410,400 (Local Bridge Funds) DOES NOT CHANGE

Total Non-Participating Road = \$550,000

Total Project Estimate = \$1,100,000

Local Share = \$689,600

Joseph mentioned that there could be potential for air quality and asked Dewey for feedback. Dewey stated that it would need to go through the guideline process, but it was doubtful.

MOTION by Bradshaw, SUPPORT by Kent, to accept the FY2017-2020 TIP AMENDMENTS/MODIFICATIONS as presented. MOTION CARRIED UNANIMOUSLY

V. TIP FY2020-2023 DRAFT PROJECT LIST

Referring to **Item V: Attachment A** Joseph discussed that the Transportation Programing Study Group (TPSG) met a couple times in December and the Rural Committee to review all the programing projects for FY2020-2023. She is requesting approval of the preliminary draft list so it's possible to move forward with public involvement and consultation. There are additions to the Illustrative projects from Kentwood to add to the list. Also, the City of Lowell is in the application process for the small urban program for FY2021 and they can be added to the Illustrative list to assist in the public involvement process.

Harrall asked about the two streets in the Village of Sparta being on the Illustrative list. Joseph confirmed. Henckel asked about the City of Wyoming and the Illustrative projects. Joseph will follow up on and advise.

MOTION by Connors, SUPPORT by Harrall, to approve the TIP FY2020-2023 DRAFT PROJECT LIST. MOTION CARRIED UNANIMOUSLY

VI. 2019 SAFETY TARGETS

Referring to **Item VI: Attachment A** Itani began by saying that the State is required to update the Safety Targets every year.

Yang discussed the table below and suggested to support the State Targets again this year. Yang added that a decision will need to be made by February 27th.

Michigan State Safety Targets for Calendar Year 2019

Measure (5-year rolling average)	Baseline Condition (2013-2017)	2019 Targets (2015-2019)	GVMC Baseline Condition (2013-2017)
Number of Fatalities	981.4	1023.2	89
Rate of Fatalities per 100 million VMT	1.00	1.02	1.09
Number of Serious Injuries	5,355.0	5,406.8	627
Rate of Serious Injury per 100 million VMT	5.47	5.41	7.11
Number of Non-motorized(Pedestrians and Bicycle) Fatalities & Serious Injuries	743.6	759.8	65.6

MOTION by Bradshaw, SUPPORT by Hawkins, to approve supporting the State's Safety Targets for FY2019. MOTION CARRIED UNANIMOUSLY

VII. OTHER BUSINESS

Joseph added that the TAP and Non-Motorized program planning has not been completed and that she would like to get the committee together in February.

Harrall asked about obligation authority for Federal funding. Dewey responded that there is no more obligation authority being distributed during the partial government shutdown. Itani added that the debt ceiling will be a factor soon. Dewey explained the Federal funding.

Harrall asked Joseph to explain the TIP amendments between March and September. Joseph explained that in JobNet, when moving from the old TIP (FY2017-2020) to the new TIP (FY2020-2023), there is a time where FY2020 will be frozen while waiting on approval. Dewey followed up on Joseph's response.

VIII. ADJOURNMENT

DeVries entertained a motion to adjourn the January 9, 2019 Technical Committee meeting.

MOTION by Conners, SUPPORT by Sprague, to adjourn the January 9, 2019 Technical Committee meeting at 9:57 am. MOTION CARRIED UNANIMOUSLY.



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

MEMORANDUM

DATE: February 27, 2019

TO: Technical Committee

FROM: Laurel Joseph, Transportation Planner

RE: **TIP Amendment/Modifications**

MDOT, KCRC, Grand Rapids, and Staff on behalf of Hope Network are requesting to amend/modify the FY2017-2020 TIP. The TPSG Subcommittee is also recommending action to program surplus STP-Urban funds. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list and GPA projects in the attached JobNet summaries. MDOT is also requesting the review and approval of the 2019 Trunkline Road GPA threshold and associated projects (please see attachments).
- KCRC is requesting to move a project from the illustrative list into the 2019 TIP that is being funded with rural STP funds they've purchased from Montcalm County (please see attachment).
- City of Grand Rapids is requesting to modify an existing 2019 CMAQ project by adding local participating and non-participating costs (please see attachment). This will trigger a federal amendment for the 2019 Local Traffic Operations and Safety GPA, which will require committee approval (see attached GPA threshold report).
- Staff, on behalf of Hope Network, is requesting to add a 5310 transit operations project to the 2020 TIP (see attached pending transit JobNet report). Adding this job is also triggering a GPA threshold increase, which should be reviewed for approval (see attached GPA threshold report).
- The TPSG Subcommittee had an emergency meeting on February 26, 2019 to program \$484,322 in 2019 STP-Urban funds that had not been part of the GVMC

allocation at the time the FY17-20 TIP was originally programmed. Their recommendations, which are up for consideration by the Tech Committee, are as follows:

- Allocate \$183,000 to the City of Grand Rapids Hastings Street project (Prospect to College reconstruction), which is currently significantly over-matched. *New federal amount would be \$630,450 and the new local participating amount would be \$1,588,499. Total project cost won't change.*
- Allocate the rest (\$301,322) to KCRC for their portion of the approach work on the 100th Street Bridge project. *This work is being done under the Trunkline bridge replacement project that is currently in the TIP, and therefore the funding would be transferred to an MDOT funding template.*
- If for some reason Grand Rapids is unable to make obligation in 2019, the subcommittee recommends flexing the unobligated amount to ITP to go toward the purchase of a bus.

Finally, attached is the 2020 Pending Local projects report for the committee's review and approval. Some of the pending projects are covered in the above requests; others are reflecting changes to 2020 to make it consistent with FY2020 in the draft FY20-23 TIP list; and two are Ottawa County RTF projects that fall within GVMC planning area boundaries, but are not programmed by the MPO.

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



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020

Date: 02/27/2019

Page: 1 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
S/TIP Line items																																
2020	Trunkline	118616	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196 (EB)	West of 32nd Avenue east to East of the Ottawa/Kent County Line	5.303	Reconstruction	Reconstruction			CON	Programmed	17-20	\$19,800,000	\$2,200,000	\$0	\$22,000,000	IM	22,000,000				N/A	11/22/2019		01/10/2020		Phase Budget over 24%	Pending	
2020	Trunkline	200672	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45	96th Ave to 68th Ave	6.095	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			CON	Programmed	17-20	\$660,920	\$145,080	\$0	\$806,000	NH	1,560,000	01/16/2019	02/04/2019	N/A	09/18/2020		11/06/2020		Phase Added		Pending	
2020	Trunkline	206495	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region			PE	Programmed	17-20	\$1,653	\$184	\$0	\$1,837	HSIP	2,692,500				N/A	10/01/2019		04/03/2020		Phase Added		Pending
2020	Trunkline	206495	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region			CON	Programmed	17-20	\$592,043	\$65,783	\$0	\$657,825	HSIP	2,692,500				N/A	03/02/2020		04/03/2020		Phase Added		Pending
2020	Trunkline	206541	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region			PE	Programmed	17-20	\$1,653	\$184	\$0	\$1,837	HSIP	742,500				N/A	10/01/2019		02/07/2020		Phase Added		Pending
2020	Trunkline	206541	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region			CON	Programmed	17-20	\$162,068	\$18,008	\$0	\$180,075	HSIP	742,500				N/A	01/06/2020		02/07/2020		Phase Added		Pending
2020	Trunkline	206559	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Regionwide Pvmr Mrkg Retro Readings	All of GVMC MPO	2.113	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region			CON	Programmed	17-20	\$3,749	\$417	\$0	\$4,165	HSIP	17,000				N/A	10/01/2019				Phase Added		Pending
2020	Trunkline	206572	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37 N	M37 (Alpine) @ 7 Mile Rd. M37 (Alpine) @ N Center Dr, Old Orchard M37 (ALPINE) @ CENTER DR, K MART DR M21 (FULTON) @ SPAULDING US-131 SB OFF RAMP @ 68TH ST US-131 SB OFF-RAMP @ MARKET AVE / CHERRY ST US131 NB OFF RAMP @ 68TH ST I96 EB OFF RAMP @ LEONA	0.000	Traffic Safety	Traffic Signal Modernization; connected vehicle installations			ROW	Programmed	17-20	\$5,000	\$0	\$0	\$5,000	STG	2,709,872				N/A	07/10/2020		05/06/2022		Phase Added		Pending
GPA Type Subtotals:			S/TIP Line items													\$21,227,086	\$2,429,656	\$0	\$23,656,739													
Trunkline Roadside Infrastructure Improvement																																
2020	Trunkline	128768	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	I-96: M-37 east to M-44; I-196 @ M-11 Interchange	2.775	Operation Improvements	Upgrade to LED			PE	Abandoned	17-20	\$5,458	\$530	\$76	\$6,064	IM		10/03/2016	10/03/2016	N/A	10/01/2019						Pending	
GPA Type Subtotals:			Trunkline Roadside Infrastructure Improvement													\$5,458	\$530	\$76	\$6,064													
Trunkline Scoping, Studies, and Training																																
2020	Trunkline	48564	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 EB	I196:US131- I96:I96: Leonard-Cascade; M44:M21-Knapp	10.829	Planning, Research & Design	Corridor Study and EA			CON	Research	17-20	\$999,643,706	\$97,706,560	\$13,364,963	\$1,007,947,350	IM	1,826,604				N/A	07/30/2020				Phase Added		Pending
GPA Type Subtotals:			Trunkline Scoping, Studies, and Training													\$999,643,706	\$97,706,560	\$13,364,963	\$1,007,947,350													



