

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020-2023



Photo by: Rob Walcott



PREPARED BY

Macatawa Area Coordinating Council
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**Resolution Approving the FY 2020-2023 Transportation Improvement Program
Resolution #19-06**

Resolution of the Macatawa Area Coordinating Council (MACC) Policy Board approving the Transportation Improvement Program (TIP) for FY 2020-2023

WHEREAS, the MACC is the organization designated by the Governor as being responsible together with the state for carrying out the provisions of 23 U.S.C. 134 (Metropolitan Transportation Planning); and

WHEREAS, the MACC is responsible for overseeing the metropolitan transportation planning process and making related decisions; and

WHEREAS, the metropolitan transportation planning process for the Holland/Zeeland urbanized area has been certified according to the requirements of 23 CFR 450; and

WHEREAS, the FY 2020-2023 TIP includes a financial plan that identifies sources of anticipated revenues and relies on projected federal funding levels to estimate future funding levels and thus is financially constrained; and

WHEREAS, the FY 2020-2023 TIP includes a year-by-year list of priority projects consistent with the MACC's 2040 Long Range Transportation Plan; and

WHEREAS, an analysis of the projects/programs in the FY 2020-2023 TIP was conducted in accordance with Executive Order 12898 relating to environmental justice and determined that this TIP's projects/programs did not have disproportionately high and adverse human health or environmental effects on minority or low-income populations; and

WHEREAS, the FY 2020-2023 TIP was developed with the opportunity for public input and comment;

NOW THEREFORE BE IT RESOLVED, that the MACC Policy Board adopts the FY 2020-2023 Transportation Improvement Program.

A handwritten signature in blue ink, appearing to read 'David Van Ginhoven', written over a horizontal line.

David Van Ginhoven, Chair
Macatawa Area Coordinating Council Policy Board

A handwritten date in blue ink, '4.3.2019', written above a horizontal line.

Date

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INTRODUCTION

The Macatawa Area Coordinating Council (MACC) was formed in 1988 out of recognition of the need for greater cooperation among units of government in the Holland/Zeeland area. The MACC's membership currently includes:

City of Holland	Holland Charter Township	Ottawa County Board of Commissioners
City of Zeeland	Zeeland Charter Township	Allegan County Board of Commissioners
Port Sheldon Township	Fillmore Township	Ottawa County Road Commission
Olive Township	Laketown Township	Allegan County Road Commission
Park Township	Macatawa Area Express	Michigan Department of Transportation

As a result of the 1990 Census, the Holland/Zeeland area was designated as an urbanized area with a population of greater than 50,000. Federal law requires that metropolitan areas with an urbanized area population of greater than 50,000 establish a metropolitan planning organization (MPO). The MPO ensures that the area has a continuing, cooperative, and comprehensive transportation planning process. The MACC was designated as the MPO for the Holland/Zeeland area in 1993. The MACC's planning process covers the area within its metropolitan planning area (MPA). The current MPA is approximately 200 square miles.

There are a number of transportation planning activities that the MACC, as the MPO, is required to perform. One such task is the development of a Transportation Improvement Program (TIP) for the MACC planning area. The TIP, which covers a four year period, outlines the most immediate implementation priorities for transportation projects and strategies from the MACC's Long Range Transportation Plan (LRTP). The LRTP covers the time period from 2020-2045.

There are several factors that significantly impact the development of the TIP:

FAST Act

Fixing America's Surface Transportation (FAST) Act is the federal legislation requiring the development of a TIP. The requirements the MACC must follow have been codified in 23 CFR 450. A review of 23 CFR 450 states that the MACC when developing the TIP shall:

- Develop the TIP in cooperation with the Michigan Department of Transportation and public transit operators
- Provide reasonable opportunity for public involvement
- Include a year-by-year list of priority projects
- Ensure consistency with the MACC's Long Range Transportation Plan (especially for capacity projects)
- Provide a financial plan that demonstrates how the TIP can be implemented. The plan must include operations and maintenance costs, show project costs in year of expenditure dollars and demonstrate "financial constraint", that is, projects can only be listed if full funding can be reasonably anticipated to be available

In addition, an environmental justice analysis is conducted to determine that there was no disproportionately adverse impact on minority or low income populations, nor neglect of the same, in the implementation of the projects/programs contained in this TIP.

Public Participation

As noted above, the FAST Act requires that there be opportunities for public participation throughout the TIP development process. The comments and information gained through public input must be considered when developing the TIP. A summary of the comments received, and the MACC's response to them, are found on page 21. Copies of the original comments can be viewed in Appendix C and D.



Figure 1: MACC Metropolitan Planning Area

PUBLIC INVOLVEMENT

Opportunity for public involvement in the development of the FY 2020-2023 Transportation Improvement Program (TIP) can be summarized as follows:

- Local agencies passed resolutions announcing their intent to submit projects for the FY 2020-2023 TIP call for projects (Appendix E).
- Review of draft project lists at Technical and Policy Committee meetings. The Policy meetings are posted to the MACC's Vimeo page online for next-day viewing (www.vimeo.com/themacc)
- Opportunity for public input and notice of the TIP Open House was promoted on Linked-In, Green Commute Facebook page, Nextdoor, and the MACC Monthly e-newsletter via Constant Contact email notification. Notice of the TIP Open House was also posted on the Facebook page of the Macatawa Area Express
- Technical Committee discussion of environmental justice analysis methodology, agency consultation process and responses and review of financial plan
- Public comment period at Technical and Policy Committee meetings
- TIP Open House on May 16, 2019
- Newspaper notification of availability of draft FY 2020-2023 TIP document
- Formal public review and comment period: May 7-June 3, 2019
- Copies of draft document distributed to local public libraries
- Posted on home page of MACC website
- Adoption of FY 2020-2023 TIP document

As shown, there were many opportunities for input, not only at MACC Policy and Technical Committee meetings, but also through outreach efforts to stakeholders and mass media. The MACC's meetings occur monthly, are open to the public, publicized on the agency's website, and in the case of the Policy Committee, posted online for next-day viewing. In addition, public notices announcing pending MPO action on the TIP and the opportunity to review the document were published in the local newspaper. The document was made available at local public libraries as well as the MACC office.

MACC AREA PROJECTS/ACTIVITIES

The process for selecting the local projects included in the TIP begins with a “call for projects” to all MACC members announcing that the MACC is accepting project nominations. All submitted projects are checked to ensure that they are federal aid eligible (e.g. have the proper national functional classification) and capacity-enhancing project nominations are examined to ensure they were included in the current Long Range Transportation Plan. All projects must meet the objectives of a performance-based planning approach pursuant to federal requirements. The TIP Development Committee, comprised of one representative from each of the MACC members, reviews and prioritizes the projects. Several criteria are used in the review and prioritization process including: functional class, traffic volume, most recent PASER pavement rating, date of the last improvement, and whether the project is within the MACC’s environmental justice area. Additional considerations include whether the project provides: a regional benefit, connectivity, promotes complete streets, enhances an environmentally sensitive area, incorporates green infrastructure, and supports economic development. The selection process evaluates which performance measure the project is associated with, and the target the project is proposed to achieve. Once a prioritized list has been developed, it is forwarded to the MACC’s Technical Committee who reviews the list, considers public comments and forwards a recommendation to the Policy Committee. The Policy Committee also reviews public comments and ultimately approves the projects. Ongoing management, including administrative modifications and amendments to the adopted TIP, is the responsibility of MACC staff. The MACC’s policy regarding amendments and administrative modifications can be found in Appendix I.

The process for reviewing projects provided by MDOT begin with a review of the Department’s five year program. This is done with the Technical Committee and Policy Committee and opportunity was given to comment on the projects.

The following pages include the projects/programs anticipated to be completed during the time period of this TIP. When reviewing the project list please note that only projects located on the federal-aid roadway network are eligible for inclusion. Generally, this network excludes neighborhood and low-volume roadways. Also, this is a list of projects/programs being completed with federal funding. Many other projects in the MACC area are completed using other revenue sources. It should be noted that costs are shown in two ways: Phase Amount – which is typically the cost to construct the project and Total Job Cost – which would include all project cost items such as engineering and contingencies. Furthermore, these costs assume “year of expenditure” in that a factor was incorporated by the submitter to account for inflation. The project list will be amended periodically to add projects that are awarded funding subsequent to the publishing of this list. Traditionally, these are projects awarded funding from the Highway Safety Improvement Program, the Transportation Alternatives Program and the Transportation Economic Development Fund. Please check the MACC’s website (www.the-macc.org/transportation/transportation-improvement) for the most current project listing. If you are interested in seeing what projects were submitted, but not selected, for federal funding through the MACC during the development of this TIP, please see Appendix F: Illustrative Candidate Project List Unfunded Projects. Projects on the Illustrative List can receive investment through the TIP if future funding becomes available.

The project list 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 1: Project List Key

<i>Category/Field</i>	
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

MACC FY2020-2023 Projects/Program Listing

Fiscal Year	Job#	Job Type	Responsible Agency	County	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Fed Estimated Amount	Federal Fund Source	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost
2020	207443	Local	OCRC	Ottawa	Ottawa Beach Road	Ottawa Beach Rd, 2 locations between Bower St and 3rd Ave, Ottawa County	0.050	Traffic Safety	Rapid rectangular flashing beacons and related sidewalk and markings		CON	\$47,108	HSIP	\$0	\$11,777	\$58,885	\$58,885
2020	130701	Local	OCRC	Ottawa	Ransom St	Ransom St.	0.001	Contracts	Replace truck		CON	\$58,000	CM	\$0	\$62,000	\$120,000	\$120,000
2020	130704	Local	OCRC	Ottawa	84th Ave	Gordon St. - Westpark Way	0.409	New Facilities	Construct nonmotorized pathway		CON	\$89,000	CM	\$0	\$96,000	\$185,000	\$185,000
2020	130714	Local	Holland	Ottawa	W 16th St	Kollen Park Dr. - Lane Ave.	2.028	Road Rehabilitation	Resurface roadway		CON	\$609,000	STUL	\$0	\$441,000	\$1,050,000	\$1,050,000
2020	130717	Local	OCRC	Ottawa	Lakewood Blvd	120th Ave. - 112th Ave.	0.854	Road Rehabilitation	Resurface roadway		CON	\$350,000	STUL	\$0	\$150,000	\$500,000	\$500,000
2020	130728	Local	Holland	Ottawa	Waverly Rd	16th St. - 48th St.	1.960	Road Rehabilitation	Resurface roadway	ACC - 2020	CON	\$590,000	STUL			\$590,000	\$1,902,127
2020	206163	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.093	Planning, Research & Design	Data Collection		NI	\$17,000	STUL	\$0	\$4,250	\$21,250	\$21,250
2020	206341	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program		NI	\$8,000	CM	\$0	\$2,000	\$10,000	\$10,000
2020	130702	Multi-Modal	MAX	Ottawa	Breenway Dr	MAX Service Area	0.000	SP1102-30-34 foot replacement bus with or without lift	Replace buses		NI	\$325,000	CM	\$81,250	\$0	\$406,250	\$406,250
2020	203244	Multi-Modal	MAX	Ottawa	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	Operating Assistance		NI	\$1,320,483	5307	\$1,732,035	\$1,320,483	\$4,373,001	\$4,373,001
2020	207556	Multi-Modal	MAX	Ottawa	Transit Captial	MAX Service Area	0.000	SP1301-bus shelter construction	Multiple 5307 Captial Purchases		NI	\$8,000	5307	\$2,000	\$0	\$10,000	\$142,489
2020	207556	Multi-Modal	MAX	Ottawa	Transit Captial	MAX Service Area	0.000	SP1404-computers (hardware and software)	Multiple 5307 Captial Purchases		NI	\$8,000	5307	\$2,000	\$0	\$10,000	\$142,489
2020	207556	Multi-Modal	MAX	Ottawa	Transit Captial	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Multiple 5307 Captial Purchases		NI	\$97,991	5307	\$24,498	\$0	\$122,489	\$142,489
2020	207647	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Mobility Management		NI	\$56,000	5310	\$14,000	\$0	\$70,000	\$70,000
2020	203282	Multi-Modal	MAX	Ottawa	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	Replace Buses		NI	\$137,445	5339	\$34,361	\$0	\$171,806	\$171,806
2020	203269	Multi-Modal	MAX	Ottawa	Transit Operations	Areawide	0.000	6470-New Freedom Projects	Twilight and Night Owl Service		NI	\$142,500	5310	\$0	\$142,500	\$285,000	\$285,000
2020	206495	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region		PE	\$851	HSIP	\$95	\$0	\$945	\$2,692,500
2020	206495	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region		CON	\$304,479	HSIP	\$33,831	\$0	\$338,310	\$2,692,500
2020	206541	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region		PE	\$851	HSIP	\$95	\$0	\$945	\$742,500
2020	206541	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region		CON	\$83,349	HSIP	\$9,261	\$0	\$92,610	\$742,500
2020	206559	Trunkline	MDOT	Kent	Grand Regionwide Pvmt Mrkg Retro Readings	All of MACC MPO	2.113	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region		CON	\$1,928	HSIP	\$214	\$0	\$2,142	\$17,000
2021	206095	Local	Holland	Ottawa	Paw Paw Dr	Paw Paw Dr over Black River (Macatawa River), Str# 8943, City of Holland	0.000	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance		CON	\$292,800	BHT	\$54,900	\$18,300	\$366,000	\$366,000
2021	206124	Local	OCRC	Ottawa	Croswell St	Croswell Street from Lakeshore Dr. to US-31	2.800	Road Capital Preventive Maintenance	Resurfacing with the addition of 3 foot paved shoulders.		CON	\$750,000	STUL	\$0	\$590,000	\$1,340,000	\$1,340,000
2021	206249	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Data Collection		NI	\$17,000	STUL	\$0	\$4,250	\$21,250	\$21,250
2021	206302	Local	Holland	Ottawa	W 10th St	10th Street: Pine - Lincoln Ave.	0.746	Reconstruction	Reconstruction	AC - 2022	CON	\$947,949	STUL	\$0	\$2,488,000	\$3,435,949	\$3,697,949
2021	206342	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program		NI	\$40,000	CM	\$0	\$10,000	\$50,000	\$50,000
2021	207725	Local	ACRC	Allegan	146th Avenue	146th Avenue over South Branch Macatawa River, Str# 189, Allegan County	0.000	Bridge Replacement	Bridge Replacement		CON	\$606,400	BRT	\$113,700	\$37,900	\$758,000	\$758,000
2021	206366	Multi-Modal	MAX	Ottawa	Transit Capital	Various Locations: Connector Route	0.000	SP1703-commute alternatives	Connector Route		NI	\$245,000	CM	\$82,000	\$84,000	\$411,000	\$411,000
2021	207546	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	5307 Transit Capital Jobs		NI	\$8,000	5307	\$2,000	\$0	\$10,000	\$233,000
2021	207546	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1203-admin/maintenance facility improvements	5307 Transit Capital Jobs		NI	\$60,000	5307	\$15,000	\$0	\$75,000	\$233,000
2021	207546	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1409-administrative vehicle	5307 Transit Capital Jobs		NI	\$18,000	5307	\$7,000	\$0	\$25,000	\$233,000
2021	207546	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	5307 Transit Capital Jobs		NI	\$98,400	5307	\$24,600	\$0	\$123,000	\$233,000
2021	207563	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating Assistance		NI	\$1,250,074	5307	\$1,640,827	\$1,250,074	\$4,140,975	\$4,140,975
2021	207564	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Purchase		NI	\$144,000	5339	\$36,000	\$0	\$180,000	\$180,000
2021	207566	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Twilight & Night Owl Service		NI	\$142,500	5310	\$0	\$142,500	\$285,000	\$285,000
2021	207569	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Bus Purchase		NI	\$56,000	5310	\$14,000	\$0	\$70,000	\$70,000
2021	106587	Trunkline	MDOT	Allegan	I-196 (SB)	130th Avenue north to US-31	7.375	Reconstruction	Reconstruction		CON	\$19,530,000	IM	\$2,170,000	\$0	\$21,700,000	\$22,400,000
2021	129965	Trunkline	MDOT	Allegan	I-196	over US-31 NB	0.000	Bridge Rehabilitation	Deep ovly, P/H, rail repl, appr, csc		CON	\$1,463,448	IM	\$162,605	\$0	\$1,626,052	\$1,866,425
2021	207283	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$2,960,000

