

Future Planned Projects

To meet the current and future needs of the MACC region, our transportation system must both sustain existing infrastructure in a state of good repair as well as recondition the system to expand access, increase safety, improve local quality of life, reduce the impacts of large weather events, and implement innovations in transportation technology.



Due to the Transportation Improvement Program (TIP) process, the MACC region knows which projects in our area will have federal funds available for the fiscal years of 2020-2023. The 2045 LRTP's project list is made up of current FY2020-2023 TIP projects as well as any roadway preservation or capacity changing project in the MACC region that has reasonably assumed funding, essentially meaning, that while a project may not currently have funding attached to it, possibly due to a later construction year, it is assumed that funding will be available in the future based on historically available funding levels. It should also be stressed that the construction of all projects is not guaranteed, as unforeseen factors could prevent or delay construction.

Other projects that may occur but currently do not have a set funding source, construction date, or are simply still in the exploratory phase are included in an illustrative list in the appendix. Also in the illustrative list are any projects that are likely to be built between the years 2020-2023 with local funds but are not currently in the MACC's TIP.

The LRTP contains 205 projects totaling around \$256 million that work to improve the transportation system in the MACC. Note that while reviewing the list of projects for years 2024-2045, there are two columns that show project cost. The first is the Total Estimated Budget Amount in current 2019 dollars the second is Total Estimated Job Cost which is based on an estimated 4% inflation in project costs and is tied to the Year Open to Traffic. A map of the projects shown in the list can be found in the appendix.



Road

Between the fiscal years of 2020-2023, there will be 54 programmed jobs within the road category. This grouping can be quite wide-ranging and include projects such as resurfacing, bridge repair, traffic safety improvements, and the installation of intelligent transportation systems (ITS). It is estimated that over \$78,464,000 in federal funds will be invested on roadways in the MACC planning area over the four years. State match will likely be around \$9,648,000, and local match near \$5,417,000.



Transit

Over the next four years, there are 27 jobs programmed that relate to public transportation. There are various funding sources for transit activities, but generally, funding is broken up into operating and capital expenses. For instance, one funding type may be allocated to support building/facility infrastructure, while another type may support the mobility of senior citizens or those with disabilities. The MACC area is expected to receive around \$7,671,000 in federal assistance for these programs. State match is similar at \$7,205,225, and the local match is estimated to be around \$5,645,000. While the LRTP's project list does not show specific projects past FY 2023 for transit, the MACC is expecting funding to be available and will work to ensure that the system is maintained and enhanced over the life of the plan (2020-2045). Funding projections for transit can be found in the financial chapter (chapter 11).

While not finalized, West Michigan may see commuter bus service operating between Holland and Grand Rapids along the Chicago Drive corridor in the near future. The West Michigan Express Study is an effort to link communities in West Michigan with commuter-based public transportation. The study plans to begin with an express bus service spanning the area before potentially establishing a commuter rail to enhance economic growth. The current plan looks to acquire, lease or contract eight to ten coach-style buses to transport workers each day to and from work along the corridor. Full trips between Holland and Grand Rapids are expected to take just under an hour. The tentative launch date is set for some time in the fall of 2020.



Non-Motorized

Non-motorized infrastructure funding often comes from the Congestion Mitigation and Air Quality (CMAQ) program which is a federal funding source dedicated to projects that help improve air quality by encouraging active transportation such as walking and cycling, or public transportation. Safety-related funds can also be used as a means to improve pedestrian facilities like the Ottawa Beach Road project in 2020. This project will install rapid flashing beacons and pavement markings to help inform drivers when pedestrians are crossing the road. Overall, a majority of the funds designated to non-motorized will go towards the construction of pathways. Currently (2020-2023), over \$640,500 is programmed at the federal level, with around \$1,218,000 in local

contributions. A map of possible future non-motorized infrastructure was created by reviewing local planning documents and can be found in the appendix. Note that many of the projects listed on this map do not currently have an allocated funding source or a specific construction date and are not guaranteed to be built.

Another proposed addition to our area's non-motorized system is the Macatawa River Greenway. The greenway has been a collaborative effort between local partners to connect and preserve properties along the banks of the Macatawa River for over twenty years. Currently led by the ODC Network in collaboration with Ottawa County Parks and local units of government, the first version of the greenway trail was designated in 2018. Comprising over thirty miles of trails, bike paths, bike lanes, and sidewalk, it connects the Fred Meijer Kenowa Trail system to the lakeshore and US Bike Route 35. It connects local parks along the greenway and provides connections between the various townships and cities in the region. The route connects to and passes through more than a dozen parks, and with future connections will reach even more.