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020

Date: 02/27/2019

Page: 2 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
Grand Total:																1,020,876,250	\$100,136,746	\$13,365,035	\$1,031,610,153													

Total Jobs Reported: 10

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020

MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Pending
(A - Approved, P - Pending)

Job Type: Trunkline

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Templates: Trunkline - ALL

Finance System: Trunkline - ALL



Kent County Road Commission

February 27, 2019

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

Re: 2017 – 2020 TIP AMENDMENT

Dear Laurel:

KCRC has been working with Montcalm County Road Commission on the purchase of \$500,000 of 2019 Rural STP funds. This will allow KCRC to advance a project from the illustrative list to complete in 2019.

This was discussed at a Technical Committee meeting in 2018, but was never formally submitted to the Committee.

6 Mile Road (Resurfacing)

Location: Fruit Ridge Avenue to west of Walker Avenue
Rural STP Funds = \$500,000
Total Project Cost = \$650,000

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

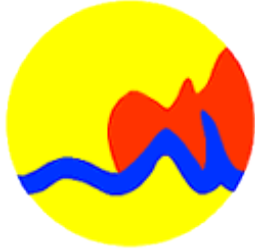
Sincerely,



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

WAH:kll

C: Steve Warren
Jerry Byrne
Tom Byle
Tim Haagsma
Rick Sprague
Greg Madura (Alpine Township)



February 26, 2019

Ms. Joseph:

The City of Grand Rapids' Traffic Safety division is requesting a TIP amendment for one of its projects (#120835 – College Ave SE at Michigan) programmed in federal fiscal year 2019 of the current Transportation Improvement Program (TIP) to increase the local match portion of the project.

This increase is primarily due to the addition of reconstruction in the intersection, including removal of the existing concrete pavement and replacement with hot mix asphalt pavement. Also, the approaches to the intersection will be resurfaced, accessible curb ramps upgraded, green infrastructure added and pavement markings replaced with a reconfigured intersection striping layout that would provide dual eastbound left turn lanes. The traffic signal will also be modernized with the project.

#120835 – College Ave SE (at Michigan)	
Original TIP Project Total = \$360,914.00	Revised TIP Project Total = \$635,600.00
Federal Funding = \$288,731.00 (CMAQ)	Federal = \$288,731.00 (CMAQ)
Local Match = \$72,183.00	Local Match = \$346,869.00

The increase is a mix of both participating and non-participating costs as follows:

- Participating: \$241,869.00
- Non-Participating: \$105,000.00

City staff recognizes the federal funding program funding this project – Congestion Mitigation/Air Quality (CMAQ) – caps the dollars allocated to this project. As such, these additional participating and non-participating costs will be covered through more local match. If there are any questions about this TIP amendment request, please let me know. Thank you.

Sincerely,

Kristin Bennett, AICP
Transportation Planning Supervisor

cc: John Bartlett, Traffic Safety
Eric DeLong, Deputy City Manager
Rick DeVries, Engineering
Karyn Ferrick, Legislative Affairs
Abed Itani, GVMC
Jeff McCaul, Engineering
Josh Naramore, Mobile GR
Suzanne Schulz, Planning



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020

Date: 02/27/2019

Page: 1 of 1

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status
Transit Operating																															
2020	Multi-Modal	203321	Grand Valley Metropolitan Council (GVMC)	Kent	Hope Network, Inc.	Transit Operations	Areawide	0.000	P003-Elderly and Disabled	Enhanced Mobility of Seniors and individuals with disabilities			NI	Programmed	17-20	\$306,400	\$76,600	\$0	\$383,000	5310	383,000	06/04/2018	N/A	06/04/2018	05/07/2020				GPA over 24%	Pending	
GPA Type Subtotals:			Transit Operating													\$306,400	\$76,600	\$0	\$383,000												
Grand Total:																\$306,400	\$76,600	\$0	\$383,000												

Total Jobs Reported: 1

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020

MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Pending
(A - Approved, P - Pending)

Job Type: Multi-Modal

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Templates: , Multi-Modal - ALL

Finance System: , Multi-Modal - ALL



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2019

Date: 02/27/2019

Page: 1 of 1

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status				
Local Road																																			
2019	Local	206983	Grand Valley Metropolitan Council (GVMC)	Kent	Kent County	6 Mile Road Northwest	Fruit Ridge Road to West of Walker Avenue	1.977	Road Rehabilitation	Resurface			CON	Programmed	17-20	\$500,000	\$0	\$150,000	\$650,000	STL	650,000				N/A	04/12/2019		06/07/2019		GPA over 24%	Pending				
GPA Type Subtotals:			Local Road													\$500,000	\$0	\$150,000	\$650,000																
Local Traffic Operations And Safety																																			
2019	Local	120835	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	College Ave SE	at Michigan street, City of Grand Rapids	0.001	Traffic Safety	Add left turn lane			CON	Programmed	17-20	\$288,731	\$0	\$346,869	\$635,600	CM	635,600	10/03/2016	10/03/2016	N/A	06/07/2019		08/02/2019		GPA over 24%	Pending					
GPA Type Subtotals:			Local Traffic Operations And Safety													\$288,731	\$0	\$346,869	\$635,600																
Grand Total:																\$788,731	\$0	\$496,869	\$1,285,600																

- Total Jobs Reported: 2
- Preferences:

Report Format: Standard

FISCAL Year(s): 2019

MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: ALL

STIP Status: Pending
(A - Approved, P - Pending)