MACC FY2020-2023 Projects/Program Listing

Fiscal Year	Job#	Job Type	Responsible Agency	County	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Fed Estimated Amount	Federal Fund Source	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost
2021	207283	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	\$334,530	HSIP	\$37,170	\$0	\$371,700	\$2,960,000
2021	207284	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$500,000
2021	207284	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	\$55,566	HSIP	\$6,174	\$0	\$61,740	\$500,000
2021	207306	Trunkline	MDOT	Kent	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	3.729	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	\$1,814	HSIP	\$202	\$0	\$2,016	\$16,000
2021	118985	Trunkline	MDOT	Allegan	I-196 and US-31 SB	over Kuipers Drain	0.000	Bridge Replacement	Culvert Replacement		CON	\$830,777	NH	\$184,223	\$0	\$1,015,000	\$1,147,000
2021	129964	Trunkline	MDOT	Allegan	I-196 WB	over the CSX RR	0.000	Bridge Rehabilitation	Deep overlay, substructure repairs		CON	\$960,378	IM	\$106,709	\$0	\$1,067,086	\$1,206,271
2021	128732	Trunkline	MDOT	Allegan	I-196 (WB)	US-31 east to CSX Railroad	4.170	Road Rehabilitation	Cold Mill, Joint Repairs, HMA Overlay		CON	\$2,520,000	IM	\$280,000	\$0	\$2,800,000	\$2,800,000
2021	205019	Trunkline	MDOT	Ottawa	US-31	US-31 from Washington to James	4.835	ITS Applications	ITS devices and signal detection		PE	\$113,711	NH	\$25,215	\$0	\$138,926	\$1,095,970
2022	206127	Local	OCRC	Ottawa	Lakewood Blvd	Lakewood Blvd from Lakeshore Dr. to 144th Ave.	3.500	Road Capital Preventive Maintenance	Resurfacing		CON	\$750,000	STUL	\$0	\$450,000	\$1,200,000	\$1,200,000
2022	206302	Local	Holland	Ottawa	W 10th St	10th Street: Pine - Lincoln Ave.	0.746	Reconstruction	Reconstruction	ACC - 2022	CON	\$262,000	STUL			\$262,000	\$3,697,949
2022	206312	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Area-Wide		NI	\$17,000	STUL	\$0	\$4,250	\$21,250	\$21,250
2022	206321	Local	Holland	Allegan	E 40th St	40th: Industrial Ave - US31	0.255	Reconstruction	Reconstruction		CON	\$300,000	STUL	\$0	\$100,000	\$400,000	\$400,000
2022	206324	Local	ACRC	Allegan	136th Ave	60th St. & 136th Ave.	2.000	Road Rehabilitation	Resurfacing		CON	\$300,000	STU	\$0	\$100,000	\$400,000	\$400,000
2022	206343	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program		NI	\$40,000	CM	\$0	\$10,000	\$50,000	\$50,000
2022	206347	Local	OCRC	Ottawa	Quincy St	Quincy Street: 96th Ave - 88th Ave	1.035	New Facilities	Non-Motorized Pathway		CON	\$245,000	CM	\$0	\$399,000	\$644,000	\$644,000
2022	207573	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Bus Purchase		NI	\$224,000	5307	\$56,000	\$0	\$280,000	\$280,000
2022	207574	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating		NI	\$1,210,474	5307	\$1,640,827	\$1,210,474	\$4,061,775	\$4,061,775
2022	207575	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Operating		NI	\$142,500	5310	\$0	\$142,500	\$285,000	\$285,000
2022	207577	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	New Freedom		NI	\$56,000	5310	\$14,000	\$0	\$70,000	\$70,000
2022	207578	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Replacement		NI	\$144,000	5339	\$36,000	\$0	\$180,000	\$180,000
2022	113122	Trunkline	MDOT	Allegan	US-31	I-196 north to Central Avenue	3.283	Road Rehabilitation	Rubblize, HMA Overlay		CON	\$6,457,147	NH,HIPS	\$1,406,797	\$25,057	\$7,889,000	\$8,828,284
2022	200683	Trunkline	MDOT	Allegan	US-31	Central Avenue north to Allegan/Ottawa County Line (32nd Street)	1.238	Road Rehabilitation	Two Course Asphalt Resurfacing		CON	\$1,639,455	NH	\$331,735	\$31,810	\$2,002,999	\$2,111,999
2022	201136	Trunkline	MDOT	Ottawa	I-196	Byron Road to 48th Avenue	6.874	Traffic Safety	Shoulder Widening and Median Crossovers for Maintenance of Traffic		CON	\$1,166,400	IM	\$129,600	\$0	\$1,296,000	\$2,200,000
2022	204668	Trunkline	MDOT	Kalamazoo	Various (14 Cantilevers in Kalamazoo TSC)	Signing Update	1.450	Traffic Safety	Signing Replacement		CON	\$135,000	STG	\$0	\$0	\$135,000	\$1,414,968
2022	204951	Trunkline	MDOT	Kent	M-44 E	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems		PE	\$7,323	HSIP	\$814	\$0	\$8,137	\$722,541
2022	205235	Trunkline	MDOT	Ottawa	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems		EPE	\$47,699	NH	\$10,471	\$0	\$58,170	\$3,514,626
2022	205235	Trunkline	MDOT	Ottawa	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems		PE	\$114,479	NH	\$25,129	\$0	\$139,608	\$3,514,626
2022	205859	Trunkline	MDOT	Kent	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	2.557	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	\$1,814	HSIP	\$202	\$0	\$2,016	\$16,000
2022	207321	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$3,010,000
2022	207321	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	\$340,200	HSIP	\$37,800	\$0	\$378,000	\$3,010,000
2022	207322	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$850,000
2022	207322	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		CON	\$95,256	HSIP	\$10,584	\$0	\$105,840	\$850,000
2022	204359	Trunkline	MDOT	Allegan	I-196	under M-40 (Lincoln Road)	0.000	Bridge Rehabilitation	Deep Overlay		CON	\$1,038,331	IM	\$115,370	\$0	\$1,153,701	\$1,314,216
2022	205019	Trunkline	MDOT	Ottawa	US-31	US-31 from Washington to James	4.835	ITS Applications	ITS devices and signal detection		CON	\$783,340	NH	\$173,704	\$0	\$957,044	\$1,095,970

MACC FY2020-2023 Projects/Program Listing

Fiscal Year	Job#	Job Type	Responsible Agency	County	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Fed Estimated Amount	Federal Fund Source	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost
2023	206128	Local	OCRC	Ottawa	64th Ave	64th Avenue: Byron Rd. to Chicago Dr. (M-121)	1.900	Road Capital Preventive Maintenance	Resurfacing and paved shoulders		CON	\$370,000	STUL	\$0	\$360,000	\$730,000	\$730,000
2023	206145	Local	OCRC	Ottawa	Chicago Dr	Chicago Dr. & 8th Street: US-31 to US-31	1.250	Road Capital Preventive Maintenance	Resurfacing		CON	\$700,000	STUL	\$0	\$275,000	\$975,000	\$975,000
2023	206313	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Data Collection		NI	\$17,000	STUL	\$0	\$4,250	\$21,250	\$21,250
2023	206322	Local	Holland	Allegan	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement		CON	\$175,000	STUL	\$0	\$50,000	\$225,000	\$225,000
2023	206323	Local	ACRC	Allegan	136th Ave	136th Ave: 58th St. - 50th St.	4.000	Road Rehabilitation	Resurfacing		CON	\$400,000	STUL	\$0	\$300,000	\$700,000	\$700,000
2023	206344	Local	MACC	Ottawa	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program		NI	\$35,000	CM	\$0	\$10,000	\$45,000	\$45,000
2023	206345	Local	Holland Townshi	Ottawa	Greenly St	Greenly Street: 120th-112th	1.020	New Facilities	Non-Motorized Pathway		CON	\$200,000	CM	\$0	\$303,000	\$503,000	\$503,000
2023	206346	Local	ACRC	Allegan	Blue Star Hwy	Blue Star Hwy: From 64th St. - 62nd St.	1.100	New Facilities	Non-Motorized Pathway		CON	\$50,000	CM	\$0	\$420,000	\$470,000	\$470,000
2023	207581	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Bus Purchase		NI	\$224,000	5307	\$56,000	\$0	\$280,000	\$280,000
2023	207582	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating		NI	\$1,210,474	5307	\$1,640,827	\$1,210,474	\$4,061,775	\$4,061,775
2023	207584	Multi-Modal	MAX	Ottawa	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Twilight & Night Owl		NI	\$142,500	5310	\$0	\$142,500	\$285,000	\$285,000
2023	207585	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Mobility Management		NI	\$56,000	5310	\$14,000	\$0	\$70,000	\$70,000
2023	207588	Multi-Modal	MAX	Ottawa	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Replacement		NI	\$144,000	5339	\$36,000	\$0	\$180,000	\$180,000
2023	201133	Trunkline	MDOT	Ottawa	I-196	Byron Road to 48th Avenue	6.674	Reconstruction	Reconstruction		CON	\$27,594,000	IM	\$3,066,000	\$0	\$30,660,000	\$43,800,000
2023	201328	Trunkline	MDOT	Allegan	US-31 N	Various	0.000	Bridge Rehabilitation	Deep Overlay		CON	\$4,983,526	NH	\$1,105,083	\$0	\$6,088,609	\$6,935,720
2023	204951	Trunkline	MDOT	Kent	M-44 E	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems		CON	\$45,570	HSIP	\$5,063	\$0	\$50,633	\$722,541
2023	207358	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$3,010,000
2023	207358	Trunkline	MDOT	Kent	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	\$340,200	HSIP	\$37,800	\$0	\$378,000	\$3,010,000
2023	207359	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		PE	\$1,134	HSIP	\$126	\$0	\$1,260	\$550,000
2023	207359	Trunkline	MDOT	Kent	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		CON	\$61,236	HSIP	\$6,804	\$0	\$68,040	\$550,000
2023	207375	Trunkline	MDOT	Kent	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	\$1,814	HSIP	\$202	\$0	\$2,016	\$16,000

PERFORMANCE-BASED PLANNING & PROGRAMMING

The objective of a performance-based transportation program is for states and metropolitan planning organizations (MPOs) to invest resources in projects that collectively make progress toward the achievement of national goals. Federal rules identify seven areas where performance goals are required: Safety, Pavement and Bridge Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

The Macatawa Area Coordinating Council has taken steps to incorporate performance measures and targets into the transportation planning process. Two primary planning documents, the MACC Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), provide a performance-based approach to decision-making.

In January 2018, the MACC voted to support state safety targets to improve safety for people who drive, walk, and bike. In September of 2018, the MACC voted to support state targets for pavement and bridge condition, and system reliability. At that time the MACC also voted to support targets developed by the Macatawa Area Express Transportation Authority (MAX), which ensure that equipment is maintained in a State of Good Repair (SGR) and coordinated with a Transit Asset Management (TAM) plan. And later, in February of 2019, the MACC voted to support updated FY19 state targets for safety that look at fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Future progress reports will serve as System Performance Reports to illustrate projects that have been selected, investment priorities, and other actions the region is taking to achieve these targets.

Regional Safety Targets

Beginning in January 2017, the Michigan Department of Transportation hosted a series of safety target coordination meetings to identify federal requirements, review historic trends and discuss how state targets would be determined. MACC staff offered input during this process and participated in monthly meetings with MDOT and other MPOs.

State targets for safety performance measures were released by the Michigan Department of Transportation on August 31, 2017. MDOT staff predicted the frequency for fatalities and serious injuries based on the models for 2017 and 2018 and used this number to calculate a five year rolling average for fatalities and serious injuries. State estimates of vehicle miles traveled (VMT) for 2016 were used, as well as predictions for 2017 and 2018. Final safety targets were developed after evaluating the correlation between traffic crashes, VMT, Gross Domestic Product (GDP) per capita, and other economic factors that impact travel. The table and graph on the next page show safety targets for 2019. Safety targets are updated annually and can be found in the [System Performance Report](#) on the MACC's website.

Table 2: 2019 Safety Performance Targets

Safety Performance Measure	2017 Baseline (2013-2017)	2019 Target
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355.0	5,406.8
Serious Injury Rate	5.47	5.41
Nonmotorized Fatalities and Serious Injuries	743.6	759.8

Michigan State Safety Targets (Rate Per 100 million VMT)

Table 3: Michigan State Crash Trends (2013-2017)

	2013	2014	2015	2016	2017
Fatalities	947	901	963	1064	1028
Serious Injuries	5283	4909	4865	5634	6084
Non-Motorized Fatalities & Serious Injuries	743	687	755	742	797

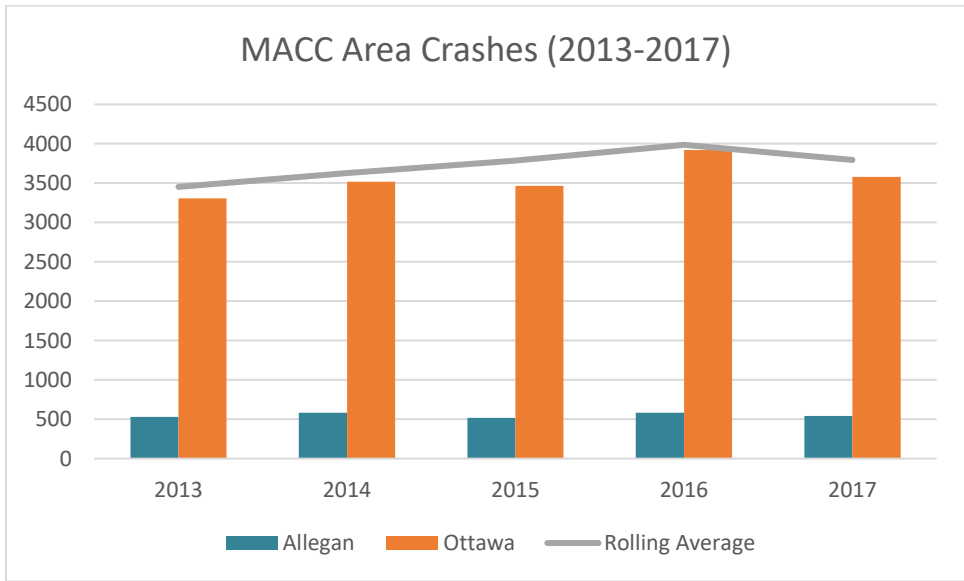


Figure 2: MACC Area Crashes (2013-2017)

*Rolling Average: A five-year average for the entire MACC area

Though traffic fatalities have historically declined with safety laws, seat belt use, and engineering improvements, in 2016 there was a notable increase in collisions statewide. Similar trends were noted when we analyzed crashes in the MACC area. Using the Michigan Crash Facts website and input from local law enforcement, we analyzed crashes over the last 5 years. During this 5-year time period (2013-2017), injuries occurred in 3,642 crashes, with 313 crashes involving serious injuries and 56 fatal crashes, 663 crashes involved a distracted driver (data only from 2016 and 2017), and in 665 crashes the driver was drinking. Within the MACC planning area 114 crashes involved a pedestrian. Of these crashes 15 were reported as serious injuries and 8 were fatal injuries. There were 254 crashes involving bicyclists during this same time period. Of these crashes 20 were reported as serious injuries and 6 were fatal injuries.

In support of the State’s safety targets, the MACC plans and programs projects designed to improve safety for people who drive, walk, and bike. MACC-sponsored programs, such as the annual Green Commute Week, and community groups and organizations like the Lakeshore Cycling Coalition and Pedal Holland work to increase the safety of our citizens. Regional collision data is analyzed on an annual basis in comparison with statewide trends, to continue to evaluate the effectiveness of local projects and programs.

Table 4: FY 2020-2023 TIP Specific Safety Related Projects in the MACC

Year	Location	Description / Safety Benefit	Total Budget / Investment
2020	Ottawa Beach Rd. 2 locations	Install rapid flashing beacons and related sidewalk and markings	\$58,885
2020	Region-wide (Grand Region)	Longitudinal Pavement Markings	\$339,255
2020	Region-wide (Grand Region)	Special marking application on trunkline routes	\$93,555
2020	Region-wide (Grand Region)	Retroreflectivity pavement markings	\$2,142
2021	Region-wide (Grand Region)	Longitudinal Pavement Markings	\$372,960
2021	Region-wide (Grand Region)	Special marking application on trunkline routes	\$63,000
2021	Region-wide (Grand Region)	Retroreflectivity pavement markings	\$2,016
2022	Region-wide (Grand Region)	Signing Replacement	\$135,000
2022	I-196: Byron Rd. – 48 th Ave.	Shoulder widening & median crossovers for maintenance of traffic	\$1,296,000
2022	Region-wide (Grand Region)	Retroreflectivity pavement markings	\$2,016
2022	Region-wide (Grand Region)	Longitudinal Pavement Markings	\$379,260
2022	Region-wide (Grand Region)	Special marking application on trunkline routes	\$107,100
2023	Within Ottawa County	Install traffic signal dilemma zone systems	\$58,770
2023	Waverly at M-40	Intersection Improvement	\$225,000
2023	Region-wide (Grand Region)	Longitudinal Pavement Markings	\$379,260
2023	Region-wide (Grand Region)	Special marking application on trunkline routes	\$69,300
2023	Region-wide (Grand Region)	Retroreflectivity pavement markings	\$2,016

Performance Targets for Pavement and Bridge Condition

The Michigan Department of Transportation (MDOT) has developed two-year and four-year targets for pavement condition for Interstates and for Non-Interstate National Highway System (NHS). The performance measures focus on pavement condition that are Good or Poor. Metrics include an International Roughness Index (IRI), cracking, rutting, and faulting.

MDOT has also developed a system to evaluate bridge condition. The table below illustrates that bridge condition throughout the state is expected to decline at a rate faster than improvements can be made. Four year bridge targets are 26.2% Good, 66. 8% Fair, and 7.0% Poor.