Currently, the Macatawa Greenway Trail can connect riders from Lake Michigan to Zeeland Township. This is only a preliminary version of the trail, as there are several key connections that need improvement. Additional limited land and easement acquisition are still planned along the route to provide safer and greener connections along the trail. At the time of its completion in 2018, the first greenway trail connected 85% of the corridor originally planned in the mid-nineties and connected with over half of the trail. There are some additional areas that are being worked on by project partners to make connections shorter and greener. The route will continue to be updated to improve navigability and safety.

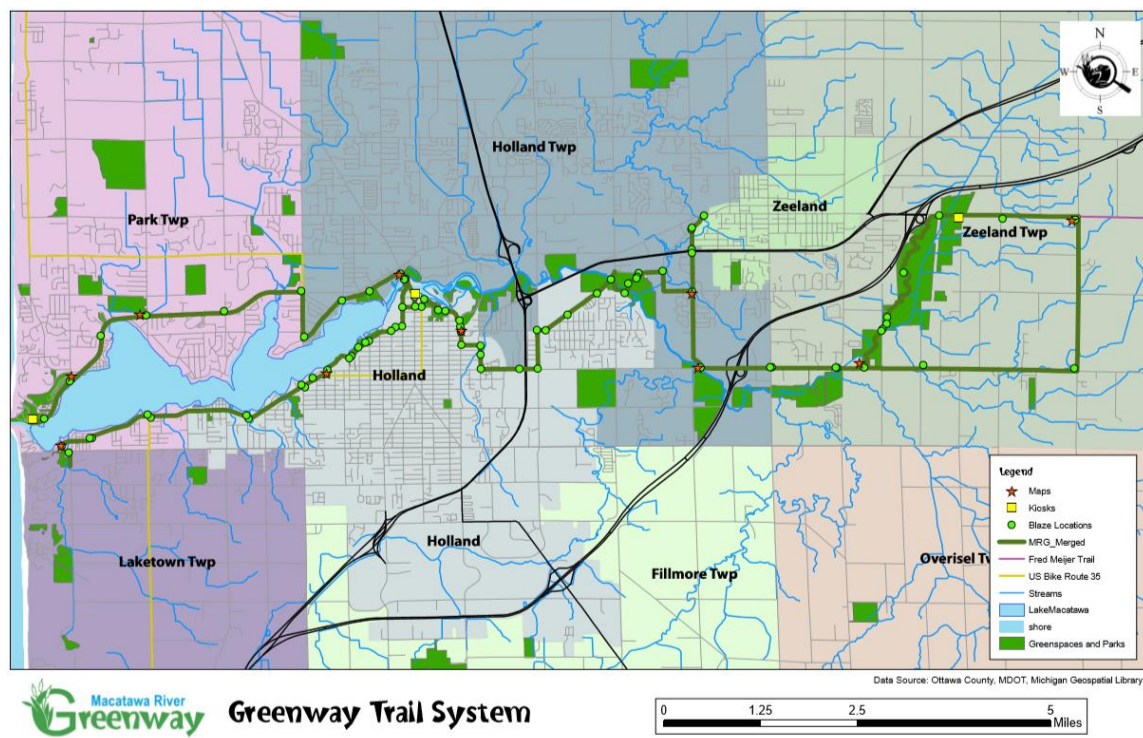


Figure 33: The current greenway trail system is depicted along with greenspaces and parks that the trail may possibly follow in the future.

The following table (MACC Programmed LRTP Projects) starting on the next page is sorted/ordered in the following manner:

1. By fiscal year
2. By Job Type
3. By responsible agency

Project List Key:

There are many acronyms contained in the project/program list. Below is a key of the acronyms and their respective category/field:

Table 15: Project List Acronym Key

Category/Field	
Responsible Agency	ACRC – Allegan County Road Commission OCRC – Ottawa County Road Commission MAX – Macatawa Area Express Transportation Authority MDOT – Michigan Department of Transportation MACC - Macatawa Area Coordinating Council
Phase	PE - Preliminary Engineering CON – Construction NI – Non Infrastructure
Advance Construct	AC – Advance Construct ACC – Advance Construct Conversion
Federal Fund Source	5307 – Transit – Section 5307 – UZA Formula 5310 – Transit – Section 5310 – Enhanced Mobility of Seniors and Persons with Disabilities 5339 – Transit – Section 5339 – Bus and Bus Facilities BHT – Bridge Rehabilitation – Surface Transportation Program (STP) BRT – Bridge Replacement – Surface Transportation Program (STP) CM – Congestion Mitigation/Air Quality HSIP – Highway Safety Improvement Program – SAFETEA-LU IM- Interstate Maintenance – No Added Lanes STUL – Surface Transportation Program (STP) – Urban Area <200,000 NH – National Highway System ST – Surface Transportation Program – Any Area STG – STP- Safety – 100% Federal for ST STL – Surface Transportation – Local