Job Type: Local

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Templates: , Local - ALL

Finance System: , Local - ALL



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020

Date: 02/28/2019

Page: 1 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status			
Local Livability and Sustainability																																		
2020	Local	130558	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Ellsworth Ave	Areawide	0.001	Transit	4 Replacement VanPool Vans			EPE	Programmed	17-20	\$100,000	\$25,000	\$0	\$125,000	CM	125,000				N/A	10/01/2019		12/06/2019		GPA over 24%, Scope Work Sub Category Change	Pending			
GPA Type Subtotals:			Local Livability and Sustainability													\$100,000	\$25,000	\$0	\$125,000															
Local Road																																		
2020	Local	129681	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	Leonard Drive	Linden Drive to 24th Avenue	1.458	Road Rehabilitation	Will include HMA resurfacing with construction of 3 foot paved shoulders			CON	Programmed	17-20	\$0	\$73,179	\$0	\$73,179	EDD	705,000	01/15/2015	02/01/2016	N/A	03/13/2020		05/08/2020		GPA over 24%	Pending				
2020	Local	129681	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	Leonard Drive	Linden Drive to 24th Avenue	1.458	Road Rehabilitation	Will include HMA resurfacing with construction of 3 foot paved shoulders			CON	Programmed	17-20	\$362,867	\$0	\$268,954	\$631,821	STL	705,000	01/15/2015	02/01/2016	N/A	03/13/2020		05/08/2020		GPA over 24%	Pending				
2020	Local	129687	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	Adams Street	48th Avenue to 24th Avenue	3.022	Road Capital Preventive Maintenance	Ashpalt Overlay and shoulder widening			CON	Programmed	17-20	\$0	\$73,179	\$0	\$73,179	EDD	1,450,000	01/15/2015	02/01/2016	N/A	03/13/2020		05/08/2020		GPA over 24%	Pending				
2020	Local	129687	Grand Valley Metropolitan Council (GVMC)	Ottawa	Ottawa County	Adams Street	48th Avenue to 24th Avenue	3.022	Road Capital Preventive Maintenance	Ashpalt Overlay and shoulder widening			CON	Programmed	17-20	\$1,107,867	\$0	\$268,954	\$1,376,821	STL	1,450,000	01/15/2015	02/01/2016	N/A	03/13/2020		05/08/2020		GPA over 24%	Pending				
GPA Type Subtotals:			Local Road													\$1,470,734	\$146,358	\$537,908	\$2,155,000															
Local Traffic Operations And Safety																																		
2020	Local	130566	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	Market Ave	various locations	0.001	Traffic Safety	Signal detection install/upgrades var locations			CON	Programmed	17-20	\$142,000	\$0	\$58,000	\$200,000	CM	200,000	07/11/2018	07/11/2018	N/A	10/01/2019		12/06/2019		GPA over 24%	Pending				
2020	Local	130568	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	Market Ave	Various	0.001	Traffic Safety	Signal optimization @ up to 120 Fed aid locations			CON	Programmed	17-20	\$213,000	\$0	\$87,000	\$300,000	CM	300,000	07/11/2018	07/11/2018	N/A	10/01/2019		12/06/2019		GPA over 24%	Pending				
2020	Local	130577	Grand Valley Metropolitan Council (GVMC)	Kent	Kentwood	Burton St	Burton/East Paris Intersection	0.001	Minor Widening	Add right turn lanes on NE and NW quads			CON	Programmed	17-20	\$184,600	\$0	\$75,400	\$260,000	CM	260,000	07/11/2018	07/11/2018	N/A	10/01/2019		12/06/2019		GPA over 24%	Pending				
2020	Local	130578	Grand Valley Metropolitan Council (GVMC)	Kent	Wyoming	Byron Center Ave	At 44th Street	0.001	Minor Widening	Add NB RT Only Lane			CON	Programmed	17-20	\$142,000	\$0	\$58,000	\$200,000	CM	200,000	07/11/2018	07/11/2018	N/A	10/01/2019		12/06/2019		GPA over 24%	Pending				
2020	Local	130586	Grand Valley Metropolitan Council (GVMC)	Kent	Kent County	Segwun Ave SE	South of Segwun Avenue to Grand River Drive	0.347	Minor Widening	Widen to 3 Lanes			CON	Programmed	17-20	\$0	\$713,014	\$178,254	\$891,268	EDC	891,268	01/20/2016	10/03/2016	N/A	10/01/2019		12/06/2019		GPA over 24%	STP-Flex funding	Pending			
2020	Local	206385	Grand Valley Metropolitan Council (GVMC)	Ottawa	Hudsonville	32nd Ave	I-196 Bridge to Corporate Grove Drive	0.245	Minor Widening	Left Turn Lane			CON	Programmed	17-20	\$280,000	\$0	\$70,000	\$350,000	STU	350,000			N/A	10/11/2019		12/06/2019		GPA over 24%	Pending				
2020	Local	207422	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	East Paris Avenue SE	East Paris Avenue SE at Burton Street SE, city of Grand Rapids	0.052	Traffic Safety	Traffic signal modernization			CON	Programmed	17-20	\$162,400	\$0	\$40,600	\$203,000	HSIP	203,000			N/A	01/10/2020		03/06/2020		GPA over 24%	Pending				
2020	Local	207424	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	Fuller Avenue NE	Fuller Ave at Malta, Short, Bradford, and Sweet St, city of Grand Rapids	0.068	Traffic Safety	Traffic signal modernization, pedestrian hybrid beacon			CON	Programmed	17-20	\$331,155	\$0	\$36,795	\$367,950	HSIP	367,950			N/A	01/10/2020		03/06/2020		GPA over 24%	Pending				
2020	Local	207426	Grand Valley Metropolitan Council (GVMC)	Kent	Grand Rapids	Fuller Avenue NE	Fuller Ave at Leonard, Knapp, Averdeen, and 3 Mile Rd, city of Grand Rapids	0.114	Traffic Safety	Traffic signal modernization			CON	Programmed	17-20	\$476,203	\$0	\$52,912	\$529,115	HSIP	529,115			N/A	01/10/2020		03/06/2020		GPA over 24%	Pending				
GPA Type Subtotals:			Local Traffic Operations And Safety													\$1,931,358	\$713,014	\$656,961	\$3,301,333															
S/TIP Line items																																		
2020	Local	130555	Grand Valley Metropolitan Council (GVMC)	Kent	Interurban Transit Partnership	Ellsworth Ave	Areawide	0.001	Planning, Research & Design	Free rides on Clean Air Action Days			EPE	Programmed	17-20	\$40,000	\$10,000	\$0	\$50,000	CM	50,000			N/A	10/01/2019		12/06/2019		Scope Work Sub Category Change	Pending				



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020

Date: 02/28/2019

Page: 2 of 2

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status
2020	Local	130587	Grand Valley Metropolitan Council (GVMC)	Kent	Kent County	Spaulding Ave	Ada Drive to Cascade Road	0.450	Reconstruction	Reconstruction and Widening			CON	Abandoned	17-20	\$640,000	\$0	\$160,000	\$800,000	STL				N/A	10/01/2019		12/06/2019		Phase Abandoned	Funded with STP-Flex	Pending
2020	Local	206391	Grand Valley Metropolitan Council (GVMC)	Kent	Kent County	68th St SW	From Burlingame Avenue to Clyde Park Avenue	1.004	Major Widening	Widening from 2 to 3 Lanes			CON	Programmed	17-20	\$566,500	\$0	\$233,500	\$800,000	EDCF	800,000	01/16/2019		N/A	10/11/2019		12/06/2019				Pending
GPA Type Subtotals:			S/TIP Line items													\$1,246,500	\$10,000	\$393,500	\$1,650,000												
Grand Total:																\$4,748,592	\$894,372	\$1,588,369	\$7,231,333												

Total Jobs Reported: 15

- Preferences:
- Report Format: Standard

FISCAL Year(s): 2020

MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2017 - Fiscal Year 2020

STIP Status: Pending
(A - Approved, P - Pending)

Job Type: Local

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Templates: , Local - ALL

Finance System: , Local - ALL



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: February 27, 2019

Page: 1 of 1

Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
2019	GVMC	Local	Local Bridge	Local Approved	\$4,517,123	\$3,652,500	\$0	\$0	\$869,300	01/10/2019	
2019	GVMC	Local	Local Livability and Sustainability	Local Approved	\$4,347,745	\$4,314,852	\$0	\$600	\$32,893	12/14/2018	
2019	GVMC	Local	Local Road	Federal Approved	\$12,355,253	\$12,426,113	\$0	\$0	\$54,763	02/01/2019	02/04/2019
2019	GVMC	Local	Local Traffic Operations And Safety	Local Approved	\$2,161,602	\$2,146,602	\$0	\$0	\$49,130	02/13/2019	
2019	GVMC	Multi-Modal	Transit Capital	Local Approved	\$1,840,759	\$1,840,759	\$0	\$0	\$0	02/27/2019	
2019	GVMC	Trunkline	Trunkline Bridge	Federal Approved	\$400,051	\$400,051	\$0	\$0	\$115,589	11/15/2018	11/20/2018
2019	GVMC	Trunkline	Trunkline Road	Proposed	\$3,241,003	\$3,414,004	\$172,999	\$0	\$0		
2019	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$3,917,450	\$3,917,450	\$0	\$0	\$7,723	11/15/2018	11/20/2018
2020	GVMC	Local	Local Livability and Sustainability	Local Approved	\$4,914,034	\$4,914,034	\$0	\$0	\$0	02/27/2019	
2020	GVMC	Local	Local Road	Local Approved	\$9,575,784	\$9,243,750	\$0	\$0	\$966,619	02/27/2019	
2020	GVMC	Local	Local Traffic Operations And Safety	Proposed	\$2,511,268	\$3,961,333	\$1,450,065	\$0	\$0		
2020	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$14,782,950	\$1,208,024	\$0	\$13011985	\$13,574,926	11/09/2018	12/21/2018
2020	GVMC	Multi-Modal	Transit Operating	Proposed	\$0	\$383,000	\$383,000	\$0	\$0		
2020	GVMC	Trunkline	Trunkline Bridge	Federal Approved	\$3,649,753	\$3,649,753	\$0	\$0	\$0	11/15/2018	11/20/2018
2020	GVMC	Trunkline	Trunkline Road	Federal Approved	\$639,001	\$475,001	\$0	\$0	\$164,000	11/15/2018	11/20/2018
2020	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$4,694,615	\$4,694,615	\$0	\$0	\$0	01/17/2019	02/04/2019
Grand Total:					\$73,548,391	\$60,641,841	\$2,006,064	\$13,012,585.00	\$15,834,943		

Number of Records: 16

Preferences:

Years : 2019, 2020

MPO : Grand Valley Metropolitan Council (GVMC)



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

MEMORANDUM

DATE: February 27, 2019

TO: Technical Committee

FROM: Laurel Joseph, Transportation Planner

RE: **Additions to the Nonmotorized Plan Project List**

We are preparing to get the Nonmotorized Subcommittee together to start recommending the pool of projects to go through the MGS process for possible funding with 2021-2023 regional TAP funds. According to GVMC's Policies and Practices document, "all nonmotorized projects requesting federal funds must be endorsed by the MPO to receive federal funds and be included in the TIP." One way to demonstrate this endorsement is by showing the project in GVMC's Nonmotorized Plan project list, which is illustrative in nature, but demonstrates the nonmotorized needs in the region. This is the list the committees use to choose the pool of projects that they recommend should move forward through the MGS application process with the eventual goal of receiving regional TAP funding as conditional commitments are awarded.