Table 5: Michigan State Pavement Targets

Pavement Performance Measure	Baseline Condition (2017)	2 – Year Targets	4-Year Targets
% Interstate Pavement in Good Condition	56.8%	N/A	47.8%
% Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
% Non-Interstate Pavement in Good Condition	49.7%	46.7%	43.7%
% Non-Interstate Pavement in Poor Condition	18.6%	21.6%	24.6%

Table 6: FY 2020-2023 TIP Specific Pavement Related Projects in the MACC

Year	Location	Description / Benefit	Total Budget / Investment
2020	Lakewood Blvd.: 120 th Ave. – 112 th Ave.	Resurface roadway	\$500,000
2020	16 th St.: Kollen Park Dr. – Lane Ave.	Resurface roadway	\$1,050,000
2020	Lakewood Blvd.: 120 th Ave. – 112 th Ave.	Resurface roadway	\$500,000
2020	16 th St.: Kollen Park Dr. – Lane Ave.	Resurface roadway	\$1,050,000
2021	I-196 (WB): US-31 – CSX Railroad	Cold Mill, Joint Repairs, Hot Mix Asphalt (HMA) overlay	\$2,800,000
2021	I-196: 130 th Ave – US-31	Reconstruction	\$21,700,000
2021	Croswell St.: Lakeshore Dr. – US-31	Resurface , add 3 foot shoulder	\$1,340,000
2021	10 th St.: Pine Ave. – Lincoln Ave.	Reconstruction	\$3,435,949
2022	US-31: Central Ave. – 32 nd St.	Two course asphalt resurfacing	\$2,002,999
2022	US-31: I-196 – Central Ave.	Rubblize, Hot Mix Asphalt (HMA)	\$7,889,000
2022	Lakewood Blvd.: Lakeshore Dr. – 144 th	Resurface roadway	\$1,200,000
2022	40 th St.: Industrial Ave. – US-31	Reconstruction	\$400,000
2022	136 th Ave.: 60 th St. – 136 th Ave.	Resurface roadway	\$400,000
2023	I-196: Byron Rd. – 48 th Ave.	Reconstruction	\$30,660,000
2023	64 th Ave.: Byron Rd.- Chicago Dr.	Resurface , add 3 foot shoulder	\$730,000
2023	Chicago Dr.: 8 th St. – US-31	Resurface roadway	\$975,000
2023	136 th Ave.: 58 th St. – 50 th St.	Resurface roadway	\$700,000

Table 7: Michigan State Bridge Targets

Bridge Performance Measure	Baseline Condition (2017)	2 – Year Targets	4-Year Targets
% National Highway System Deck Area in Good Condition	32.7%	27.2%	26.2%
% National Highway System Deck Area in Poor Condition	9.8%	7.2%	7.0%

Table 8: FY 2020-2023 TIP Specific Bridge Related Projects in the MACC

Year	Location	Description / Safety Benefit	Budget / Investment
2021	146 th Ave over south Branch Macatawa River	Bridge Replacement	\$758,000
2021	Paw Paw Dr over Macatawa River	Miscellaneous Bridge Capital Preventative Maintenance	\$366,000
2021	I-196 over US-31 NB	Bridge Rehabilitation: Deep overlay, replace rail, etc.	\$1,626,052
2021	I-196 (WB) over CSX Rail	Bridge Rehabilitation: Deep overlay, substructure repairs	\$1,067,086
2021	I-196 and US-31 (SB) over Kuipers Drain	Bridge Replacement: Culvert Replacement	\$1,015,000
2022	I-196 under M-40	Bridge Rehabilitation: Deep overlay	\$1,153,701
2023	US-31 N – Various Locations	Bridge Rehabilitation: Deep overlay	\$6,088,609

Performance Targets for System Reliability

The Michigan Department of Transportation (MDOT) has developed targets for travel time reliability on the Interstates, Non-Interstate National Highway System (NHS), and freight reliability for trucks. Data on travel time is evaluated to see how it varies over time and to demonstrate consistency. The definitions below help to explain the difference between Congestion and Travel Time Reliability:

Congestion – occurs when there are too many vehicles at the same place at the same time (demand exceeds supply). An increase in congestion usually results in a decrease in “quality” of the driving experience. An increase in congestion relates to an increase in the “use of the system” and usually occurs during the “peak” periods of the day. Most travelers are accustomed to everyday congestion – they can plan for it.

Travel Time Reliability – relates to the consistency or dependability in travel time, and is measured from day to day, or across differing times of the day. Unreliable travel times usually occur during the “peak” periods of the day, and most travelers are less tolerant of “unexpected” delays – as they can’t plan for them.

Table 9: 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

CYE: Calendar Year End

Transit Asset Management Targets for State of Good Repair

Transit agencies were required to have an initial Transit Asset Management Plan in place by October 1, 2018. Recording the condition of each assets helps transit agencies to achieve or maintain transit assets above marginal or poor condition ratings—known as maintaining a State of Good Repair (SGR). The federal rules for Transit Asset Management note that the new standards are meant to help transit agencies keep their systems operating smoothly and efficiently while working at the same time to reduce the nation’s backlog of needed transportation improvements. MAX Transit has prepared a Transit Asset Management Plan and approved State of Good Repair (SGR) targets. The MACC Policy Board took action to support MAX Transit targets for State of Good Repair on September 24, 2018. Transit performance targets include revenue vehicles, equipment, and facilities.

Revenue Vehicles - MAX expects its full-service revenue fleet to remain within the Useful Life Benchmark (ULB) threshold throughout FY2019. Buses, cutaways, and vans are targeted for replacement after reaching FTA’s Useful Life age but before the ULB (or maximum age) is met.

Equipment – MAX is typically able to utilize some of its non-revenue/service automobiles (road supervisor, staff, and maintenance vehicles) slightly beyond the 8-year Useful Life Benchmark provided preventative maintenance costs remain reasonable.

Facilities – Both MAX facilities (Padnos & Greenway) are expected to remain well above a 3.0 score. Building systems are monitored monthly and scores are calculated following inspections of each facility HVAC, substructure, electrical, fire protection, rooftop, and plumbing systems.

Table 10: Federal Transit Administration Performance Measures

Passenger Transportation	Baseline	2019 Targets	Additional Targets
Percent of small bus and van revenue vehicles exceeding Useful Life Benchmark (ULB)	2%	<=5%	Not more than 25% of each agency's fleet will exceed ULB
Percent of large bus revenue vehicles exceeding ULB	6%	<=10%	Not more than 25% of each agency's fleet will exceed ULB
Percent of non-revenue service vehicles exceeding ULB	54%	Up to 100% may exceed ULB	N/A
Percent of Administrative and Maintenance Facilities with a condition rating below 3.0 on FTA TERM Scale (1.0 Poor to 5.0 Excellent)	5.0%	<=5%	N/A
Percent of Passenger Facilities with a condition rating below 3.0 on FTA TERM Scale (1.0 Poor to 5.0 Excellent)	0.0%	<=1%	N/A

Table 11: FY 2020-2023 TIP Specific Transit Capital Related Projects in the MACC

Year	Location	Description / Safety Benefit	Budget / Investment
2020	MAX Transit	Purchase replacement vehicles, bus shelter construction, computer hardware	\$632,436
2021	MAX Transit	New connector route, facility improvements, service vehicles, maintenance equipment, purchase replacement vehicles,	\$629,400
2022	MAX Transit	Purchase replacement vehicles	\$368,000
2023	MAX Transit	Purchase replacement vehicles	\$368,000

Note: Projects combined by year and represent *capital* expenses

CONSULTATION

MAP-21 requires that the MACC consult with federal, state and local entities that are responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation

The goal of this process is to eliminate or minimize conflicts with other agencies' plans that impact transportation.

Entities Contacted

MACC staff began the consultation process by reviewing its current stakeholder list as several of the types of organizations noted above were already receiving information regarding the TIP. Additional entities were identified including:

- Allegan County Drain Commission
- Disability Network- Lakeshore
- Federal Aviation Administration-Michigan Section
- Holland Historical Trust
- Lakeshore Advantage
- Lakeshore Cycling Coalition/League of Michigan Bicyclists
- Land Conservancy of West Michigan
- Latin Americans United for Progress
- Macatawa Area Coordinating Council-Watershed Project
- Michigan Department of Agriculture
- Michigan Department of Environment, Great Lakes, and Energy
- Michigan State Historic Preservation
- Michigan Department of Natural Resources
- Michigan West Coast Chamber of Commerce
- Ottawa County Water Resources Commissioner
- Ottawa County Farm Bureau
- Ottawa County Parks and Recreation
- Outdoor Discovery Center Network
- Pedal Holland
- U. S. Army – Corps of Engineering, Detroit District
- U.S. Coast Guard – 9th District
- U.S. Environmental Protection Agency
- U. S. Department of Agriculture-Natural Resource of Conservation Service
- U. S. Department of Housing & Urban Development
- U. S. Department of the Interior-Fish and Wildlife Service
- West Michigan Regional Airport Authority

Consultation Packet

Each entity received a packet of information that included a cover letter explaining the purpose of the TIP and why the organization's comments are appreciated. They were also given an informational sheet that laid out in more simple terms, who the MACC and what the FY2020-2023 TIP is all about. Also included were project maps for Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) projects, and MDOT projects. Lastly, each packet contained an invitation to participate in the FY2020-2023 Transportation Open House at the MACC office on May 16th, 2019. The Consultation Packet can be found in Appendix B.

**FY 2020-2023 Transportation Improvement Program
Surface Transportation Program (STP) Projects**

**YOU ARE INVITED TO THE
Transportation
Open House**

ABOUT: Come see what projects are in store for the Holland/Zeeland area over the next four years (2020-2023) and let us know what you think

Learn more about the four year Transportation Improvement Program (TIP) by visiting www.the-macc.org

HAVE QUESTIONS? Call us: 616-595-2688

DATE: Thursday, May 16th
TIME: Noon-2:00pm & 4:00-6:00pm
WHERE: MACC - 501 Douglas Ave, Holland

MACC Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

**FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM
BACKGROUND AND INFORMATION**

WHO IS THE MACC?
The Macatawa Area Coordinating Council (MACC) is the Metropolitan Planning Organization (MPO) for the Holland-Zeeland urbanized area and is required by federal legislation to provide coordinated transportation planning. The MACC is made up of various governmental agencies, including: Federal Highway Administration, Michigan Department of Transportation, Ottawa and Allegan County Road Commissions, the Counties of Ottawa and Allegan, the Cities of Holland and Zeeland, the Counties of Port Sheldon, Olive Park, Holland, Zeeland, Lakewood and Illinois, and Macatawa Area Express. Each of these agencies is represented on the MACC's Policy Committee, which conducts meetings that are open to the public.

The MACC's transportation programs are funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation and local funds.

WHAT IS THE FY2020-2023 TIP?
The Transportation Improvement Program (TIP) is a federally-mandated, four-year program covering the most immediate implementation priorities for transportation projects.
• Covers a minimum four-year period of investment
• Is updated at least every three years
• Is realistic in terms of available funding and is not just a "wish list"
• Consistent with the State Implementation Plan for air quality purposes
• Incorporated into Michigan's Statewide TIP

WHAT ARE WE ASKING FOR COMMENTS?
As part of the federal transportation bill the FAST Moving America's Surface Transportation Act, it is a requirement of metropolitan planning organizations to seek input under Environmental Mitigation and Consultation provisions of U.S.C. Title 23, Chapter 630, that are required and be incorporated into the decision-making and approval process for the FY2020-2023 TIP.
MACC staff are available to meet with interested organizations and individuals regarding the proposed projects. Please contact Caelyn Utzig at caelyn@the-macc.org or by calling 616-595-2688.

Location	Description	Length in Miles	Type	Est'd Amount	State Amount	Federal Amount	Total Amount
1	Lansdown Blvd. Extension Dr to 107 th Ave	0.81	Road Rehabilitation	\$113,000	50	\$68,000	\$181,000
2	167 th St to Van Dyke Dr to 169 th Ave	2.35	Resurface	\$41,000	50	\$20,500	\$116,500
3	Crosswell St Extension Dr to US-31	2.80	Resurface / 1/2 Round Overlain	\$90,000	50	\$45,000	\$135,000
4	137 th St. Ave to Lincoln Ave	0.75	Resurface	\$2,485,000	50	\$1,242,500	\$3,727,500
5	167 th St. 194 th Ave to Blue Star Hwy 126 th Ave 107 th to 151 st	1.90	2" HMA Overlay / Warm Mix Pavement	\$900,000	50	\$450,000	\$1,350,000
6	Lansdown Blvd. Extension Dr to 167 th Ave	1.50	Resurface	\$402,000	50	\$201,000	\$603,000
7	407 th St. Extension Dr to US-31	0.25	1 1/2" Overlay	\$900,000	50	\$450,000	\$1,350,000
8	64 th Ave. Spans Rd to Chicago Dr	1.30	Resurface	\$363,000	50	\$181,500	\$544,500
9	Chicago Dr. 167 th St to US-31	1.25	Resurface	\$275,000	50	\$137,500	\$412,500
10	17 th St. Chicago Dr to US-31	1.25	Resurface	\$275,000	50	\$137,500	\$412,500
11	184 th Ave. 167 th St to 169 th St	4.80	2" HMA Overlay	\$1,600,000	50	\$800,000	\$2,400,000
12	Waverly Rd. Dual Left Turn at M-42	0.10	Concrete Second Left Turn Lane	\$50,000	50	\$25,000	\$75,000
Non-Federal Projects							
MACC Data Collection 2019-2021				6.80			
				\$4,257,000	50	\$2,128,500	\$6,385,500

Figure 3: Example of Consultation Packet mailed to stakeholders

Responses Received and Treatment of Comments

The MACC received responses from the following entities/individuals. A summarization of their comments is noted below along with the MACC's response. A copy of the full communication sent by these entities can be found in Appendix C.

West Michigan Regional Airport Authority

Comment: "Thank you for reaching out to the Airport Authority regarding upcoming TIP Projects. It appears that there are a number within close proximity to the West Michigan Regional Airport. We don't have specific comments at this point; however we would like to request the following as things move forward:

- Please keep us in the loop regarding project start dates, status, and potential impact on operations at the airport
- Please keep us abreast of any meetings in that would be beneficial for us to attend.

Thanks again for reaching out, and good luck as things roll forward!"

Response: Ensured the Airport Authority that they will be made aware of project details as they arise. Comments placed on file.

Allegan County Drain Commission

Comment: "We received a letter dated April 25, 2019 from MACC requesting coordination and review of upcoming local projects. We have reviewed the submitted maps and have identified several projects that may potentially impact our county drains. MDOT Projects Map, items 2, 3, 5, and 7 may impact the Kuipers Drain, the VandenBelt Drain, Den Blyker Drain, Maplewood Drain, and the Tulip Intercounty Drain. We would like to be included in review of project documents (plans, specs, etc) for these projects if there will be impact to our drains."

Response: Responded by letting them know we reached out to MDOT to check on project documentation timeline. Comments place on file.

Outdoor Discovery Center Network

Comment: "As you know, we have struggled finding a good route connecting Holland Heights with downtown, and wondered if non-motorized path or a bike lane might be part of the Chicago Drive/8th St project. The current path is very narrow and on opposite sides of the street between the city and the township. We are hoping to have a better route along the river in the not too distant future, but wondered if something more expedient might be able to happen as part of this..."

Response: Thanked them for their response and ensured them that we would relay their concerns to the appropriate entities and keep them informed as project plans become solidified. Comments place on file.

May 16, 2019 Open House

Comments: - No formal public comments were sent in writing. Many of the discussions at the open house revolved around the need for greater access to affordable transportation and access to safer bicycling infrastructure.

FINANCIAL PLAN

Introduction

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

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

Available Highway and Transit Funding

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

There are a number of federal highway programs serving different purposes. Federal highway funds are apportioned to the states (*apportionment* means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local road agencies within the MACC area receive approximately \$1.9 million. In addition, the Michigan Department of Transportation (MDOT) spends a fluctuating amount annually for capital needs on state-owned highways (I-, US-, and M- roads) in the MACC Area.

Like the highway programs, there are a number of federal transit programs, the list of which can also be found within the FY2020-2023 TIP list of projects. Transit funds are distributed according to a complex set of distribution formulas. The Macatawa Area Express, the public transit agency within the MACC area, receives approximately \$1.9 million in federal-aid transit funding each year for capital and operating expenses.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. State motor fuel taxes are currently set at 26.3 cents per gallon on gasoline and diesel which was increased in 2017 from 19 cents per gallon for gasoline and 15 cents per gallon for diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel, but a majority of this funding goes to support schools and local government. Funding from motor fuel taxes and

registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit.

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

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a S/TIP is *fiscal constraint*. This means that each year’s list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered “reasonably expected to be available” if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are *not* the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2020-2023 TIP. For more detailed budget information regarding fiscal constraint see Appendix H.

Year of Expenditure (YOE)

When MDOT, local agencies, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each local agency and MAX have their own inflation factor(s), based on past experience. MDOT has developed YOE factors for itself and any agency that hasn’t developed its own.

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

Table 12 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the MACC Area over fiscal years 2020 through 2023. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project.

Table 12. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the MACC

2020	2021	2022	2023
\$3,197,339	\$35,167,241	\$17,105,287	\$40,919,068

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

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Table 13 contains a summary O and M cost estimate for roads the federal-aid highway system in the MACC area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors.

Table 13. Forecast of Operations and Maintenance Costs on the Federal-Aid System in the MACC

2020	2021	2022	2023
\$6,646,000	\$6,732,000	\$6,819,000	\$6,908,000

Summary: Resources available for capital needs of Public Transit Agencies

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

Other sources of funding are more specialized, such as Section 5310 (Enhanced Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas).

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

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

Table 14 contains a summary of the predicted resources that will be available for capital needs for MAX during fiscal years 2020 through 2023. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to MAX to match the federal funding is also included.

Table 14. Forecast of Resources Available for Public Transit Capital Needs in the MACC Area

2020	2021	2022	2023
\$790,545	\$894,000	\$530,000	\$530,000

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs in the MACC region from FY 2020 through FY 2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year’s YOY factor and then fiscally constrained to available revenues. Table 15 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020 through FY 2023 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 15. Demonstration of fiscal constraint, FY 2020 through FY 2023 TIP.

	2020	2021	2022	2023
Highway Funding	\$3,197,339	\$35,167,241	\$17,105,287	\$40,919,068
Highway Programmed	\$3,197,339	\$35,167,241	\$17,105,287	\$40,919,068
Transit Funding	\$5,042,296	\$4,908,975	\$4,876,775	\$4,876,775
Transit Programmed	\$5,042,296	\$4,908,975	\$4,876,775	\$4,876,775
Total Funding	\$8,239,635	\$40,076,216	\$21,982,062	\$45,795,843
Total Programmed	\$8,239,635	\$40,076,216	\$21,982,062	\$45,795,843
Difference	\$0	\$0	\$0	\$0

ENVIRONMENTAL JUSTICE ANALYSIS

The roadway and transit projects in the TIP must meet the principles of Executive Order 12898 relating to environmental justice (EJ). Specifically, the TIP must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations.

Information provided by USDOT Order on Environmental Justice (Order 5610.2) found at the Environmental Justice page on FHWA's website was instrumental in selection of the groups to analyze. According to this directive, the groups to be considered when conducting an Environmental Justice analysis must include:

- Black
- Hispanic
- Asian
- American Indian
- Native Hawaiian
- Low-Income

Due to the demographic characteristics of the region, aging population was added to the analysis.

The methodology undertaken to analyze that the principles are being met entailed mapping areas of low-income, minority, and aging population concentrations, overlaying the TIP's proposed projects and visually analyzing the potential impacts. Utilizing 2010 Census data and American Community Survey (ACS) 5-year estimates (2012-2016), maps of the above noted groups were created. These are included in Appendix J.

Note that the projects overlaid onto the EJ maps only include items that have an associated geographic location and therefore do not include projects that deal with region-wide operational funding, special programs, safety improvements, or vehicle purchases. Due to their nature of being region-wide, these projects *are* considered to be within the EJ area.

Step 1 – Delineation of Minority Areas

Minority areas were delineated using 2010 Census data at the block group level. The minority area consists of block groups whose minority population exceeds the Macatawa Area Coordinating Council planning area minority population of 25%. Recognizing that this would not indicate the absolute number of persons in an area, a dot density map of individuals was overlaid on the minority area map.

Step 2 – Delineation of Low Income Areas

Low income as defined by the Census Bureau is, "...a person whose household income ... is at or below the U.S. Department of Health Services poverty guidelines." Utilizing American Community Survey (ACS) 5-year estimates (2012-2016) at the census tract level, low-income areas were delineated. The low-income area consists of census tracts whose low-income population exceeds the Macatawa Area Coordinating Council planning area low-income population of 14%. Recognizing that this would not indicate the absolute number of persons in an area, a dot density map of individuals was overlaid on the low-income area map.

Step 3 – Delineation of Aging Population Areas

Aging population areas were delineated using 2010 Census data at the block group level. The aging population area consists of block groups whose aging population exceeds the Macatawa Area Coordinating Council planning area aging population of 14%. Recognizing that this would not indicate the absolute number of persons in an area, a dot density map of aging individuals was overlaid on to the aging population area map.

Step 4 – Analysis of Impacts on Minority Areas

With the minority areas now delineated, an analysis of the impacts can be completed. Analysis of potential impacts centers on three major areas of concern:

1. Disproportionately high and adverse human health and environmental impacts to minority areas
2. Minimizing/blocking access of minority areas to the transportation system
3. Neglect of the transportation system in minority areas or otherwise reduce or delay the receipt of benefits to those areas

Disproportionately high and adverse human health and environmental impacts to minority areas
Of the 94 projects and programs contained in the TIP, 74 are in the minority areas.¹ These projects included roadway reconstruction and resurfacing, intersection improvements, non-motorized, bridge rehabilitation and transit. Residential areas in the minority areas will have minimal, if any, impact in terms of noise, right-of-way takings, or pollution. Impacts, in the form of right-of-way acquisition, are minor. Environmental impacts on all projects will be mitigated according to federal and state laws. Therefore, it has been determined that there are no disproportionately high and adverse human health impacts.

Minimizing/blocking access of minority areas to the transportation system

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the TIP. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a

¹ A project was considered in a minority area if 50% or more of project length or service area was contained by the minority area boundaries. Projects on the boundary of a minority area were considered to be contained by the minority area boundaries.

result of implementing the proposed projects. Therefore, it has been determined that there is no blockage of access to the transportation system or loss of mobility as a result of implementing the TIP projects.

Neglect of the transportation system in minority areas

The MACC area is approximately 211 square miles. The minority areas mapped are approximately 36 square miles or 17% of the entire area of the MACC. As noted earlier, there are 74 projects contained in the minority areas. These projects represent 79% of the proposed projects and 31% of all federal funding contained within the projects mapped.

Table 16: Minority Area Percentages

% of Total MACC Area (211 Square Miles)	% of Total Projects (94)	% of Federal Funds
17%	79%	31%

Access to public transit by residents in the minority areas was also analyzed. The public transit (Macatawa Area Express) service area covers the minority areas in their entirety and its fixed routes run almost entirely within the minority areas. None of the projects contained in the TIP restrict access of residents to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction or delay in the receipt of transportation benefits by those residing in the minority area.

Step 5 – Analysis of Impacts on Low Income Areas

The low income areas were also delineated and an analysis of the impacts was completed. Again, the analysis of potential impacts centers on three major areas of concern:

1. Disproportionately high and adverse human health and environmental impacts to low income areas
2. Minimizing/blocking access of low income areas to the transportation system
3. Neglect of the transportation system in low income areas or otherwise reduce or delay the receipt of benefits to those areas

Disproportionately high and adverse human health and environmental impacts to low income areas

Of the 94 projects and programs contained in the TIP, 74 are in the low income areas.² These projects included all project categories: roadway reconstruction and resurfacing, intersection improvements, nonmotorized, bridge rehabilitation and transit. Residential areas in the low income areas will have minimal, if any, impact in terms of noise, right-of-way takings, or pollution.

² A project was considered in the low income area if 50% or more of project length or service area was contained by the low income area boundaries. Projects on the low income area boundary were considered to be contained by the low income area boundaries.

Impacts, in the form of right-of-way acquisition, are minor. Environmental impacts on all projects will be mitigated according to federal and state laws. Therefore, it has been determined that there are no disproportionately high and adverse human health impacts.

Minimizing/blocking access of low income areas to the transportation system

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

Neglect of the transportation system in low income areas

The MACC area is approximately 211 square miles. The low income areas mapped are approximately 21 square miles or 10% of the entire area of the MACC. As noted earlier, there are 74 projects contained in the low income areas. These projects represent 79% of the proposed projects mapped and 32% of the federal funding of those projects.

Table 17: Low-Income Area Percentages

% of Total MACC Area (211 Square Miles)	% of Total Projects (94)	% of Federal Funds
10%	79%	32%

Access to public transit by residents in the low income areas was also analyzed. The public transit (Macatawa Area Express) service area covers all low income areas in their entirety and its fixed routes run almost entirely within the low income areas. None of the projects contained in the TIP restrict access of residents to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction or delay in the receipt of transportation benefits by those residing in the minority area

Step 6 – Analysis of Impacts on Aging Population Areas

While not required, due to the demographic make-up of the region, aging populations were added to the analysis. The MACC area is approximately 211 square miles. The aging population areas mapped are approximately 46 square miles or 22% of the entire area of the MACC.

Table 18: Aging Population Area Percentages

% of Total MACC Area (211 Square Miles)	% of Total Projects (94)	% of Federal Funds
22%	69%	24%

Conclusion

The analyses of the impacts on residents in minority areas and low income areas as a result of implementing the projects contained in this TIP led to the following findings:

- No disproportionately high and adverse human health impacts
- No blockage/minimization of access to the transportation system or loss of mobility
- No neglect, reduction or delay in the receipt of transportation benefits
- No restriction of access to public transit services
- More projects, on a per square mile basis, in the minority and low income areas than the MACC area as a whole

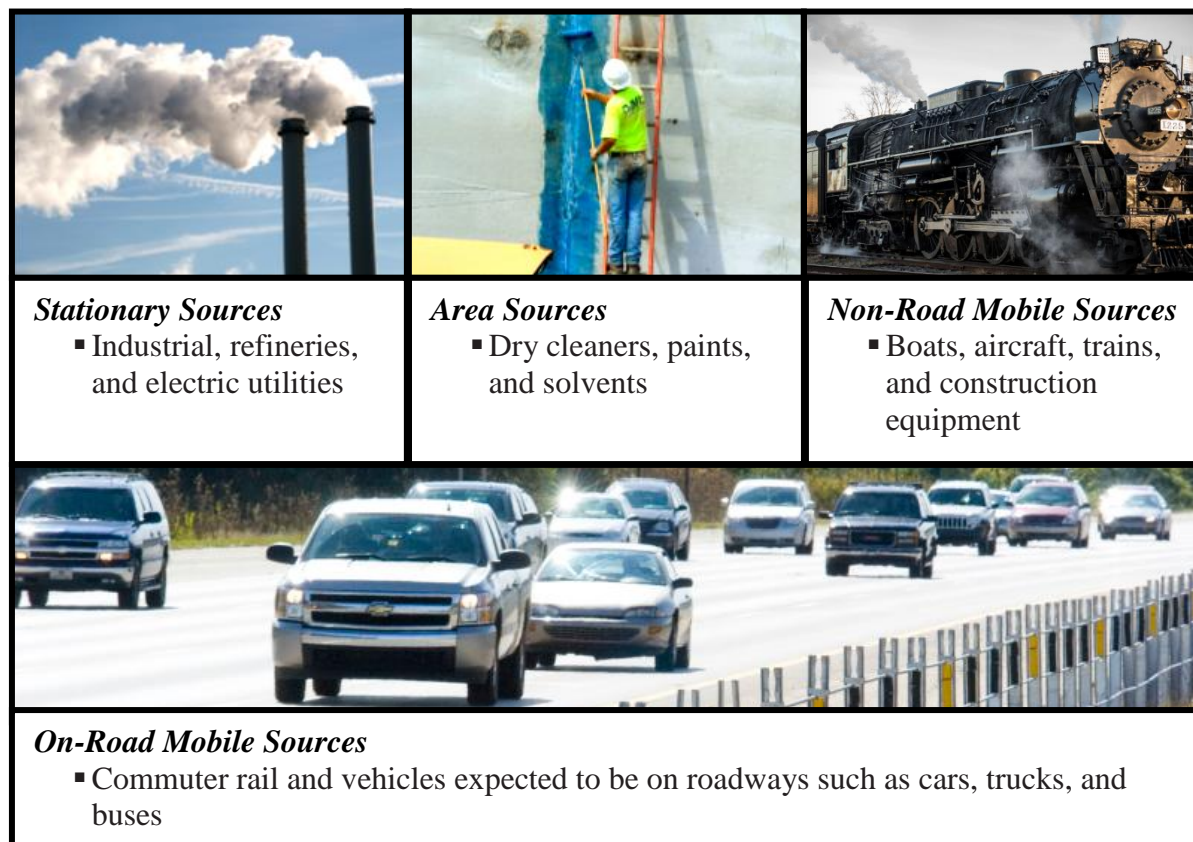
These findings demonstrate that implementing the projects contained in this TIP do not result in violations of Executive Order 12898 and the principles of environmental justice. Also, to supplement the analyses done here, the participation process for the TIP makes a concerted effort to reach out to traditionally disadvantaged populations (including minority and low income populations) to ascertain the potential effects/impacts of the proposed projects.

AIR QUALITY

The Clean Air Act (CAA) was established to improve air quality, protect public health, and to protect the environment. The CAA has been amended over the years, most significantly in the 1990s. The CAA requires the U.S. Environmental Protection Agency (EPA) to set, review, and periodically revise the National Ambient Air Quality Standards (NAAQS). There are six NAAQS pollutants:

- Ozone (O₃)
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Lead (Pb)
- Sulfur dioxide (SO₂)
- Particulate matter (PM), is subdivided into particulate sizes:
 - Less than 10 micrometers in diameter (PM₁₀)
 - Less than 2.5 micrometers in diameter (PM_{2.5})

Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Example of generators by source category are shown in Figure 4.



Source: MDOT Photography Unit

Figure 4: Air Pollution Sources

The CAA links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's State Implementation Plan (SIP) which includes the state's plans for attaining or maintaining the NAAQS. The primary transportation planning tools are the metropolitan Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) at both the metropolitan and state level. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.



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

Transportation conformity only applies to emissions from on-road sources for the following transportation related pollutants:

- Ozone
- Particulate matter (particulate sizes 2.5 and 10)
- Nitrogen dioxide
- Carbon monoxide

In addition to emissions that are directly emitted from vehicles, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NOx) and volatile organic compounds (VOC) react with sunlight. Table 19 shows the transportation pollutants and their associated precursors. Pollutants can be directly emitted or only formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 19: Transportation Pollutants and Precursor Emissions

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

The Michigan Department of Environmental Quality (MDEQ) uses monitors throughout the state to measure pollutant levels to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either:

- attainment (under the standard)
- nonattainment (area has more pollutant than allowed)
- unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; conformity requirements are the same as for an attainment area)

Once a nonattainment area has attained the standard for a determined time, the area is re-designated as a maintenance area. Transportation conformity is required for areas designated nonattainment or maintenance.

Transportation conformity requires Metropolitan Planning Organizations (MPOs) to make a determination that the LRTP, TIP, and projects conform to the SIP based on the findings of a regional emissions analysis. The determination affirms the regional emissions will not negatively impact the region’s ability to meet the NAAQS. Conformity has a two-step approval process. First, the MPOs must make a formal conformity determination through a resolution that the findings of a conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

Michigan areas that are currently designated as nonattainment for the 2015 ozone NAAQS (2015 ozone Standard) are shown in Figure 5. These areas were designated in August 2018 with an initial conformity requirement of August 2019. Table 20 lists the transportation pollutants and current designations for areas Michigan.

On April 23, 2018 the Federal Highway Administration, complying with the court’s decision in *South Coast Air Quality Management District v .U.S. EPA*, started requiring areas in the country to conduct conformity that were both maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone standard was revoked. This was changed on September 17, 2018 to allow areas until February 16, 2019 to have LRTPs and TIPs, and rural conformity areas conformed. These areas are not considered traditional maintenance areas because the 1997 ozone standard was revoked but they must fulfill their obligation to conduct conformity and develop and satisfy their second maintenance plan requirement. This requirement impacted 25 counties in Michigan as shown in Figure 6. In accordance with the South Coast Air Quality Management District, a copy of the Interagency Working Group (IAWG) meeting for Allegan County for the FY2020-2023 TIP and the Air Quality Conformity Analysis document for the TIP for Ottawa County can be found in Appendix K.

Many of Michigan’s nonattainment, maintenance, or conformity area geographic boundaries include both counties within MPOs and non-MPO areas (rural). Having projects in both overlapping areas requires conformity to be joint between MPO TIP (urban) and the STIP (rural). The Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) reviewed the projects in the FY2020-2023 S/TIPs and determined if a new conformity analysis was required. It was determined that Allegan County for the MACC MPO does not need a new analysis and can rely on a previous analysis.

Table 20: Current Transportation National Ambient Air Quality Standards (NAAQS) for Michigan.

Current Transportation NAAQS Designations in Michigan		
Pollutant	Designation	Area(s)
2015 Ozone Standard (0.070 ppm)	Nonattainment	SEMCOG counties of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne, single county of Berrien, and partial counties for Allegan and Muskegon.
2008 Ozone Standard (0.075 ppm)	Unclassifiable/Attainment	Entire State
1997 Ozone Standard (0.080 ppm)	Conformity Required	Allegan, Berrien, Benzie, Cass, Genesee, Lapeer, Lenawee, Ottawa, Kent, Huron, Van Buren, Kalamazoo, Calhoun, Clinton, Eaton, Ingham, Mason, Muskegon, Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne counties
2012 Particulate Matter (PM _{2.5})	Unclassifiable/Attainment	Entire State
2006 Particulate Matter (PM _{2.5})	Maintenance	Detroit-Ann Arbor (Counties of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne)
2010 Nitrogen Dioxide	Unclassifiable/Attainment	Entire Country
1979 Carbon Monoxide	Maintenance	Detroit: parts of Macomb, Oakland, and Wayne Counties

Source: www.epa.gov/green-book and www.epa.gov/green-book/designation-and-naaqs-information-related-nitrogen-dioxide-1971-standard

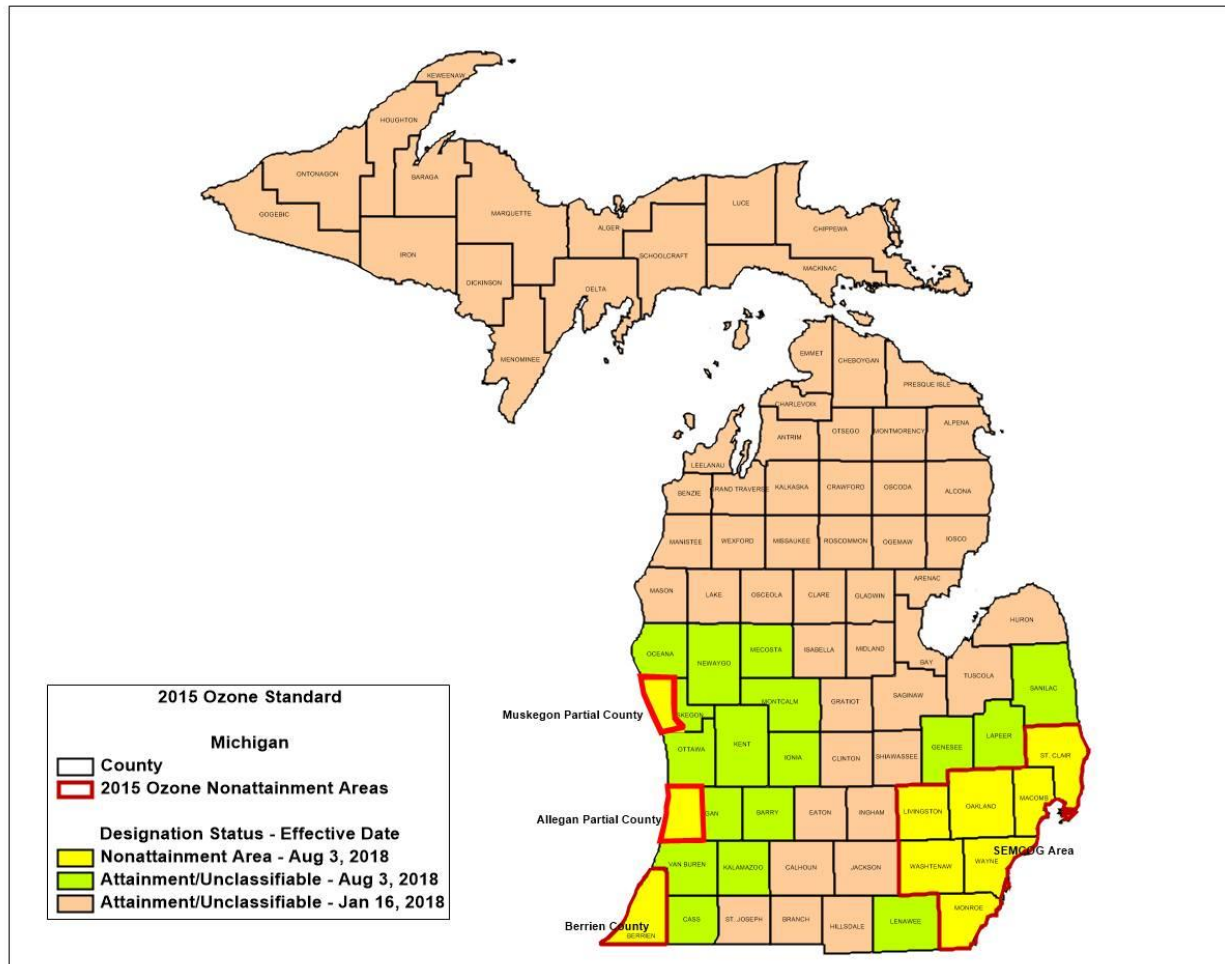


Figure 5: Designations for the 2015 Ozone NAAQS in Michigan
Prepared by the Statewide Transportation Planning Division, MDOT