When we put out the call for projects for the FY2020-2023 TIP programming we got a few submissions for potential TAP projects that were not already in the NM Plan list, which led staff to send out an additional request for review of the NM Plan project list and submittal of any nonmotorized needs that had not been added since the last update. The list of project additions is attached for your review and action. Reminder, no funding is being committed to any new project at this point.

The goal at this time is to make sure all the needs are represented so that the NM Subcommittee will have everything in front of them when they start their recommendation process. We will do a thorough inventory update in the coming months when we get ready to start the MTP update process.

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

Additions to the Nonmotorized Plan Project List

Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Total Project Cost
Ada Township	Ada, Cascade, GR Township and Kentwood Trail Conn	Hall Street to Spaulding Avenue	Sharrows/Sidewalk/Shared Use Path	0.53	\$170,000
Alpine Township	4 Mile Rd Sidewalk	Yorkland Dr to West River	Sidewalk	0.32	\$150,000
Byron Township	100th St Trail	Division Ave to Burlingame St	Sidepath	2	\$1,500,000
Byron Township	64th St Sidewalks	Byron Center Ave to Estates Dr	Sidewalk	1.4	\$750,000
Byron Township	76th St Trail	Railyard Dr to Byron Cener Ave	Sidepath	1	\$800,000
Byron Township	84th St Trail	Burlingame Ave to Existin Path in Douglas Walker Park	Shared Use Path	1	\$750,000
Byron Township	84th St Trail	Eldora Dr to West Middle School	Sidepath	0.4	\$300,000
Byron Township	Burlingame Ave Trail	100th St to 84th St	Sidepath	2	\$1,500,000
Caledonia Township	84th Street	Cherry Valley to Alaska Ave	Shared Use Path	1.5	\$1,281,500
Caledonia Township	Alaksa Avenue	84th Street to 68th Street	Shared Use Path	2	\$1,696,000
Caledonia Township	Caledonia Trail Phase 1B	84th St to Paul Henry Trail	Sidepath/Bike Path	2.05	\$1,551,816
Caledonia Township	Campau Lake Loop	68th Street, Alaska Avenue to Whitneyville Road; Whitneyville Road, 76th Street to 66th Street; 66th Street, Whitneyville Road to McCords Avenue; McCords Avenue, 66th Street to 76th Street and 76th Street, McCords Avenue to Whitneyville Road	Shared Use Path	5.1	\$3,191,000
City of Grand Rapids	44th St Sidewalk	Eastern Ave to Trade Drive	Sidewalk (north side)		\$600,741
City of Grand Rapids	Century Ave Cycle Track	Burton St to Franklin St; Pleasant Ave to Grandville Ave	Separated Bikeway		To Be Determined
City of Grand Rapids	Division Ave Phase II	Oakes St to Fulton St	Streetscape Improvements		\$750,000
City of Grand Rapids	Division Ave Separated Bike Lanes	Monroe Center to Leonard St	Bike Lane		To Be Determined
City of Grand Rapids	Eastern Ave Sidewalk	44th St to 36th St (east side)	Sidewalk		\$330,951
City of Grand Rapids	Grand River Edges (East)	Caledonia to Ann Street	Shared Use Path		\$1,925,739
City of Grand Rapids	Grand River Edges (East)	Under Ann St Bridge to Riverside Trailhead	Shared Use Path		\$900,000
City of Grand Rapids	Hastings Street Non-Motorized Path, Phase 3	Livingston Avenue to Division Avenue	Non-Motorized Path		\$2,173,340
City of Grand Rapids	Highland Park Trail	College Ave to Grand Ave	Non-Motorized Path		To Be Determined
City of Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft. east	Sidewalk - north side		\$224,793
City of Grand Rapids	Monroe Avenue - Guild St to Riverside Park Dr	Sidewalk (west side of street), ramp construction, crossing improvements	Sidewalk		\$451,440

Additions to the Nonmotorized Plan Project List

City of Grand Rapids	Mount Vernon Separated Bikeway	W. Fulton St. to Bridge St.	Separated Bikeway, Intersection and Signals work; Minor widening; pavement markings/signs		TBD
City of Grand Rapids	Pearl Street Separated Bike Lanes	N. Division to Lake Michigan Dr./Mount Vernon	Separated Bike Lanes		\$304,500
City of Grand Rapids	Pedestrian/Bicycle Pathway Tunnel	North of I-196 to Bond Ave; south under I-196 abandoned railroad tunnel (Ottawa Ave EB exit); to Monroe Ave and Ottawa Ave	Shared Use Path		\$729,000
City of Grand Rapids	Plaster Creek Trail	Division to Kirtland	New Multi-Use Trail		\$410,861
City of Grand Rapids	Plaster Creek Trail	Kalamazoo Avenue to East City Line	New Multi-Use Trail		\$645,970
City of Grand Rapids	Plaster Creek Trail underpass of US 131	Kirtland to Century via McKee and Burton	New Multi-Use Trail, shared street, intersection improvements		\$55,000
City of Grand Rapids	Plymouth St. Trail Extension	Leonard St to Knapp; proposed trail to Ball; proposed trail to Perkins	New Multi-Use Trail		\$371,250
City of Grand Rapids	Turner Ave Separated Bikeway/Trail	Bridge Street to 11th Street; 11th Street - Turner to Seward	Separated Bikeway; trail segment; removal of roadway between 2nd and 3rd; intersection, signals work; pavement markings/signs		TBD
City of Hudsonville	Buttermilk Trail	Balsam Dr to Sunrise Park	Shared Use Path	0.6	\$456,000
City of Hudsonville	Buttermilk Trail	New Holland St to Highland Dr	Shared Use Path	0.35	\$192,000
City of Kentwood	52nd Street	Division Avenue to Kellogg Woods Drive	Sidewalk	0.15	\$104,000
City of Kentwood	Radcliff Avenue	28th to 29th Street	Sidewalk	0.12	\$38,400
City of Kentwood	Wingate Drive	Shaffer Avenue	Sidewalk	0.25	\$172,500
City of Walker	Fruit Ridge Trail	3 Mile Rd to Fred Meijer Pioneer Trail	NM Trail	0.5	\$500,000
City of Walker	Walker Ave Bike Lanes	3 Mile Rd (Fred Meijer Pioneer Trail) to south City Limit (connecting to Grand Rapids bike lanes)	Bike Lanes	1	\$20,000
Plainfield Township	10 Mile Trail	Belmont Avenue to Premier Park	Shared Use Path	0.9	\$650,000
Plainfield Township	4 Mile Sidewalk	4 Mile Road, Dean Lake Avenue -gap	Sidewalk	0.25	\$80,000
Plainfield Township	Ada Trail	Grand River Drive, East Beltline to Ada Twp border	Shared Use Path	2.6	\$1,500,000
Plainfield Township	Airway Street	Airway Street, Plainfield Avenue to Hunsberger Avenue/Northview HS	Sidewalk	0.6	\$150,000
Plainfield Township	Beltline Trail	West River Drive to 4 Mile (GR twp connector)	Shared Use Path	2.5	\$1,000,000
Plainfield Township	Coit Sidewalk	Woodworth Street to 4 Mile Road	Sidewalk	0.7	\$200,000
Plainfield Township	Comstock Park Trail	Phase 1 - Pine Island, West River Drive to 6 Mile Road to Division Avenue	Shared Use Path	2	\$800,00
Plainfield Township	Comstock Park Trail	Phase 2 - Pine Island drive, 6 Mile Road to Post Drive	Shared Use Path	3.2	\$1,600,000
Plainfield Township	North Grand River Trail	North side of the Grand River, White Pine Trail to Northland Drive	Shared Use Path	2.7	\$1,700,000
Plainfield Township	North Rogue River Trail	Rogue River Road to Rogue River Park (KCPR) to White Pine Trail	Shared Use Path	1.9	\$1,500,000

Additions to the Nonmotorized Plan Project List

Plainfield Township	Northland Trail	West River Drive to M-44 (Belding Road/Cannon Twp connector)	Shared Use Path	2.1	\$1,100,000
Plainfield Township	Northview Trail	Hunsberger Avenue, Plainfield Avenue to Airway Street (Northview HS campus)	Shared Use Path	0.8	\$350,000
Plainfield Township	Post Drive Trail	Pine Island Drive to Jupiter Avenue North Trail	Shared Use Path	1.9	\$750,000
Plainfield Township	Premier Park Trail	10 Mile Road through Premier Park to White Pine Trail	Shared Use Path	0.8	\$500,000
Plainfield Township	Rockford Trail	Rogue River Road to White Pine Trail (Jericho Avenue connection)	Shared Use Path	2.7	\$1,200,000
Plainfield Township	South Grand River Trail	Coit Avenue, Jupiter Avenue to Plainfield Avenue to Versluis Park	Shared Use Path	2	\$800,000
Plainfield Township	South Rogue River Trail	Jupiter Avenue to Northland Drive	Shared Use Path	1.7	\$800,000



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

MEMORANDUM

DATE: February 27, 2019

TO: Technical Committee

FROM: Laurel Joseph, Transportation Planner

RE: **FY2017-2020 TIP Text Amendment**

As part of the implementation of federal performance-based planning requirements, starting May 20, 2019 any updates or amendments to the TIP or MTP must be developed according to the performance-based provisions of 23 CFR Part 450 and the pavement and bridge condition and system performance and freight performance measure requirements.