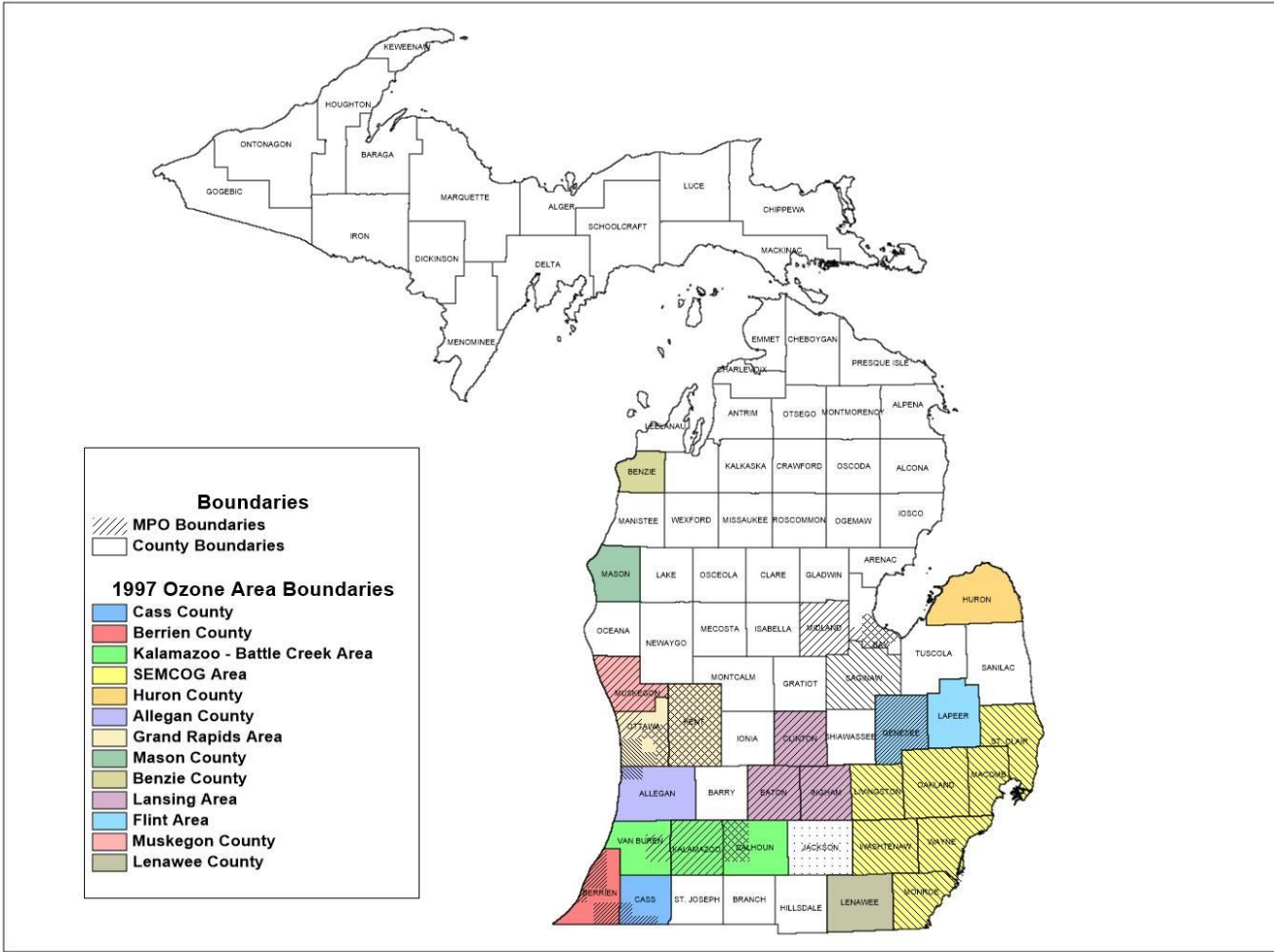


Figure 6: 1997 Ozone Standard Conformity Area in Michigan
 Prepared by the Statewide Transportation Planning Division, MDOT

APPENDICES

APPENDIX A

Public Notices

Public Notices for Involvement

MACC's Green Commute Facebook

YOU ARE INVITED TO THE
Transportation Open House

MAY 16 Transportation Open House
Public · Hosted by Green Commute Holland/Zeeland

★ Interested ✓ Going Share

Thursday, May 16, 2019 at 12 PM – 6 PM
Next Week · 45–57°F Partly Cloudy

Macatawa Area Coordinating Council
301 Douglas Ave, Holland, Michigan 49424 Show Map

Details

Join us at the MACC office to learn more about what projects receiving federal funds will be implemented in the next four years!
Noon-2:00pm & 4:00-6:00pm

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Macatawa Area Coordinating Council Admin view

Page Content Suggestions Analytics Activity

Macatawa Area Coordinating Council
15 followers now

Join us to learn more about which projects, receiving federal funding, will be implemented in the Holland/Zeeland area over the next four years! This is also a great opportunity to talk with us about any transportation-related issues!

YOU ARE INVITED TO THE
Transportation Open House

ABOUT: Come see what projects are in store for the Holland/Zeeland area over the next four years (2020-2023) and let us know what you think

Learn more about the four year Transportation Improvement Program (TIP) by visiting www.the-macc.org

HAVE QUESTIONS? Call us: 616-395-2688

DATE: Thursday, May 16th
TIME: Noon-2:00pm & 4:00-6:00pm
WHERE: MACC - 301 Douglas Ave, Holland

MACC's e-news

April 2019

MACC Monthly e-News

Transportation Open House
Come and learn about local planned projects

YOU ARE INVITED TO THE
Transportation Open House

ABOUT: Come see what projects are in store for the Holland/Zeeland area over the next four years (2020-2023) and let us know what you think

Learn more about the four year Transportation Improvement Program (TIP) by visiting www.the-macc.org

HAVE QUESTIONS? Call us: 616-395-2688

DATE: Thursday, May 16th
TIME: Noon-2:00pm & 4:00-6:00pm
WHERE: MACC - 301 Douglas Ave, Holland

MACC Website

Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

NEWS ABOUT TRANSPORTATION WATERSHED GREEN COMMUTE RESOURCES CONTACT CALENDAR CEP STUDIES

OPEN-HOUSE

See what projects are in store for the Holland/Zeeland area over the next four years!

MACC OFFICE - MAY 16TH

Join us to learn more about which projects in our area will receive federal funding over the next four years (2020-2023). This is also a great opportunity to talk to us about anything transportation related! Date: Thursday, May... [Read More](#)

MAX Transit Facebook

MAX Transit
@max.transit

Home Reviews Photos Videos Posts Events About Community Info and Ads Create a Page

**YOU ARE INVITED TO THE
Transportation Open House**

THU MAY 16 AT 12 PM
Transportation Open House
Macatawa Area Coordinating Council · Holland, MI
You like Green Commute Holland/Zeeland

Sween Malecic and Samantha B. Calvo

MACC's Calendar

NEWS ABOUT TRANSPORTATION WATERSHED GREEN COMMUTE RESOURCES CONTACT CALENDAR CEP STUDIES

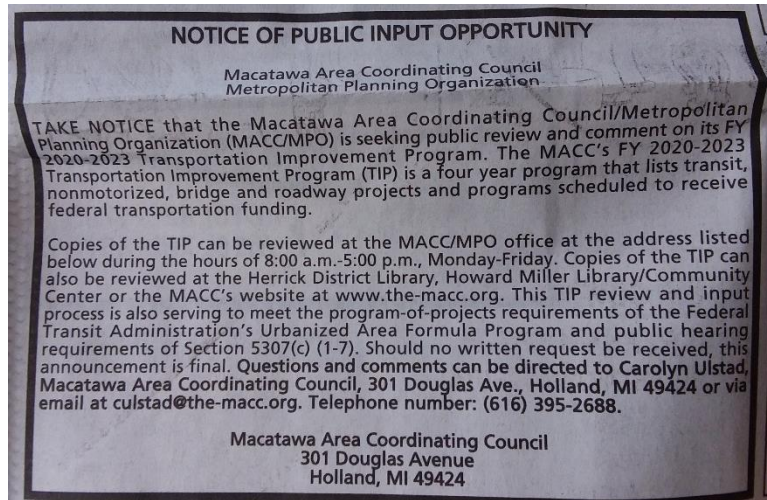
Events for May 2019

EVENTS IN: Date Keyword FIND EVENTS VIEW AS: Month

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				16 FY20-23 Transportation Open House 12:00 pm - 6:00 pm Transportation		
17 Green Commute Week	18 Green Commute Week	19 Green Commute Week	20 Green Commute Week	21 Transportation	22 Green Commute Week	23 Green Commute Week

Public Notices for Involvement

Holland Sentinel Newspaper



Green Commute Week Participant Packet EVENTS

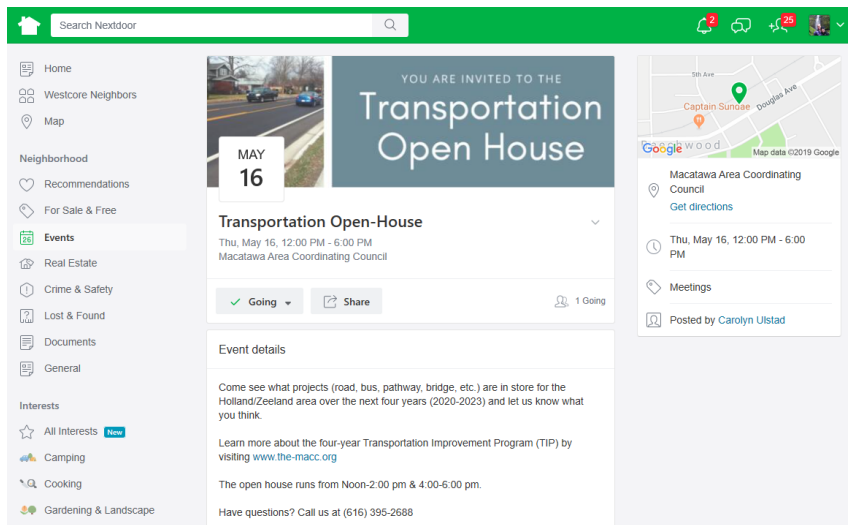
LIVING SUSTAINABLY ALONG THE LAKESHORE: GREEN TRANSPORTATION EXPO AT THE HOLLAND ENERGY PARK
TUESDAY, MAY 14TH / 6:00 P.M. TO 7:30 P.M.

This event will feature a green car show and booths hosted by area bike shops, MAX Bus, and groups offering tips on how to Green Commute safely. Join Velo City Cycling as they kick off their 3rd Annual Bike Holland Ride from Holland Energy Park to Windmill Island. Be sure to bring your bikes, helmets, and questions!

TRANSPORTATION OPEN HOUSE
THURSDAY, MAY 16TH / 12:00 P.M. TO 2:00 P.M. AND 4:00 P.M. TO 6:00 P.M.

Visit the MACC office at 301 Douglas Ave to see what projects are in store for the Holland/Zeeland area over the next four years (2020-2023) and let us know what you think!

Nextdoor



Holland Sentinel Newspaper – Green Commute Article

Get ready to roll in Green Commute Week

By Carolyn Ulstad
 Macatawa Area Coordinating Council

Spring is a time to reinvent, refresh and reflect on how we want to proceed through the warm months ahead. For most of us, after enduring the long winter, spring means spending as much time outside as possible. My own warm weather goals involve promises to myself to see the beach at least once a week no matter how busy life may get, spend less time on the couch, take more walks during lunch, ride my bike to work more frequently, and spend more time with friends and family.

If you have similar goals, you can get started on them during the annual Green Commute Week taking place, May 12-18.

Green Commute is about making transportation decisions that are good for our health and the health of our planet. And since everything is more fun with friends, teaming up is encouraged. What counts as Green Commuting? Some examples include walking, biking, carpooling, riding the bus, telecommuting, or driving a fully electric car.

Here's how it works: During the week, individuals and teams in the Holland/Zeeland area compete by choosing "green" transportation options when commuting to work, school, running errands, and so on. Miles are logged on the MACC's website Monday through Friday. Those with the highest participation within their category will be declared the winner.

This year, the winners will receive a trophy crafted by Cento Anni Custom Woodworking and an outdoor bike rack to keep or donate to a location of their choosing.

This event is for everyone, whether you're a year-round green commuter or first-timer interested in trying something new.

Here's the process for joining the fun of Green Commute week:

Register as an individual or form a team with your friends, family, co-workers, church, neighbors, club, sports team, classmates, or any other group of people you'd like to compete with.

Register at the-macc.org.

Track your commutes and miles Monday through Friday on the

GREEN COMMUTE WEEK
 May 12 - 18
 Compete as a Team!

This Week's Framework Theme
Transportation: The movement of people, goods, and services within the area is an evolving system that links us to our regional, national and global networks.

Green Commute Dates to Remember
May 1: Green Commute Poster Contest entries deadline. Learn more and see prizes at the-macc.org. All ages welcome!
May 14: LSAL Green Commute Expo and Bike Ride. See [May 14 Green Commute Expo and Bike Ride](#) for more information.
May 16: Transportation Open House from noon-2 p.m. and 4-6 p.m. at the MACC office. See transportation projects planned for our area over the next four years. [May 16 Transportation Open House](#)
May 21: Green Commute Awards Banquet at Brew Market, 5:30-6:30 p.m.

About this series
 Living Sustainably is a collection of community voices sharing updates about local sustainability initiatives. It is presented by the Holland-Hope College Sustainability Institute, a joint project of Hope College, the City of Holland, and Holland Board of Public Works. Go to [hope.edu/sustainability-institute](#) for more information.

MACC website. Total commute miles will be used to determine air quality benefits and may be used as a tie-breaker.

Visit the Recharging Stations. At those spots, Green Commute participants will receive discounts on things like food, coffee, bike tune-ups — and also get free rides on MAX Transit.

Share your progress with us and keep up to date with the week's events on Facebook, Instagram, and Twitter, @GreenCommuteHZ.

— Carolyn Ulstad is transportation planner at the Macatawa Area Coordinating Council.

MACC Open-House: May 16th, 2019



APPENDIX B

Consultation Packet



Macatawa Area Coordinating Council

A Cooperative Effort Among Units of Government

April 25, 2019

Policy Board

- Howard Baumann, Jr.
- Joseph Baumann
- ✦ Thomas Bird
- Nancy DeBoer
- Ken DeWeerd
- Linda Howell
- Gerald Hunsburger
- John Kleinheksel
- ✦ Kevin Klynstra
- ✦ Hannes Meyers, Jr.
- Eric Mullen
- ✦ Terry Nienhuis
- Glenn Nykamp
- ✦ Pankaj Rajadhyaksha
- ✦ Jim Storey
- Russ Te Slaa
- ✦ David Van Ginhoven, Chair
- Todd Wolters

- ✦ Executive Committee

Jane Clark
West Coast Chamber of Commerce
272 E. 8th Street
Holland, MI 49423

RE: Request for Consultation on 2020-2023 Transportation Projects

Dear Ms. Clark:

In order to foster cooperation while promoting communication within Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, the Macatawa Area Coordinating Council (MACC) is seeking input on its FY2020-2023 Transportation Improvement Program (TIP) list of programmed projects. Enclosed are maps depicting the projects for the Holland/Zeeland metropolitan area as well as a brief background and information sheet explaining who the MACC is and the development of the FY2020-2023 TIP.

Projects in the TIP include roadway preliminary engineering, reconstruction, resurfacing, bridge rehabilitation and intersection projects as well as nonmotorized projects. The maps identify the most immediate implementation priorities for transportation projects, yet the inclusion of a specific project does not guarantee construction.

Please look over the projects and reference them to your organization. We would appreciate receiving any comments and/or concerns regarding these projects. Please contact us by email (culstad@the-macc.org), phone (616-395-2688) or mail:

Macatawa Area Coordinating Council
Attn: Carolyn Ulstad
301 Douglas Avenue
Holland, MI 49424

Please respond on or before May 20, 2019. Your comments are an important part of the planning process. Without appropriate feedback, it is difficult to foresee potential issues.

If you wish to meet in person regarding the attached, please feel free to contact the MACC's Transportation Planner, Carolyn Ulstad at culstad@the-macc.org or (616) 395-2688 to schedule an appointment. Thank you in advance for your comments and participation.

Sincerely,

Tim Burkman
Executive Director
Macatawa Area Coordinating Council

FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND AND INFORMATION

WHO IS THE MACC?

The Macatawa Area Coordinating Council (MACC) is the Metropolitan Planning Organization (MPO) for the Holland/Zeeland urbanized area and is required by federal legislation to provide coordinated transportation planning. The MACC is made up of various governmental agencies, including: Federal Highway Administration, Michigan Department of Transportation, Ottawa and Allegan County Road Commissions, the Counties of Ottawa and Allegan, the Cities of Holland and Zeeland, the townships of Port Sheldon, Olive, Park, Holland, Zeeland, Laketown and Fillmore, and Macatawa Area Express. Each of these agencies is represented on the MACC's Policy Committee, which conducts meetings that are open to the public.

The MACC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation and local dues.

WHAT IS THE FY2020-2023 TIP?

The Transportation Improvement Program (TIP) is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects.

- Covers a minimum four-year period of investment
- Is updated at least every three years
- Is realistic in terms of available funding and is not just a "wish list"
- Conforms with the State Implementation Plan for air quality purposes
- Is incorporated into Michigan's Statewide TIP

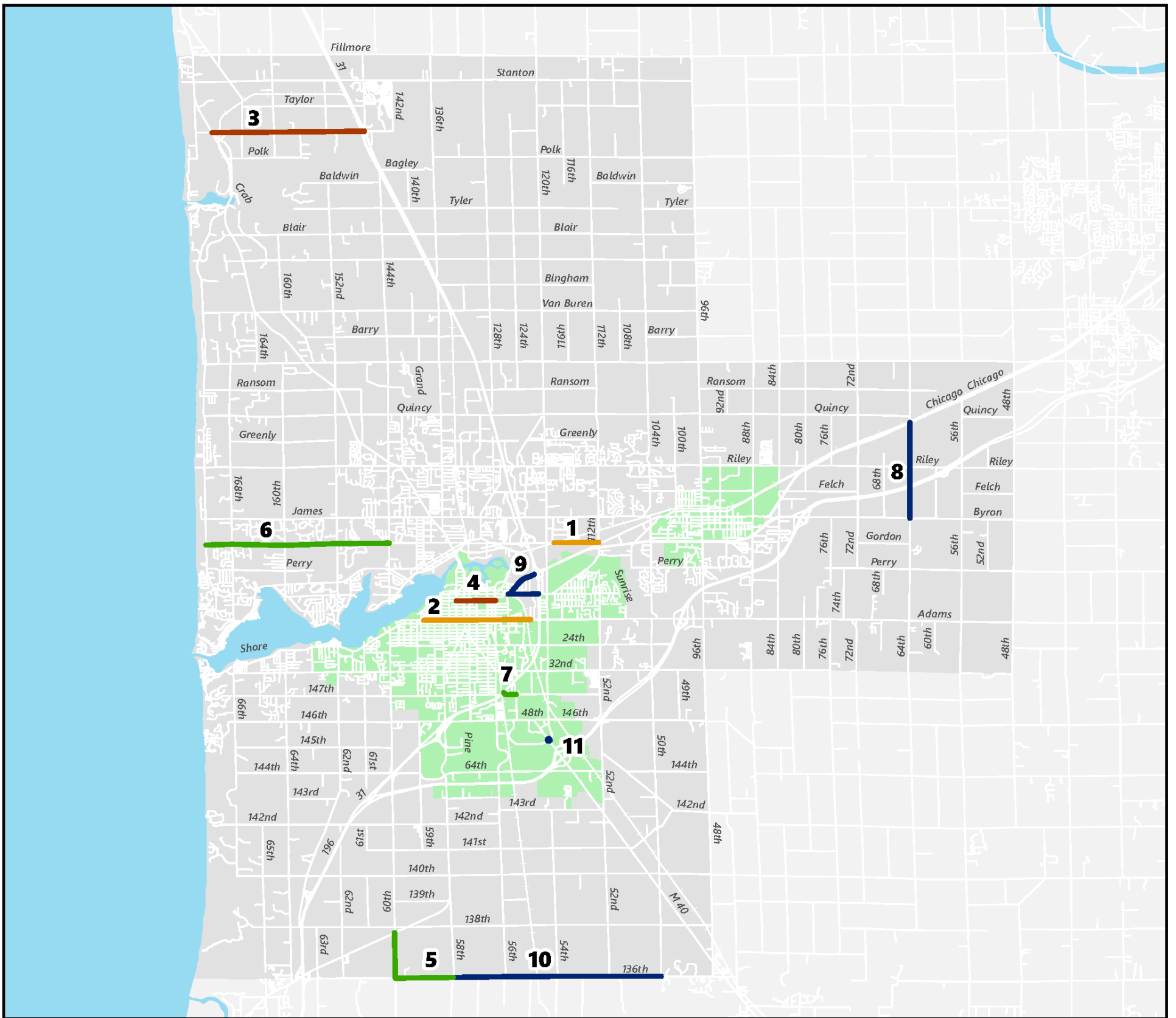
WHY ARE WE ASKING FOR COMMENTS?

As part of the federal transportation bill the FAST (Fixing America's Surface Transportation) Act, it is a requirement of metropolitan planning organizations to seek input under Environmental Mitigation and Consultation (reference 23 U.S.C. 134(h)(4)(A)). Comments that are received will be incorporated into the decision making and approval process for the FY2020-2023 TIP.

MACC staff are available to meet with interested organizations and individuals regarding the proposed projects. Please contact Carolyn Ulstad at culstad@the-macc.org or by calling (616) 395-2688.

FY 2020-2023 Transportation Improvement Program

Surface Transportation Program (STP) Projects



Legend

- MACC Planning Area
- City
- Road
- Railroad

Project Year

- 2020
- 2021
- 2022
- 2023

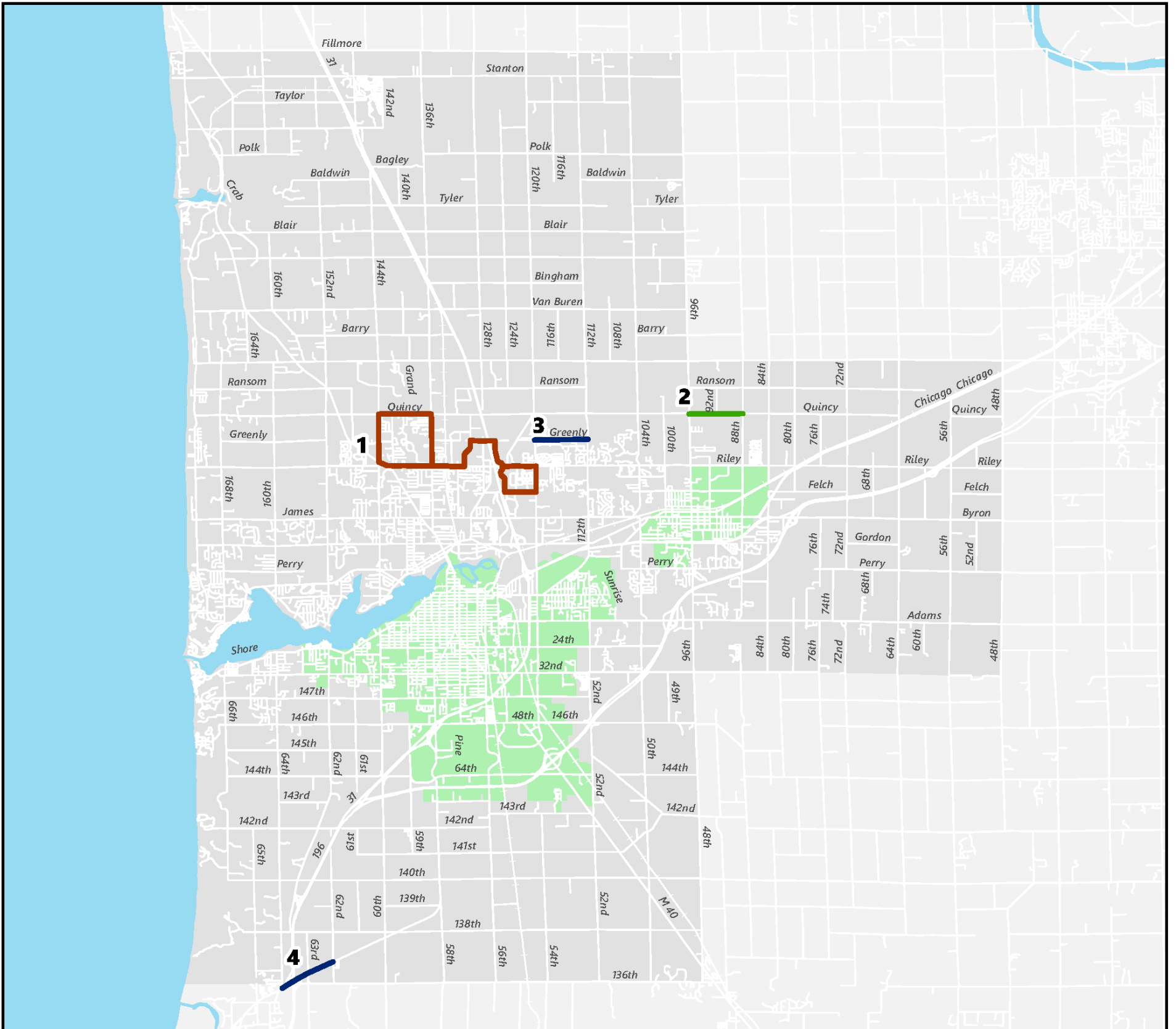
MAE Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

0 1 2 4 6 8 Miles

NORTH

Location	Description	Length (in miles)	Type	Local Amount	State Amount	Federal Amount	Total Amount
1	Lakewood Blvd: 120 th Ave to 112 th Ave	0.85	Road Rehabilitation	\$150,000	\$0	\$350,000	\$500,000
2	16 th St: Kollen Park Dr to Lane Ave	2.05	Resurface	\$441,000	\$0	\$609,000	\$1,050,000
3	Crosswell St: Lakeshore Dr to US-31	2.80	Resurface / 3' Paved Shoulders	\$590,000	\$0	\$750,000	\$1,340,000
4	10 th St: Pine Ave to Lincoln Ave	0.75	Reconstruction	\$2,488,000	\$0	\$1,209,949	3,697,949
5	60 th St: 136 th Ave to Blue Star Hwy 136 th Ave: 60 th to 58 th	1.90	2" HMA Overlay / Widen Paved Shoulders	\$100,000	\$0	\$300,000	\$400,000
6	Lakewood Blvd: Lakeshore Dr to 144 th Ave	3.50	Resurface	\$450,000	\$0	\$750,000	\$1,200,000
7	40 th St: Industrial Ave to US-31	0.25	1-1/2" Overlay	\$100,000	\$0	\$300,000	\$400,000
8	64 th Ave: Byron Rd to Chicago Dr	1.90	Resurface	\$360,000	\$0	\$370,000	\$730,000
9	Chicago Dr: 8 th St to US-31 8 th St: Chicago Dr to US-31	1.25	Resurface	\$275,000	\$0	\$700,000	\$975,000
10	136 th Ave: 58 th St to 50 th St	4.00	2" HMA Overlay	\$300,000	\$0	\$400,000	\$700,000
11	Waverly Rd: Dual Left Turn at M-40	0.10	Construct Second Left Turn Lane	\$50,000	\$0	\$175,000	\$225,000
Non-Infrastructure							
MACC Data Collection 2020-2023				\$4,250 / yr	\$0	\$17,000 / yr	\$21,250 / yr

FY 2020-2023 Transportation Improvement Program Congestion Mitigation & Air Quality (CMAQ) Projects



Legend

- MACC Planning Area
- City
- Road
- Railroad

Project Year

- 2020
- 2021
- 2022
- 2023

MAAC Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

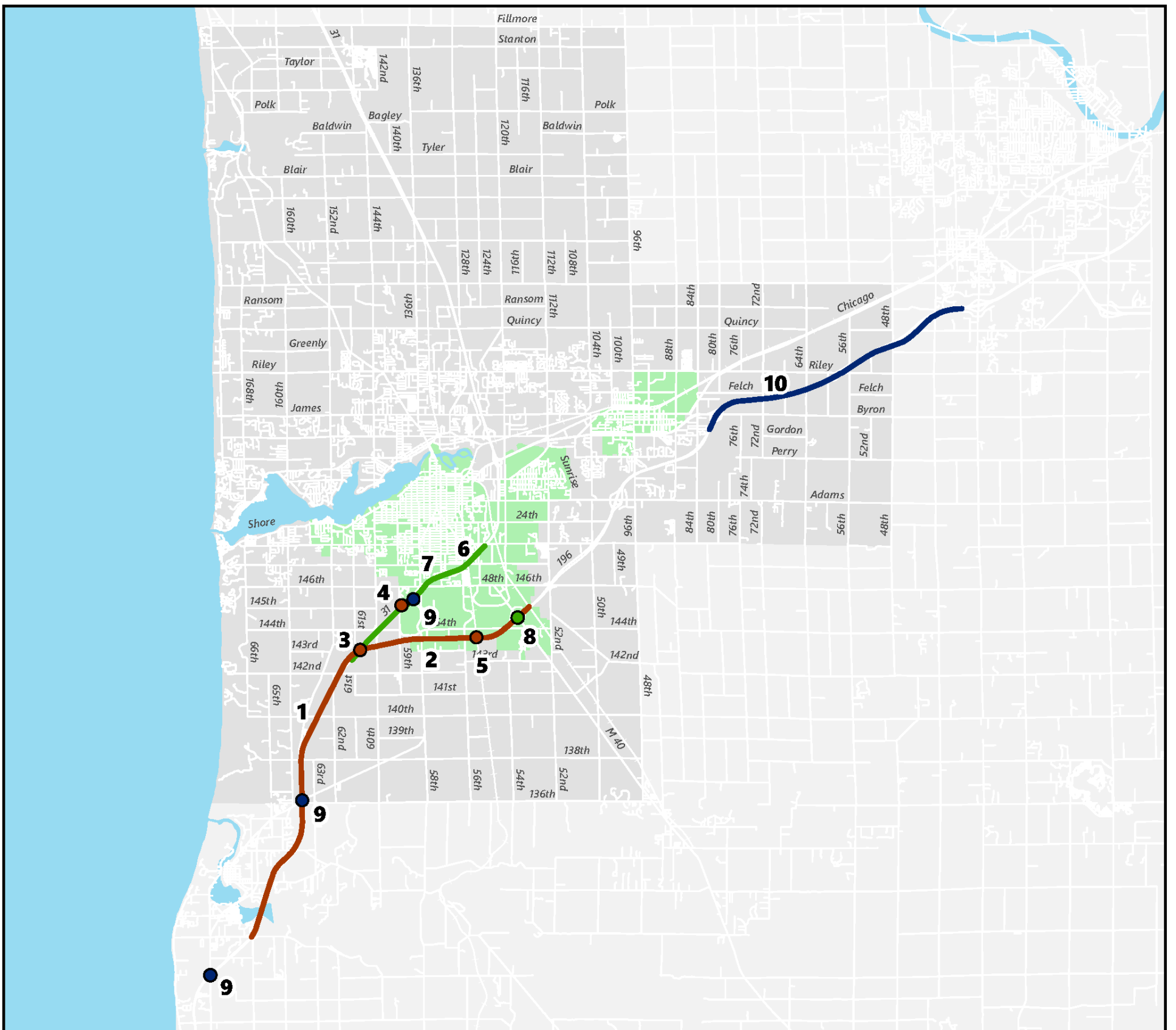
0 1 2 4 6 8 Miles

NORTH

Location	Description	Length (in miles)	Type	Local Amount	State Amount	Federal Amount	Total Amount
1	Bus Connector Route	12.90	Add Fixed Route	\$84,000	\$82,000	\$245,000	\$411,000
2	Quincy Pathway: 96 th Ave to 88 th Ave	1.00	Non-Motorized Pathway	\$399,000	\$0	\$245,000	\$644,000
3	Greenly St Pathway: 120 th Ave to 112 th Ave	1.00	Non-Motorized Pathway	\$303,000	\$0	\$200,000	\$503,000
4	Blue Star Hwy Pathway: 64 th St to 62 nd St	1.10	Non-Motorized Pathway	\$420,000	\$0	\$50,000	\$470,000
Non-Infrastructure							
	MACC Clean Air Program 2020			\$2,000	\$0	\$8,000	\$10,000
	MACC Clean Air Program 2021			\$10,000	\$0	\$40,000	\$50,000
	MACC Clean Air Program 2022			\$10,000	\$0	\$40,000	\$50,000
	MACC Clean Air Program 2023			\$10,000	\$0	\$35,000	\$50,000

FY 2020-2023 Transportation Improvement Program

MDOT Projects



Legend

- MACC Planning Area
- City
- Road
- Railroad

Project Year

- 2020
- 2021
- 2022
- 2023

MA Macatawa Area
CC Coordinating Council
A Cooperative Effort Among Units of Government

0 1 2 4 6 8 Miles

NORTH

Location	Description	Length (in miles)	Type	Local Amount	State Amount	Federal Amount	Total Amount
1	I-196 SB: 130 th Ave N to US-31	7.38	Reconstruction	\$0	\$2,170,000	\$19,530,000	\$21,700,000
2	I-196 WB: US-31 E to CSX Railroad	4.17	Road Rehabilitation	\$0	\$280,000	\$2,520,000	\$2,800,000
3	I-196: Over US-31 NB		Bridge Rehabilitation	\$0	\$162,605	\$1,463,448	\$1,626,052
4	I-196 and US-31 SB: Over Kuipers Drain		Bridge Replacement	\$0	\$184,223	\$830,777	\$1,015,000
5	I-196 WB: Over CSX Railroad		Bridge Rehabilitation	\$0	\$106,709	\$960,378	\$1,067,086
6	US-31: Central Ave N to 32 nd St	1.24	Road Rehabilitation	\$31,810	\$331,735	\$1,639,456	\$2,003,000
7	US-31: I-196 N to Central Ave	3.28	Road Rehabilitation	\$25,057	\$1,406,797	\$6,457,147	\$7,889,000
8	I-196 under M-40		Bridge Rehabilitation	\$0	\$115,370	\$1,038,331	\$1,153,701
9	US-31 N: Multiple Locations		Bridge Rehabilitation	\$0	\$1,105,083	\$4,983,526	\$6,088,609
10	I-196: Byron Rd E to 32 nd Ave	6.67	Reconstruction	\$0	\$2,100,000	\$18,900,000	\$21,000,000



YOU ARE INVITED TO THE

Transportation Open House

ABOUT: Come see what projects are in store for the Holland/Zeeland area over the next four years (2020-2023) and let us know what you think

Learn more about the four year Transportation Improvement Program (TIP) by visiting www.the-macc.org

HAVE QUESTIONS? Call us: 616-395-2688



**Macatawa Area
Coordinating Council**

A Cooperative Effort Among Units of Government

DATE: Thursday, May 16th

TIME: Noon-2:00pm & 4:00-6:00pm

WHERE: MACC - 301 Douglas Ave, Holland

APPENDIX C

Consultation Responses

Re: Request for Consultation in 2020-2023 Transportation Projects

Carolyn Ulstad

Wed 5/1/2019 1:25 PM

Sent Items

To: Aaron Thelenwood [REDACTED]

Cc: Greg Robinson [REDACTED]

Aaron,

Thank you for the response. We will be sure to keep you up to date on construction status, especially for those projects that surround the airport's location such as the construction on I-196 scheduled for 2021 and I-196BL in 2022.