This means that the MPO must update the "Performance Measures and Project Selection" chapter of the FY17-20 TIP document to reflect how we incorporated these performance measures into our programming process. Staff has drafted this additional language and is asking the Committee to review and provide comments; the modified chapter is attached and highlighted to show the new changes/additions. Action will be determined at the upcoming meeting.

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

Chapter VI Performance Measures and Project Selection

Performance-Based Planning

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

Performance Measures

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

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

Performance Targets

State Targets

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

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

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

amendment must comply with performance reporting requirements beginning on May 27, 2018.

MAP-21 also mandated—and in 2015, the FAST Act reauthorized—the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Targets must be established for rolling stock, equipment, facilities, and infrastructure, which are detailed in this section under Transit Performance.

MPO Targets

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

Current TIP Procedures for Selecting/Programming Projects and Addressing Performance Measures

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

Like other MPOs statewide, GVMC has and continues to face limitations in funding resources at the local, state, and federal levels, which means that system needs remain unmet in spite of our best efforts. Because of funding shortages, GVMC has historically funded the greatest percentage of projects that are deficient due to pavement condition as these projects tend to benefit the largest number of system users and the system as a whole. It also becomes more expensive to fix a pavement deficient project as time goes on, so choosing pavement deficient projects has helped to stretch the limited dollars we receive.

Before the development process for the FY2017-2020 TIP began, GVMC ran a deficiency analysis on pavement condition and congestion and generated a list of deficient projects through that process. Once this list was developed, we asked jurisdictions to submit projects to be considered for programming in the TIP which created a non-fiscally constrained pool of projects. Staff then added each project to a spreadsheet along with corresponding data gleaned from the Congestion Management

(CMS) and Pavement Management (PaMS) systems, including information related to level of service, the current PASER rating, crash data and traffic counts. This effort produced a list of facilities in need of either congestion relief (taken directly from the 2040 MTP) or pavement condition improvements. Non-motorized projects were ranked and scored according to five criteria outlined in our Non-Motorized Plan before they were brought through our Committee structure for consideration: (1) mode shift, (2) connectivity/continuity, (3) safety/ADA, (4) regional vs. local facility, and (5) high use/social equity.

Staff from local jurisdictions were then asked to develop a list of projects from these deficiency lists that could be implemented by the years 2017 through 2020. These potential projects were collected by staff and a pool of projects was developed. The Transportation Programming Study Group evaluated all of the projects based on the provided data as well as policies and restraints in place in light of the available funding and used that information to determine which projects were funded.

The final step in the development of the TIP list of projects involved the MPO members prioritizing a financially constrained project list as required by federal regulations. In January 2016, the TPSG Committee met and selected projects from the TIP pool of projects. The TIP project selection process included factors such as deficiency (condition, safety or capacity), regional equity, air quality improvement, and connectivity. Using this approach, it can be assured that all of the projects programmed in the FY 2017-2020 TIP will improve an identified transportation system deficiency. While the FY2017-2020 TIP and 2040 Metropolitan Transportation plan were developed before requirements for performance-based planning and programming took effect, GVMC was still able to collect data for and address several performance measure areas (i.e., condition, safety or capacity) in our project selection process. The result of that programming effort is reflected in the proposed FY 2017-2020 Projects List. The list comprises all of the projects recommended and approved (Local, ITP and MDOT) by the TPSG, Technical and Policy Committees for inclusion in the FY 2017-2020 Transportation Improvement Program.

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

In regards to Environmental Justice, GVMC, after consultation with MDOT and the Federal Highway Administration (FHWA) officials, has chosen to address environmental justice by identifying ethnicity, low income, and those areas with concentrations of traditionally underserved populations. Chapter IV further explains how staff accomplished the task of Environmental Justice analysis.

Individual Performance Measure Tracking

At this time, Safety, Transit, Pavement and Bridge Condition, and System Performance/Freight performance targets have been established. New sections will be added to this document as additional targets are determined. GVMC will be posting data related to these performance measures on our website.

Safety Performance

Federal regulations require the use of a five year rolling average for each of the five safety performance measures shown below:

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

MPOs were required to establish safety targets by either

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

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT published its safety targets on August 31, 2017, included below:

Michigan Safety Targets for 2018

Safety Performance Measure	Baseline Through 2016	2018 State Safety Target
Fatalities	963.0	1,003.2
Fatality Rate (per 100 million VMT)	1.00	1.02
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate (per 100 million VMT)	5.47	5.23
Non-Motorized Fatalities and Serious Injuries	721.8	743.6

GVMC completed an analysis of crash data in our area, some of which is included below, and brought this item and the corresponding data to our Transportation Programming Study Group (TPSG) Committee on December 6, 2017, in order to determine whether to support the state's targets or to create our own. After reviewing

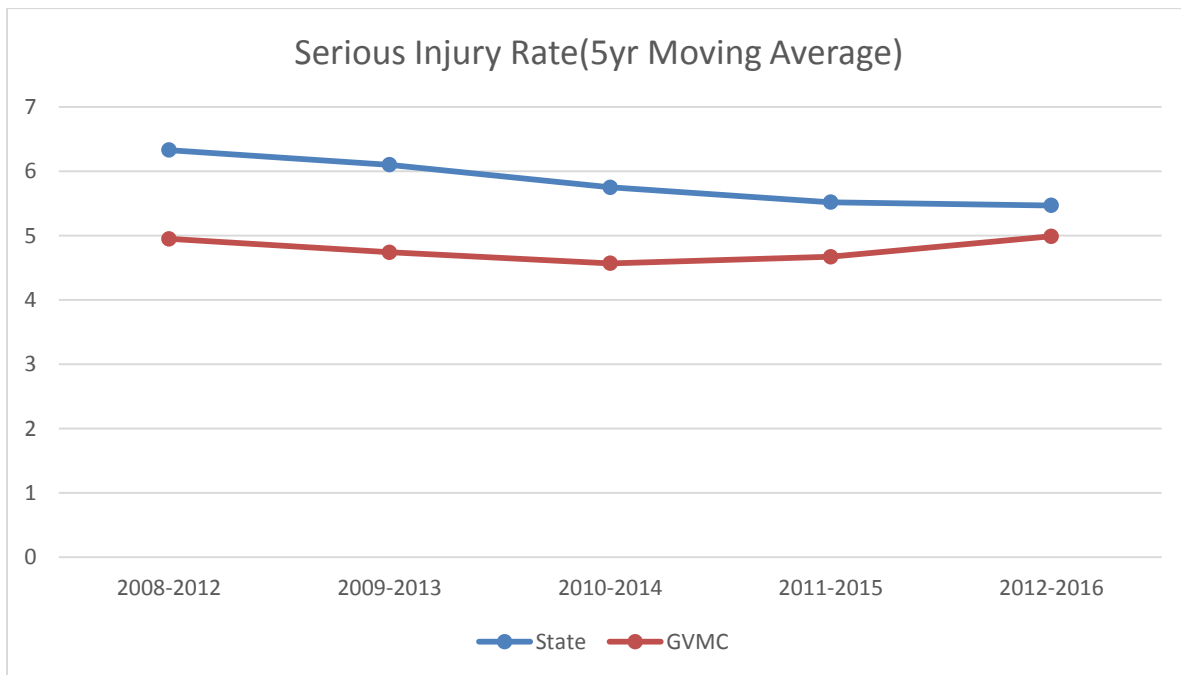
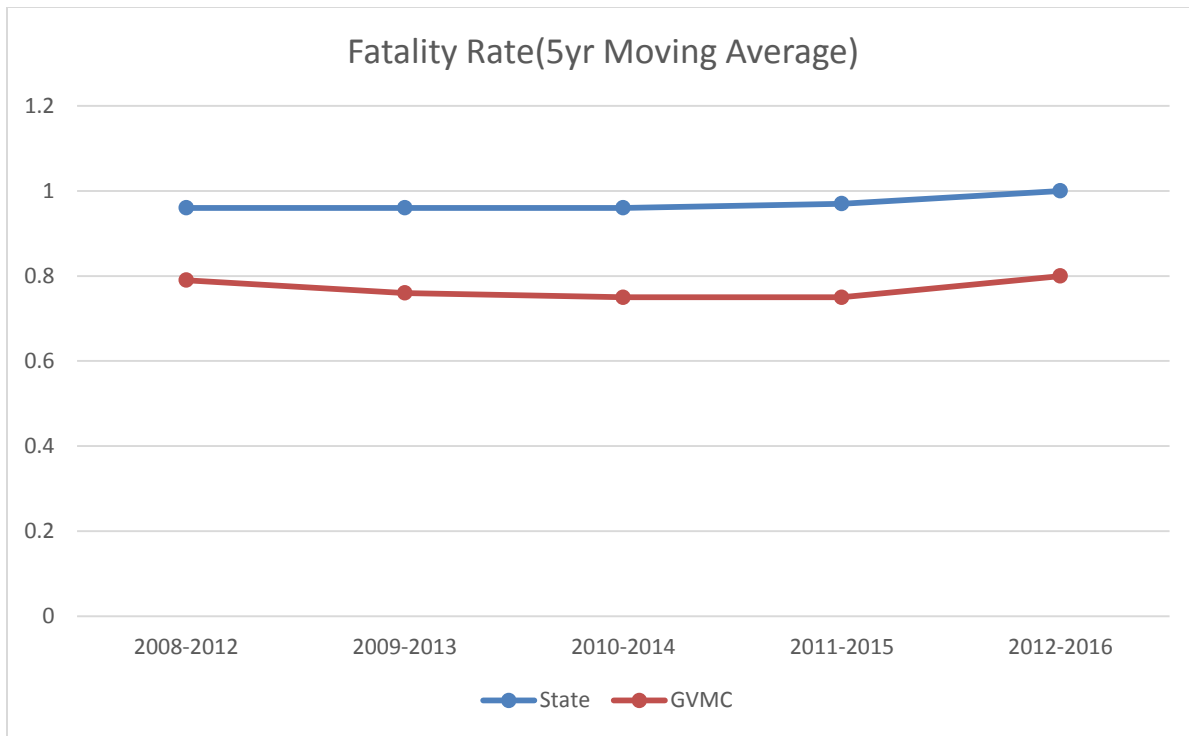
the crash trend data, travel volumes, and economic data, the TPSG Committee opted to support the statewide targets, in which serious injuries decline, but fatalities and nonmotorized fatalities and nonmotorized serious injuries increase. An increase in overall traffic volumes and a growing economy both have a strong correlation with increased traffic crashes. The GVMC Technical and Policy Committees also agreed with the TPSG Committee's recommendation and opted to support the state's safety targets at their January 2018 committee meetings.

Below are the statewide trends in crashes during the past 5-year period:

Michigan Crash Trends, 2012-2016

	2012	2013	2014	2015	2016
Fatalities	936	951	876	963	1,064
Serious Injuries	4,540	4,311	4,045	3,939	4,565
Non-Motorized Fatalities & Serious Injuries	666	714	668	709	704

GVMC Safety Performance Data											
Year	Fatality	Serious Injury	5yr Moving Average		VMT	Fatality Rate	Serious Injury Rate	5yr Moving Average		Bike Ped Fatality/Serious Injuries	Bike Ped Fatality/Serious Injuries 5yr MA
			Fatality	Serious Injuries				Fatality Rate	Serious Injury Rate		
2008	60	387			69.94	0.86	5.53			51	
2009	60	353			70.50	0.85	5.01			40	
2010	68	327			71.07	0.96	4.6			52	
2011	43	346			71.36	0.6	4.85			43	
2012	49	340	56	350.6	71.65	0.68	4.75	0.79	4.95	58	48.8
2013	50	324	54	338	71.94	0.7	4.5	0.76	4.74	61	50.8
2014	58	298	53.6	327	72.23	0.8	4.13	0.75	4.57	47	52.2
2015	71	370	54.2	335.6	72.53	0.98	5.1	0.75	4.67	72	56.2
2016	62	471	58	360.6	72.82	0.85	6.47	0.8	4.99	64	60.4
2016 Michigan State								1.00	5.47		
2018 State Target								1.02	5.23		



While the FY2017-2020 TIP was developed before the safety performance measure took effect, GVMC did program projects in the document with safety in mind, and safety projects received 13% of the available funding. The Grand Valley Metro Council also encourages its members to apply for Federal funding using local safety funds. GVMC endorses local safety projects before submitting them to MDOT for funding

consideration. These projects are not prioritized in any order. Eligible projects may include replacement, installation or elimination of guardrail; traffic signal installation and upgrades; horizontal and vertical curve corrections; sight distance and drainage improvements; bridge railing replacement or retrofit; approach guardrail; and roadway intersection improvements to improve safety and/or capacity. The Michigan Department of Transportation accepts applications for local safety programs on a yearly basis. However, not all projects are funded.

Safety/ADA was considered during the project evaluation process for non-motorized projects currently listed in the current Non-Motorized Plan as well. This includes if the projects help to eliminate conflict points between vehicles and forms of non-motorized travel. Such projects should minimize the incidents of crashes, injuries, and fatalities as well.

Since projects using STP-safety funds are programmed yearly (FY2018 & 2019 projects are already selected), staff can only address safety performance measures moving forward (FY2019 and beyond). It is unlikely that GVMC will deviate significantly from the current process to select STP-safety projects. GVMC has maintained a safety plan or safety management system for many years. Currently, this plan lists the top 25 intersections ranked by the following safety criteria:

1. Intersections Rank by Expected Excess Fatal and Injury Crash
2. Intersections Ranking by Total Crash (2012-2016)
3. Intersections Ranking by Fatal and Serious Injury Crash (2012-2016)
4. Freeway Segments Ranking by Expected Excess Fatal and Injury Crash
5. Non-Freeway Segments Ranking by Expected Excess Fatal and Injury Crash
6. Segments Ranking by Total Crash (2012-2016)
7. Segments Ranking by Fatal and Serious Injury Crash (2012-2016)
8. Intersection Ranking by Expected Excess Fatal and Injury Pedestrian Crash
9. Intersection Ranking by Pedestrian Crash (2012-2016)
10. Intersection Ranking by Expected Excess Fatal and Injury Bicycle Crash

With the update to this plan, staff meets regularly with jurisdictions, provides crash data and additional relevant information upon request. Jurisdictions that desire to address a safety deficiency in their area can also submit project proposals to MDOT for consideration. GVMC will continue to maintain a safety plan and will provide jurisdictions crash data for projects they wish to submit to MDOT for funding consideration. GVMC will also continue to program projects using all sources of funding that target identified intersections and corridors with high crash rates as well as intersections and corridors with high fatalities and serious injuries, which we hope will support MDOT's safety targets.

Furthermore, the MPO has revised its Policies and Practices for Programming Projects document and will revise the process for ranking and selecting non-motorized projects to incorporate safety targets and the remaining performance measures in the project

selection process for the development of the FY2020-2023 TIP. The MPO will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data.

Pavement and Bridge Condition Performance

The federal rule for pavement and bridge condition performance, “Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program Final Rule,” (49 CFR part 490) became effective on February 17, 2017 and requires the establishment of targets for two- and four-year intervals for the following measures:

- Percent of Interstate pavement in good condition
- Percent of Interstate pavement in poor condition
- Percent of Non-Interstate NHS pavement in good condition
- Percent of Non-Interstate NHS pavement in poor condition
- Percent of NHS bridges in good condition
- Percent of NHS bridges in poor condition

While the FY2017-2020 TIP was developed before the pavement and bridge performance measures took effect, GVMC emphasized pavement condition preservation and rehabilitation heavily in the program of projects with pavement preservation projects receiving 53% of the available funding programmed originally. Additionally, it is typical that other categories of roadway projects – e.g. congestion deficiencies – also have pavement condition deficiencies and address both in their project scope.

For many years, GVMC has tracked pavement condition on all federal aid roads using the PASER system. GVMC staff coordinates with MDOT and the local jurisdictions to collect this data annually and then publishes a yearly pavement condition report. As stated above, these condition ratings serve as the primary basis for project eligibility.

GVMC supports efforts to meet statewide bridge condition targets by encouraging local agencies to apply for local bridge funds, which are administered by MDOT, and including selected projects (along with MDOT bridge projects) in the TIP. Local and MDOT bridge projects received over \$25 Million in funding when the FY17-20 TIP was originally programmed.