Carolyn Ulstad

Carolyn Ulstad | Transportation Planner

(616)395-2688 (phone) | (616)395-9411 (fax)
301 Douglas Ave | Holland, MI 49424
culstad@the-macc.org | www.the-macc.org

From: Aaron Thelenwood [REDACTED]
Sent: Wednesday, May 1, 2019 11:09:37 AM
To: Carolyn Ulstad
Cc: Greg Robinson
Subject: Request for Consultation in 2020-2023 Transportation Projects

Carolyn,

Thank you for reaching out to the Airport Authority regarding upcoming TIP Projects. It appears that there are a number within close proximity to the West Michigan Regional Airport. We don't have specific comments at this point; however we would like to request the following as things move forward:

- Please keep us in the loop regarding project start dates, status, and potential impact on operations at the airport
- Please keep us abreast of any meetings in that would be beneficial for us to attend.

Thanks again for reaching out, and good luck as things roll forward!

Best,

Aaron Thelenwood, Assistant Airport Authority Manager

West Michigan Airport Authority | office 616-368-3021 | [REDACTED] | mail: West Michigan Airport Authority, 60 Geurink Boulevard, Holland, MI 49423 | website: westmichiganregionalairport.com

5/23/2019

Mail - culstad@the-macc.org

2020-2023 Transportation Projects

Dan Callam <[REDACTED]>

Mon 5/13/2019 12:18 PM

To: Carolyn Ulstad <culstad@the-macc.org>; Timothy Burkman <tburkman@the-macc.org>;

Cc: Travis Williams <[REDACTED]>

Hi Carolyn and Tim,

Thanks for your letter and details surrounding the FY 2020-23 regional transportation projects. Travis has been leading a trip the past few weeks, so sorry if this message is a little delayed in getting to you. As you know, our main concern is around connectivity to the Greenway, and keeping things in line with possible future iterations of the trail system.

I'm not sure if the STP projects will have any impact outside of the immediate road lanes, but a couple have potential alignment with greenway paths. As you know, we have struggled finding a good route connecting Holland Heights with downtown, and wondered if non-motorized path or a bike lane might be part of the Chicago Drive/8th St project. The current path is very narrow and on opposite sides of the street between the city and the township. We are hoping to have a better route along the river in the not to distant future, but wondered if something more expedient might be able to happen as part of this. We've spoken with the City and BPW and I know they both desire to have a better connection to downtown and the Energy Park, but never hurts to keep reminding them!

The rehabilitation work being done along Lakewood Blvd runs in front of the dredge placement facility, which does have some path connected to it, but I imagine that project will not involve any path work.

The bridge work being done along the US-31 corridor doesn't have any immediate greenway impacts, but some of the work we have been doing along the North Branch/Kuipers Drain may fit. The wetland restoration project we completed with the drain commission and MDOT in 2017 helped with some of the flooding, and we would be willing to help with more. We have tried to be in contact with the Muskegon office, as we have some property that they may be able to utilize for water storage, but we haven't heard any sort of details or been able to schedule a face to face with them. We will keep trying on our end, but we would love to be able to do more water quality and storage projects if they will be working in that corridor anyway.

Otherwise, we hope that you can continue to get further non-motorized projects put in and continue to press for more green techniques where they can be put in. If there are any other questions you have around our greenway plans or things we can help with, please let us know. Thanks for being great partners!

Dan

--

Dan Callam

Greenway Manager

ODC Network

Main: 616-393-9453 Direct: 616-368-7005

www.outdoordiscovery.org



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
STATE HISTORIC PRESERVATION OFFICE

EARL J. POLESKI
EXECUTIVE DIRECTOR

May 10, 2019

CAROLYN ULSTAD
EXECUTIVE DIRECTOR
MACATAWA AREA COORDINATING COUNCIL
301 DOUGLAS AVENUE
HOLLAND MI 49424

RE: MACC 2020-2023 Transportation Projects

Dear Ms. Ulstad:

The State Historic Preservation Officer (SHPO) received your request for consultation. It appears that you are initiating consultation with the State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act of 1966, as amended. The Section 106 regulations specify what is required for a Section 106 review [36 CFR § 800.11]. The information that you have sent is incomplete.

Section 106 requires federal agencies to take into account the effect of their undertakings on historic properties. It is the responsibility of the federal agency, not the SHPO, to fulfill the requirements of Section 106. In some instances, the federal agency may delegate legal responsibility to a state, local, or tribal government. Consultants or designees contracted to prepare information, analyses, or recommendations, are not recognized as federally-delegated authorities. For your reference, a complete version of the Section 106 regulations can be found at www.achp.gov/regs.html.

As it appears that this is early coordination and not enough information on the proposed undertaking is available at this time, it is premature for the SHPO to provide meaningful comment. However, as plans are developed, a section 106 application must be submitted to the SHPO for review, comment and meaningful consultation.

We remind you that it is not the responsibility of the SHPO to fulfill the requirements of Section 106 [36 CFR § 800.2(a)] and **SHPO staff does not conduct research on behalf of others during Section 106**. The NHPA Section 106 regulations only require agencies to make a reasonable and good faith effort to identify historic properties within the Area of Potential Effect of the proposed undertaking, 36 CFR 800.4(b)(1). **Applicants/consultants should arrange a visit to our offices to view both above-ground and archaeological historic site files when preparing project application**. Email SHPOresearch@michigan.gov to access these files and note that a research visit to our office may be required. Research appointments may be made by contacting us a week in advance.

If you have any questions, please contact the Cultural Resource Management section of the SHPO at (517) 335 2721 or by e-mail at GrennellB@michigan.gov.

Thank you for your cooperation.

Sincerely,

Brian G. Grennell
Cultural Resource Protection Specialist

for Brian D. Conway
State Historic Preservation Officer

Enclosure(s)

STATE HISTORIC PRESERVATION OFFICE
735 EAST MICHIGAN AVENUE • P.O. BOX 30044 • LANSING, MICHIGAN 48909
michigan.gov/shpo • 517-373-1630 • FAX: 517-335-0348

5/8/2019

Mail - culstad@the-macc.org

Re: 2020-2023 Transportation Projects, Allegan County Drain Office coordination

Carolyn Ulstad

Wed 5/8/2019 1:52 PM

Sent Items

To: Joel Morgan <[REDACTED]>

Cc: Brent Scholten <[REDACTED]> Denise Medemar <[REDACTED]>

Joel,

Thank you for your response. I will reach out to MDOT to see if they currently have plans available for the drain office to review. If they are not yet available for those years, we will be sure to include you when the plans are ready for review.

Thank you again for your input,
Carolyn Ulstad

Carolyn Ulstad | Transportation Planner

(616)395-2688 (phone) | (616)395-9411 (fax)
301 Douglas Ave | Holland, MI 49424
culstad@the-macc.org | www.the-macc.org

From: Joel Morgan <[REDACTED]>

Sent: Wednesday, May 8, 2019 12:48:14 PM

To: Carolyn Ulstad

Cc: Brent Scholten; Denise Medemar

Subject: 2020-2023 Transportation Projects, Allegan County Drain Office coordination

Carolyn,

We received a letter dated April 25, 2019 from MACC requesting coordination and review of upcoming local projects. We have reviewed the submitted maps and have identified several projects that may potentially impact our county drains. MDOT Projects Map, items 2, 3, 5, and 7 may impact the Kuipers Drain, the VandenBelt Drain, Den Blyker Drain, Maplewood Drain, and the Tulip Intercounty Drain. We would like to be included in review of project documents (plans, specs, etc) for these projects if there will be impact to our drains.

Thank you,

Joel Morgan, P.E.
Engineer
Allegan County Drain Commission
Direct Office: 269-673-0379
Cell: 989-292-5513

APPENDIX D

Public Comments on FY2020-2023 Transportation Improvement Program

No formal public comments were sent in writing. Many of the discussions at the open house revolved around the need for greater access to affordable transportation and access to safer bicycling infrastructure.

SIGN IN SHEET

*FY2020-2023 Transportation Improvement Program
OPEN HOUSE
May 16, 2019*

<u>NAME</u>	<u>ORGANIZATION or ADDRESS</u>
1) <u>DEBBI COLEMAN</u>	<u>Hope Network</u>
2) <u>Anne Saliers</u>	<u>Holland BPL</u>
3) <u>Shelby Pedersen</u>	<u>MAX Transit</u>
4) <u>Beth Higgs</u>	<u>MAX Transit</u>
5) <u>Elisa Hoekwater</u>	<u>MAX Transit</u>
6) <u>MEIKA WEISS</u>	<u>PEDAL HOLLAND</u>
7) <u>RUSSTESLAA</u>	
8) <u>Josh CARAAN</u>	<u>Holland RESCUE MISSION</u>
9)	
10)	
11)	
12)	

APPENDIX E

MACC Member Project Resolutions



ALLEGAN COUNTY ROAD COMMISSION

EXTRACT COPY

The following is an extract copy of the minutes of the meeting of the Board of County Road Commissioners of Allegan County, held in the office in Allegan on Wednesday, November 21, 2018.

“It was moved by Commissioner Kleinheksel and seconded by Commission Brown to approve seeking federal transportation funds as follows:

BE IT RESOLVED, the Allegan County Road Commission hereby resolves to seek federal transportation funds from the Macatawa Area Coordinating Council for the roads and amounts shown below for the purpose of roadway improvements as shown.

- 2019 – 58th Street from 136th Avenue to Blue Star Highway, mill and resurface, \$260,000 federal, \$65,000 local funds
- 2020 – Blue Star Highway from 500’ south of 142nd Avenue to 143rd Avenue, crush and shape and widen to include a center left turn lane, \$640,000 federal, \$160,000 local funds
- 2022 – 60th Street and 136th Avenue from Blue Star Highway to 58th Street, HMA resurface, \$300,000 federal, \$100,000 local funds
- 2023 – 136th Avenue from 58th Street to 50th Street, HMA resurface, \$500,000 federal, \$300,000 local funds

ROLL CALL VOTE AYES: Commissioners Kleinheksel, Rybicki, and Brown
NAYS: None

MOTION CARRIED ”

I hereby certify that the above is a true extract copy of the Resolution taken from the minutes of the Board of County Road Commissioners regular meeting of November 21, 2018.



Craig Arwood - Clerk

November 16, 2018

Macatawa Area Coordinating Council
Attn. Mr. Tim Burkman, P.E.
301 Douglas Avenue
Holland, Michigan 49424

Re: STP and CMAQ Call for Projects

Dear Mr. Burkman:

Please find enclosed the City of Holland's applications for the above referenced call for projects. The following is a summary of the applications by funding year and in order of priority with STP applications further subdivided into reconstruction and resurfacing projects.

STP Application for FY19

1. Waverly Road from 16th Street to 48th Street*

STP Application for FY20

2. 16th Street from Kollen Park Drive to Lane Avenue*

STP Applications for FY21 - FY23 (Reconstruction Projects)

3. 10th Street Reconstruction, Pine Avenue to Lincoln Avenue*
4. 40th Street Reconstruction, Industrial Avenue to US-31*
5. Columbia Avenue Reconstruction, 9th Street to 24th Street
6. Ottawa Avenue from 32nd to 16th Street & 16th Street from Ottawa Avenue to Crescent Drive
7. 6th Street from River to Columbia Avenue

STP Applications for FY21 – FY23 (Resurfacing Projects)

8. 32nd Street from Old Orchard Road to Lincoln Avenue*
9. Paw Paw Drive from 8th Street to 112th Street (City Limit)

CMAQ Applications for FY21 – FY23

10. Waverly Road at M-40 Dual Left Turn*
11. 10th Street Non-motorized Improvements*
12. City-wide Traffic Signal Optimization
13. 17th Street Bike Lanes

* Project that have been designated as 'high priority' by the City of Holland.



A resolution from our City Council confirming these nominations is attached. Please give me a call at 616-928-2448 if you have any questions regarding our project nominations.

Sincerely,



Brian White, P.E.

Director of Transportation Services / City Engineer
City of Holland



**HOLLAND CITY COUNCIL RESOLUTION TO APPLY FOR FEDERAL
TRANSPORTATION FUNDS**

At a regular meeting of the Council of the City of Holland, Michigan, held at City Hall,
Holland, Michigan, on the 14th day of November, 2018 at 7:00 P.M.

PRESENT: Mayor De Boer, Council Members Byrd, Trethewey, Peters, Garcia,
Lynn, Corbin, Hoekstra and Klomparens.

ABSENT: None

The following Resolution was offered by Council Member Trethewey and supported by
Council Member Hoekstra.

RESOLUTION # R2018.70

WHEREAS, the Macatawa Area Coordinating Council (MACC) has issued a call for projects
and programs for inclusion into the FY 2020-2023 Transportation Improvement Program and
Congestion Mitigation / Air Quality Program, and

WHEREAS, the City of Holland desires to nominate projects to be considered for inclusion in
the Transportation Improvement Program and Congestion Mitigation / Air Quality Program, and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Holland does
hereby resolve to seek federal transportation funds from the Macatawa Area Coordinating Council for
the following projects:

STP Projects

	<u>Grant Funds Requested</u>
1. 10 th Street from Pine to Lincoln Avenue. (reconstruction)	\$1,500,000
2. Columbia Avenue from 9 th to 24 th Street	\$1,000,000
3. 6 th Street from River to Columbia Avenue	\$1,000,000
4. Ottawa Ave. from 32 nd to 16 th St. & 16 th St. from Ottawa Ave. to Crescent Dr.	\$850,000
5. 40 th Street from Industrial Avenue to US-31	\$300,000
6. 32 nd Street from Old Orchard Road to Lincoln Avenue (resurfacing)	\$1,480,000
7. Paw Paw Drive from 8 th Street to City Limit	\$280,000
8. Waverly Road from 16 th Street to 48 th Street	\$320,000
9. 16 th Street from Kollen Park Drive to Lane Avenue	\$250,000

CMAQ Projects

1. Waverly Road at M-40 Dual Left Turn	\$200,000
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2. 10 th Street Non-motorized Improvements	\$286,000
3. City-wide Traffic Signal Optimization	\$200,000
4. 17 th Street Bike Lanes	\$286,000

After discussion, the vote was:

AYES: Council Members Byrd, Trethewey, Peters, Garcia, Lynn, Corbin, Hoekstra, Klomparens and Mayor De Boer

NAYS: None

ABSENT: None

CITY OF HOLLAND

Dated: November 14, 2018

By Kathy Mitchell
Kathy Mitchell

Its City Clerk



CERTIFICATE

STATE OF MICHIGAN)
)ss
COUNTY OF OTTAWA)

I, the undersigned, the duly qualified and the City Clerk of the Holland City Council, City of Holland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of proceedings taken at a regular City Council Meeting of the Council of the City of Holland, held on the 14th day of November, 2018, insofar as the same relate to the Resolution of the Holland City Council to seek federal transportation funds from the Macatawa Area Coordinating Council. Public notice of said meeting was given pursuant to and in full compliance with Act 267, Public Acts of 1976, as amended.

IN WITNESS WHEREOF, I have hereunto affixed my official signature this 14th day of November, 2018.



Kathy Mitchell, City Clerk

Witness Name: Brenda J Katerberg Title: Clerical Assistant

Signature: Brenda J Katerberg Date: 11-16-2018



Holland Charter Township

353 North 120th Avenue • Holland, MI 49424 • phone: 616.396.2345 • Fax: 616.396.2537

RESOLUTION

Greenly Street Nonmotorized Pathway (120th Ave.-112th Ave.) Federal Transportation Funds

BE IT RESOLVED, the Holland Charter Township Board of Trustees hereby resolves to seek federal transportation funds from the Macatawa Area Coordinating Council in the amount of \$445,000 for the purpose of constructing a nonmotorized pathway on Greenly Street from 120th Avenue to 112th Avenue.

Ayes: Nienhuis, Bush, Becker, Church, Nykamp, and Teslaa

Nays: None

Submitted:

Date: December 6, 2018

By: Michael Dalman

A handwritten signature in blue ink that reads "Michael Dalman".

Title: Township Clerk

Laketown Township
4338 Beeline Road
Allegan County
Holland, MI 49423

EXCERPTS OF MINUTES

At a rescheduled regular meeting of the Board of Trustees of the Township of Laketown, Allegan County, Michigan held at the Township Hall at 4338 Beeline Road, Holland, Michigan, on the 13th day of November, 2018 at 7:00 p.m. local time.

PRESENT: Hofmeyer, Van Huis, Dewey, Stielstra and Howell

ABSENT: none

After certain other matters of business were concluded, the Supervisor stated that the next order of business was the consideration of a resolution regarding funding assistance for a non-motorized path project along Blue Star Highway. After discussion, the following resolution was offered by Van Huis and supported by Dewey.