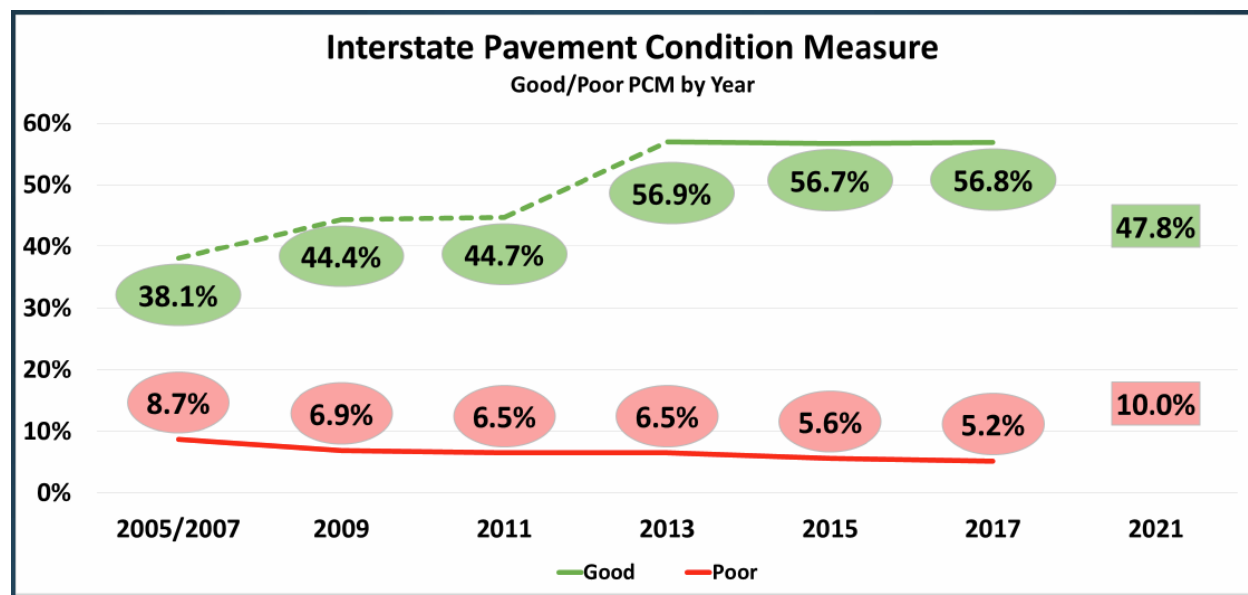
New pavement condition metrics were introduced in the federal rule on this performance area. They require the use of IRI (international roughness index), cracking, rutting, and faulting when determining whether a segment of NHS is in good, fair, or poor condition. MDOT collects this data and GVMC staff participated on the target coordination committee that collaboratively developed the State targets for pavement performance.

Staff was also involved in coordination meetings as the Bridge-specific performance measures were being developed.

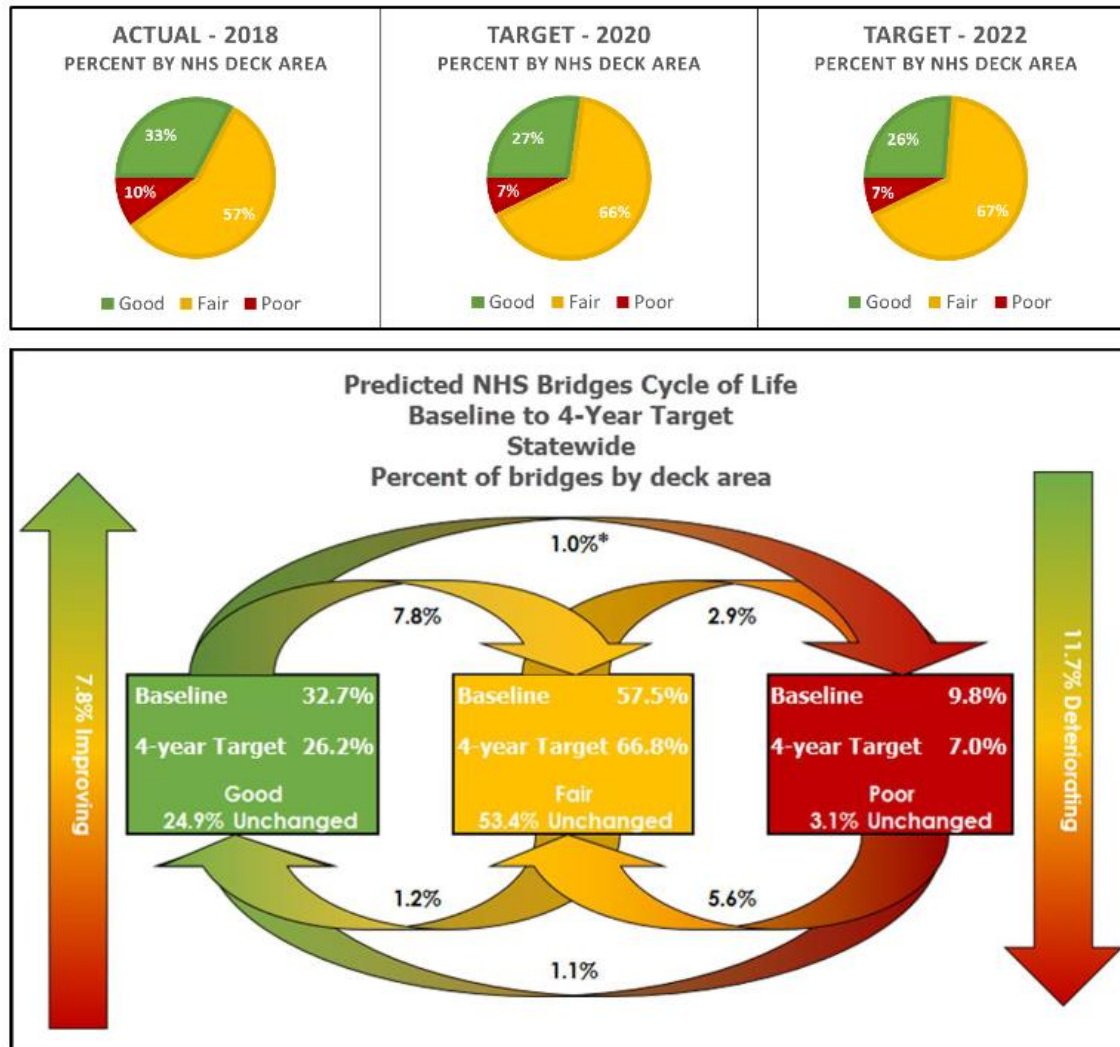
The measures shown in the table below, along with supporting information provided by MDOT and GVMC staff (examples below) were presented to the Technical and Policy Committees at their September, 2018 meetings. Both Committees moved to support State targets for the current reporting period.

Pavement Performance Measures	
Performance Measure	State Target
% of pavements on the Interstate system in "Good" condition	4-year: 9% decrease to 47.8%
% of pavements on the Interstate system in "Poor" condition	4-year: 4.8% increase to 10%
% of pavements on the non-Interstate NHS in "Good" condition	2-year: 3% decrease to 46.7% 4-year: 6 decrease to 43.7%
% of pavements on the non-Interstate NHS in "Poor" condition	2-year: 3% increase to 21.6% 4-year: 6% increase to 24.6%
% of NHS bridges classified as in "Good" condition	26.2%
% of NHS bridges classified as "Poor" condition	7.0%

Statewide Interstate Pavement Condition Example



Stateside Bridge Data Example



To further support the state's targets, the MPO will periodically assess the program to determine if progress is being made locally and toward the statewide targets, based on the funding available, as outlined in our Policies and Practices document. If the MPO system is not within the parameters set by the statewide targets, the MPO will adjust pavement and bridge strategies to the extent feasible and practical. To the extent of the MPO's ability, decisions related to bridge project funding will be made in the context of federal bridge performance requirements and support regional bridge condition performance targets.

Though the FY2017-2020 TIP was developed before the pavement and bridge performance measures took effect, GVMC has taken steps to ensure these performance measure are incorporated into the project evaluation and programming process when the FY2020-2023 TIP is developed by including it as a factor for

determining project eligibility for NHS roadways in the Policies and Practices for Programming Projects document. The MPO will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data.

System Performance/Freight Performance

The System Performance Final rule, effective as of May 20, 2017, establishes six measures:

- Two measures to assess reliability of system performance:
 - Percent of reliable person-miles traveled on the Interstate
 - Percent of reliable person-miles traveled on the non-Interstate NHS
- A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)
- A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program (not applicable to GVMC)
- Two measures that will assess traffic congestion under the CMAQ program
 - A measure that will assess annual hours of peak hour excessive delay per capita (not applicable to GVMC)
 - A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting (not applicable to GVMC)

At the Technical and Policy Committee meetings on September 5 and 19, respectively, Staff recommended that the Committees support state targets. The GVMC area is currently performing well in these performance areas (see below), and thus could contribute to meeting State targets. The Committee members unanimously agreed to support state targets for the current performance period. The targets are listed in the table below.

Level of Travel Time Reliability – Person Miles Interstate

Geographic Area	2018	2017	2016	Target
Statewide	84.90%	85.20%	85.10%	75.00%
SEMOG	75.00%	73.80%	74.20%	
GVMC - Grand Rapids	98.70%	96.70%	95.10%	75.00%

Level of Travel Time Reliability – Person Miles Non-Interstate NHS

Geographic Area	2018	2017	Target
Statewide	85.70%	86.10%	70.00%
SEMOG	78.70%	78.70%	
GVMC - Grand Rapids	84.30%	84.90%	70.00%

Truck Travel Time Index

Geographic Area	2018	2017	2016	Target
Statewide	1.5	1.38	1.47	1.75
SEMOG	1.92	1.80	1.96	
GVMC - Grand Rapids	1.56	1.51	1.61	1.75

MDOT Reliability Recommended Targets

Measure	Baseline from Jan 2017 to Apr 2018 (Source: NPMRDS – RITIS)	Recommended 2-Year Target(s) CYE 12/31/2019	Recommended 4-Year Target(s) CYE 12/31/2021
Interstate Travel Time Reliability	2017 - 85.2% 2018 – 84.9%	75%	75%
Non-Interstate NHS Travel Time Reliability	2017 - 86.1% 2018 – 85.7%	n/a	70%
Freight Reliability	2017 - 1.38 2018 – 1.50	1.75	1.75

The FY2017-2020 TIP was developed before this rule became effective. However, during the project selection process for this TIP, GVMC staff presented the Committee members with data on traffic volume and capacity, and projects were required to be either condition or capacity deficient to be eligible for funding. Generally, the program leans heavily toward preservation rather than capacity projects; however, over \$9 Million was programmed for projects that could improve freight movement, and reduce traffic congestion and associated user delay cost.

In 2017, the MPO worked with MDOT to identify **Critical Urban and Rural Freight Corridors** within the MPO boundary, to support the **National Highway Freight Network**. Due to the limited mileage allowed for the Urban and Rural Freight Corridors in the FAST Act, the MPO worked with MDOT to identify candidate Freight routes, which serve critical local industries or provide connections to the formal Freight Network. These candidate routes could be formally designated if a project eligible for federal Freight funding is identified and proposed in the future. Freight related projects and funding will target the formal and candidate MPO Freight Network corridors and applicable performance measure targets.

GVMC has taken steps to ensure these new performance measures were considered in the project selection and programming process for the FY2020-2023 TIP by incorporating them in the updated Policies and Practices document. The revision of this document in September of 2018 allowed for an opportunity to reevaluate our project

selection process and determine how we can best meet federal performance measures and the state targets we have committed to supporting. In this document, we added reliability factors into our congestion criteria section and agree to allow the use of federal funds, where eligible, to address identified freight constrained intersections, roadways and corridors. The MPO will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data.

Transit Asset Management

MAP-21 mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures, which include the following:

1. Rolling Stock - Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
2. Equipment - Percentage of non-revenue vehicles exceeding ULB)
3. Facilities - Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
4. Infrastructure - Percentage of track segments under performance restriction (only applies to rail fixed guideway systems – not applicable in GVMC region)

Though GVMC received agency-level State of Good Repair (SGR) targets from ITP-The Rapid in 2017 – which were approved and supported by the Technical and Policy Committees in September of 2017 – staff began the coordination process to cooperatively develop a single set of regional SGR targets in early 2018 when GVMC received updated targets from ITP-The Rapid, as well as targets from MDOT (applicable to MDOT Section 5311 and 5310 subrecipients) and Hope Network. Through coordination with the regional transit agencies the following region-level targets were developed and presented to the Technical and Policy Committees at the May, 2018 meetings where they were adopted.

GVMC MPO State of Good Repair Targets

Asset Class	Sub-Class	MPO Target
Rolling Stock	Revenue Vehicles: Large Bus	Not more than 15% will meet or exceed FTA ULB
	Revenue Vehicles: Small Bus and Vans	Not more than 10% will meet or exceed FTA ULB
	Revenue Vehicles: Sedan/SUV	Not more than 10% will meet or exceed FTA ULB
Equipment	Service Vehicles	Not more than 20% will meet or exceed FTA ULB
	Maintenance Equipment	Not more than 20% will be below 3.0 on TERM Scale
	Building Subsystems	Not more than 10% will be below 3.0 on TERM Scale
Facilities	All fixed facilities	Not more than 10% will be below 3.0 on TERM Scale

FY2017-2020 TIP Performance Measure Related Projects

Below is a listing of the total amount of money programmed in the original approved FY2017-2020 TIP that will make progress toward the performance measure categories listed below:

Project Category	Amount Programmed	Percentage of Available funding	Impact on Condition
Safety/Non-Motorized	\$66,510,328	13%	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$273,726,854	53%	Improve surface condition and IRI, eliminate issues with cracking, rutting and faulting
Transit	\$136,539,544	27%	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$25,183,928	5%	Reduce the number of structurally deficient and

			functionally obsolete bridges
System Performance/Congestion	\$9,038,980	2%	Improve freight movement, reduce traffic congestion and associated user delay cost
Total funding	\$510,999,634	100%	

Summary Chart of Performance Measures and Target Adoption Status

Below is a summary of the remaining performance measure areas and the current or anticipated implementation status.

Area	Measures	Target Setting Status
Safety Performance	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million VMT • Number of Serious Injuries • Rate of Serious Injuries per 100 million VMT • Number of Non-motorized Fatalities and Non-motorized Serious Injuries 	Approved support of statewide targets (January 2018)
Pavement and Bridge Asset Management	<ul style="list-style-type: none"> • Percent NHS bridges in good and poor condition • Percent Interstate pavement in good and poor condition • Percent Non-Interstate NHS pavement in good and poor condition 	Approved Support of statewide targets (September 2018)
System Performance and Freight	<ul style="list-style-type: none"> • Interstate travel time reliability • Non-Interstate travel time reliability • Truck travel time reliability 	Approved Support of statewide targets (September 2018)
Public Transportation	<ul style="list-style-type: none"> • Transit Asset Management (TAM) Plans (rolling stock, equipment facilities, infrastructure); • Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability) 	Regional State of Good Repair Targets adopted (May 2018)

2040 MTP Transportation Performance Tracking and Investment Strategy

Determination of Highest Priority

The highest priority system needs are determined using various approaches during the MTP development. Taking into account all of the data that is available and public perception of need, the various committees developed a list of needs for the transportation system as a whole. When all of the needs were identified, the GVMC Technical and Policy Committees, with input from the MTP Steering Team, formed to guide the development of the MTP, developed a list of identified transportation investment priorities. Transportation investment priorities identify areas where future available transportation funds should be allocated. This allocation of funds determines future specific priorities that are included within the MTP Project List. After a thorough review of all available funding, it was determined that approximately \$505 million is available over the life of the 2040 MTP for discretionary projects. In other words, the MPO may use these funds for projects deemed to be of the highest priority for the region as a whole. GVMC has determined that the highest priority for all available flexible funding is for projects that contribute to the improvement of the regions' system pavement condition. 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 solutions will become increasingly more costly.

The MTP Project List was developed to address the deficiencies identified in the plan and reflect this priority, but is limited by estimated future available revenues. The first four years (2014–2017) of the MTP Project List are equivalent to the Transportation Improvement Program (TIP) project list and demonstrate the short-term transportation projects identified for funding in this region. Other individual projects listed in the MTP Project list reflect projected transportation capacity deficiencies with preferred alternatives identified. Identified Need and Illustrative Vision

Identified Need and 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 2040. 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. The results of this analysis concluded that in order to greatly improve pavement condition from 64% good/fair up to 80% an additional \$665 million in dedicated funding would be necessary through the year 2040. To reduce the percent of congested non-trunkline roadways by 80% an additional \$30 million would be needed. To realize a completed non-motorized network, an additional \$25 million would be required. To fully implement the ITP Master Plan an additional \$206 million would be needed. To fully implement the needs identified in the GVMC Safety Plan an additional \$37 million is necessary. All tolled the illustrative list for local federal aid in the region totals \$963 million over and above the needs listed for area trunklines. GVMC and its member communities are dedicated to focusing future planning efforts in an effort to develop a strong vision of the future conditions of the transportation system in the region. The chart below depicts these needs.

Element	Identified Need	Dedicated Funding	Illustrative Balance
Congestion Mitigation	\$70,805,000.00	\$40,460,000.00	-\$30,345,000.00
Non-Motorized	\$56,704,125.00	\$31,532,500.00	-\$25,171,625.00
Pavement Condition	\$1,170,000,000.00	\$505,000,000.00	-\$665,000,000.00
Safety	\$54,840,000.00	\$18,075,000.00	-\$36,765,000.00
Transit	\$1,114,000,000.00	\$908,000,000.00	-\$206,000,000.00
TOTAL	\$2,466,349,125.00	\$1,503,067,500.00	-\$963,281,625.00