RESOLUTION 2018-15
Blue Star Highway Non-motorized Path Funding Resolution

WHEREAS, Laketown Township plans to construct approximately 2.2 miles of non-motorized path along Blue Star Highway, and

WHEREAS, the construction cost of this project is estimated at \$1,100,000, and

NOW THEREFORE, BE IT RESOLVED, that the Laketown Township Board of Trustees hereby resolves to seek federal transportation funds totaling \$880,000 from the Macatawa Area Coordinating Council, the Allegan County Rural Taskforce, and the Michigan Department of Transportation for the purpose of constructing approximately 2.2 miles of non-motorized path along Blue Star Highway.

YES: Hofmeyer, Van Huis, Dewey, Stielstra and Howell

NO: none

RESOLUTION DECLARED ADOPTED.

Dated: November 13, 2018


Wendy Van Huis, Clerk

CERTIFICATE

I, the undersigned, the Clerk of the Township of Laketown, Allegan County, Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board at a rescheduled regular meeting on the 13th day of November, 2018. I do further certify that the public notice of said meeting was given pursuant to and in full compliance with Michigan Act 267 of 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.


Wendy Van Huis, Clerk

RESOLUTION TO APPLY FOR FEDERAL CMAQ FUNDS
Macatawa Area Express (MAX) Transportation Authority

At a regular meeting of the Board of Directors of the Macatawa Area Express (MAX) Transportation Authority, held at Holland, Michigan, on the 26th day of November, 2018, at 3:30 p.m.

PRESENT: Russ Teslaa; Joe Baumann; Mike Trethewey;
David Fackler; Abby Klomparens; Tim Bunkman; Kevin Klynstra;
James Gerard; Kristen Myers; Heather Lu

ABSENT: None

The following Resolution was offered by Director Trethewey and supported by Director Baumann.

RESOLUTION

WHEREAS, the Macatawa Area Express Transportation Authority ("MAX") is the public transportation provider for the Holland urbanized area.

WHEREAS, the Macatawa Area Coordinating Council is the designated Metropolitan Planning Organization for the Holland Urbanized area.

NOW, THEREFORE, BE IT RESOLVED, the Macatawa Area Express Transportation Authority hereby resolves to seek federal transportation funds from the Macatawa Area Coordinating Council in the amount of \$ 846,000 for the purpose of bus replacement.

Gerard; Myers; Lu;
Ayes: TeSlaa; Baumann; Trethewey; Fackler; Klomprens; Burkman; Klynstra;
Nays: None

Resolution declared adopted dated this 26th day of November, 2018.

**MACATAWA AREA EXPRESS
(MAX) TRANSPORTATION AUTHORITY**

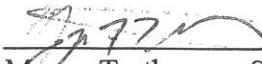
By _____
Myron Trethewey
Secretary/Treasurer

CERTIFICATE

STATE OF MICHIGAN)
)ss
COUNTY OF OTTAWA)

I, the undersigned, the duly qualified Secretary/Treasurer of the MAX Board, located in Ottawa and Allegan Counties, State of Michigan, do hereby certify that the foregoing is a true and complete copy of proceedings taken at a regular meeting of the Board of Directors of the Macatawa Area Express (MAX) Transportation Authority, held on 26th day of November, 2018, insofar as the same relates to this Resolution, the original of which is on file in the MAX office. Public notice of said meeting was given pursuant to and in full compliance with Act 267, Public Acts of 1976, as amended.

IN WITNESS WHEREOF, I have hereunto affixed my official signature this 26th day of November 2018.



Myron Trethewey, Secretary/Treasurer
Macatawa Area Express (MAX) Transportation Authority

RESOLUTION

Commissioner Bird moved the adoption of the following resolution:

WHEREAS, the Board of County Road Commissioners of the County of Ottawa, by execution of this resolution, hereby consents to and authorizes the taking of the following action and waives any notice which may be required in connection herewith.

NOW, THEREFORE, BE IT RESOLVED THAT the Board of County Road Commissioners of the County of Ottawa seeks state and federal transportation funds from the Macatawa Area Coordinating Council in the amounts for the following projects:

120th Avenue: James Street to Riley Street – FY2019 STP Funding
Resurfacing existing.

\$320,000 Federal Share
\$130,000 Local Match
\$450,000 Total Participating Construction Costs
\$ 30,000 Engineering and Miscellaneous Costs
\$480,000 Total Project Cost

Croswell Street: Lakeshore Drive to US-31 – FY2021 STP Funding
Resurface + add 3' paved shoulder.

\$750,000 Federal Share
\$590,000 Local Match
\$1,340,000 Total Participating Construction Costs
\$ 67,000 Engineering and Miscellaneous Costs
\$1,407,000 Total Project Cost

Riley Street: 136th Avenue to US-31 – FY2021 STP Funding
Resurface existing.

\$400,000 Federal Share
\$220,000 Local Match
\$620,000 Total Participating Construction Costs
\$ 55,000 Engineering and Miscellaneous Costs
\$675,000 Total Project Cost

Lakewood Boulevard: Lakeshore Drive to 144th Avenue – FY2022 STP Funding
Resurface existing.

\$750,000 Federal Share
\$450,000 Local Match
\$1,200,000 Total Participating Construction Costs
\$ 50,000 Engineering and Miscellaneous Costs
\$1,250,000 Total Project Cost

64th Avenue: Byron Road to Chicago Drive – FY2023 STP Funding
Resurface + add 3' paved shoulder.

\$400,000 Federal Share

\$360,000 Local Match

\$760,000 Total Participating Construction Costs

\$ 30,000 Engineering and Miscellaneous Costs

\$790,000 Total Project Cost

Chicago Drive/8th Street: US-31 to US-31 – FY2023 STP Funding
Resurface existing.

\$700,000 Federal Share

\$275,000 Local Match

\$975,000 Total Participating Construction Costs

\$ 40,000 Engineering and Miscellaneous Costs

\$1,015,000 Total Project Cost

The motion was supported by Commissioner Gajewski, and carried by the following votes:

Yeas: Bird, Elhart, Gajewski, Grifhorst, Miedema

Nays:

Absent:

Dated: October 11, 2018

I, Amy Fairchild, Deputy Secretary of the Board of County Road Commissioners, County of Ottawa, do hereby certify this to be a true copy of an excerpt taken from minutes of a meeting of the Board of County Road Commissioners, County of Ottawa, held on October 11, 2018


Amy Fairchild, Deputy Secretary

RESOLUTION #878

**QUINCY STREET NON-MOTORIZED PATHWAY, 96TH AVENUE TO 88TH AVENUE
FEDERAL TRANSPORTATION FUNDS**

BE IT RESOLVED, Zeeland Charter Township hereby resolves to seek federal transportation funds from the Macatawa Area Coordinating Council in the amount of \$286,000 for the purpose of constructing a new non-motorized facility along Quincy Street from 96th Avenue to 88th Avenue.

Resolution offered by Oonk and supported by Overweg at the regular meeting of the Board of Trustees of the Charter Township of Zeeland, County of Ottawa, Michigan, held in the Township Hall on Tuesday, November 20, 2018, at 7:00p.m.

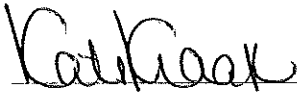
Yes: Nykamp, Oonk, Kraak, Brink, Overweg and Riemersma

No: none

Absent: Barkel

RESOLUTION DECLARED ADOPTED.

Dated: November 20, 2018



Kate Kraak, Township Clerk

APPENDIX F

Illustrative Candidate Project List (Currently Unfunded Projects)

SUBMITTED PROJECTS CURRENTLY UNFUNDED IN THE FY2020-2023 TIP
Illustrative List

Agency	Project	Year Requested	Source	Length	Traffic Volume	PASER	Federal Amt Requested	Local	Total Project
Zeeland	East Main Avenue: Reconstruction	2020	STP	0.4	3,368	4	\$ 240,000	\$ 60,000	\$ 300,000
Holland	10th St: Pine to Lincoln Ave (Cycle Track)	2021	CMAQ	0.75	2,200	3	\$ 286,000	\$ 314,000	\$ 600,000
Holland	32nd St: Old Orchard Rd to Lincoln Ave	2022/Flex	STP	3.50	11,000	3	\$ 1,480,000	\$ 520,000	\$ 2,000,000
Holland	Columbia Ave: 9th St to 24th St	2022/Flex	STP	0.98	2,500	3	\$ 1,000,000	\$ 2,000,000	\$ 3,000,000
Holland	17th St Bike Lanes: South Shore Dr to Central Ave	2022/Flex	CMAQ	1.30	5,542	4	\$ 286,000	\$ 289,000	\$ 575,000
Holland	6th St: River Ave to Columbia Ave	2023	STP	0.60	2,700	3	\$ 1,000,000	\$ 2,250,000	\$ 3,250,000
Holland	Ottawa Ave: 32nd to 16th; & 16th St: Ottawa to Crescent	2023/Flex	STP	1.25	4,200	4	\$ 850,000	\$ 350,000	\$ 1,200,000
Holland	Paw Paw Drive: 8th St to City Limit	2023/Flex	STP	1.20	4,100	3	\$ 280,000	\$ 70,000	\$ 350,000
Holland	Traffic Signal Optimization: 44 Signals	2023/Flex	CMAQ	N/A	N/A	N/A	\$ 200,000	\$ 50,000	\$ 250,000
									\$ -
OCRC	Riley St: 136th Ave to US-31	2021	STP	1.30	28,070	3	\$ 400,000	\$ 220,000	\$ 620,000
ACRC	58th St: 136th Ave to Blue Star Hwy	2019	STP	1.46	6,730	4	\$ 260,000	\$ 65,000	\$ 325,000
ACRC	Blue Star Hwy: 500' S of 142nd Ave to 143rd Ave	2020	CMAQ/STP	0.6	10,035	4	\$ 640,000	\$ 160,000	\$ 800,000
MAX	Bus Replacement	2022	CMAQ				\$ 224,000	\$ 56,000	\$ 280,000
MAX	Bus Replacement	2023	CMAQ				\$ 224,000	\$ 56,000	\$ 280,000
TOTAL							\$ 7,370,000	\$ 6,460,000	\$ 13,830,000

APPENDIX G

Certification

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Macatawa Area Coordinating Council, the Metropolitan Planning Organization for the Holland/Zeeland, Michigan urbanized area, hereby certify, as part of the Transportation Improvement Program submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S. C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. In nonattainment and maintenance areas, section 174 and 176© and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506© and (d)) and 40 CFR part 93;



David Van Ginhoven, Chair
Macatawa Area Coordinating Council



Todd White, Director
Bureau of Transportation Planning

6.7.2019

Date

APPENDIX H

Financial & Fiscal Constraint Detail

List of Available Federal-Aid Highway and Transit Resources¹

Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system.	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; nonmotorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources	Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.
National Highway Performance Program (NHPP)	Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above).	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and nonmotorized activities; and Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.
National Highway Freight Program	Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network.	Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

¹ Not intended to be an exhaustive list of all eligible activities.

Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.
Section 5310, Elderly and Persons with Disabilities	Improving mobility options for seniors and disabled persons.	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program.
Section 5311, Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.
Section 5339, Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

Financial Assumptions

Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 22 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program and, in covering nearly five full fiscal years, represented the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF to nearly \$145 billion.

Although the FAST Act has increased funding stability, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2020 and FY 2023.

Year of Expenditure (YOE) Rates

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
Macatawa Area Coordinating Council (MACC)

Date: 05/10/2019

Page: 1 of 4

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
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Fiscal Year - 2020

Fiscal Year - 2020, Local MPO Based Constraint

CMAQ	\$642,250	\$480,000	\$480,000	\$81,250	\$81,000	\$642,250
STP - Small MPO	\$2,061,250	\$1,566,000	\$1,566,000	\$0	\$495,250	\$2,061,250
FY 2020, Local MPO Based Constraint Total	\$2,703,500	\$2,046,000	\$2,046,000	\$81,250	\$576,250	\$2,703,500

Fiscal Year - 2020, Local Projects from Statewide Sources

Safety	\$58,885	\$47,108	\$47,108	\$0	\$11,777	\$58,885
FY 2020, Local Projects from Statewide Sources Total	\$58,885	\$47,108	\$47,108	\$0	\$11,777	\$58,885

Fiscal Year - 2020, MDOT Project Templates

Traffic & Safety	\$434,954	\$391,458	\$391,458	\$43,496	\$0	\$434,954
FY 2020, MDOT Project Templates Total	\$434,954	\$391,458	\$391,458	\$43,496	\$0	\$434,954

Fiscal Year - 2020, Transit Project Categories

5307	\$4,515,490	\$1,434,474	\$1,434,474	\$1,760,533	\$1,320,483	\$4,515,490
5310	\$350,000	\$196,000	\$196,000	\$14,000	\$140,000	\$350,000
5339	\$171,806	\$137,445	\$137,445	\$34,361	\$0	\$171,806
FY 2020, Transit Project Categories Total	\$5,037,296	\$1,767,919	\$1,767,919	\$1,808,894	\$1,460,483	\$5,037,296
Fiscal Year - 2020 Grand Total	\$8,234,635	\$4,252,485	\$4,252,485	\$1,933,640	\$2,048,510	\$8,234,635

Fiscal Year - 2021

Fiscal Year - 2021, Local MPO Based Constraint

CMAQ	\$461,000	\$285,000	\$285,000	\$82,000	\$94,000	\$461,000
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FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
Macatawa Area Coordinating Council (MACC)

Date: 05/10/2019

Page: 2 of 4

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2021						
Fiscal Year - 2021, Local MPO Based Constraint						
STP - Small MPO	\$4,797,199	\$1,714,949	\$1,714,949	\$0	\$3,082,250	\$4,797,199
FY 2021, Local MPO Based Constraint Total	\$5,258,199	\$1,999,949	\$1,999,949	\$82,000	\$3,176,250	\$5,258,199
Fiscal Year - 2021, Local Projects from Statewide Sources						
STP - Flexible (Bridge)	\$1,124,000	\$899,200	\$899,200	\$168,600	\$56,200	\$1,124,000
FY 2021, Local Projects from Statewide Sources Total	\$1,124,000	\$899,200	\$899,200	\$168,600	\$56,200	\$1,124,000
Fiscal Year - 2021, MDOT Project Templates						
Bridge Preservation	\$2,693,140	\$2,423,826	\$2,423,826	\$269,314	\$0	\$2,693,140
Bridge Replacement	\$1,015,000	\$830,777	\$830,777	\$184,223	\$0	\$1,015,000
Road - Rehabilitation and Reconstruction	\$24,500,000	\$22,050,000	\$22,050,000	\$2,450,000	\$0	\$24,500,000
Traffic & Safety	\$437,976	\$394,178	\$394,178	\$43,798	\$0	\$437,976
Other	\$138,926	\$113,711	\$113,711	\$25,215	\$0	\$138,926
FY 2021, MDOT Project Templates Total	\$28,785,042	\$25,812,492	\$25,812,492	\$2,972,550	\$0	\$28,785,042
Fiscal Year - 2021, Transit Project Categories						
5307	\$4,743,000	\$1,614,400	\$1,614,400	\$1,688,600	\$1,440,000	\$4,743,000
5310	\$284,500	\$127,500	\$127,500	\$85,500	\$71,500	\$284,500
5339	\$180,000	\$144,000	\$144,000	\$36,000	\$0	\$180,000
FY 2021, Transit Project Categories Total	\$5,207,500	\$1,885,900	\$1,885,900	\$1,810,100	\$1,511,500	\$5,207,500
Fiscal Year - 2021 Grand Total	\$40,374,741	\$30,597,541	\$30,597,541	\$5,033,250	\$4,743,950	\$40,374,741



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
Macatawa Area Coordinating Council (MACC)

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
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Fiscal Year - 2022

Fiscal Year - 2022, Local MPO Based Constraint

CMAQ	\$694,000	\$285,000	\$285,000	\$0	\$409,000	\$694,000
STP - Small MPO	\$2,283,250	\$1,629,000	\$1,629,000	\$0	\$654,250	\$2,283,250
FY 2022, Local MPO Based Constraint Total	\$2,977,250	\$1,914,000	\$1,914,000	\$0	\$1,063,250	\$2,977,250

Fiscal Year - 2022, MDOT Project Templates

Bridge Preservation	\$1,153,701	\$1,038,331	\$1,038,331	\$115,370	\$0	\$1,153,701
Road - Rehabilitation and Reconstruction	\$11,188,001	\$9,263,002	\$9,263,002	\$1,868,132	\$56,867	\$11,188,001
Traffic & Safety	\$631,513	\$581,861	\$581,861	\$49,652	\$0	\$631,513
Other	\$1,154,822	\$945,518	\$945,518	\$209,304	\$0	\$1,154,822
FY 2022, MDOT Project Templates Total	\$14,128,037	\$11,828,712	\$11,828,712	\$2,242,458	\$56,867	\$14,128,037

Fiscal Year - 2022, Transit Project Categories

5307	\$4,778,000	\$1,653,000	\$1,653,000	\$1,696,000	\$1,429,000	\$4,778,000
5310	\$284,500	\$127,500	\$127,500	\$85,500	\$71,500	\$284,500
5339	\$180,000	\$144,000	\$144,000	\$36,000	\$0	\$180,000
FY 2022, Transit Project Categories Total	\$5,242,500	\$1,924,500	\$1,924,500	\$1,817,500	\$1,500,500	\$5,242,500
Fiscal Year - 2022 Grand Total	\$22,347,787	\$15,667,212	\$15,667,212	\$4,059,958	\$2,620,617	\$22,347,787

Fiscal Year - 2023

Fiscal Year - 2023, Local MPO Based Constraint

CMAQ	\$1,018,000	\$285,000	\$285,000	\$0	\$733,000	\$1,018,000
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FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
Macatawa Area Coordinating Council (MACC)

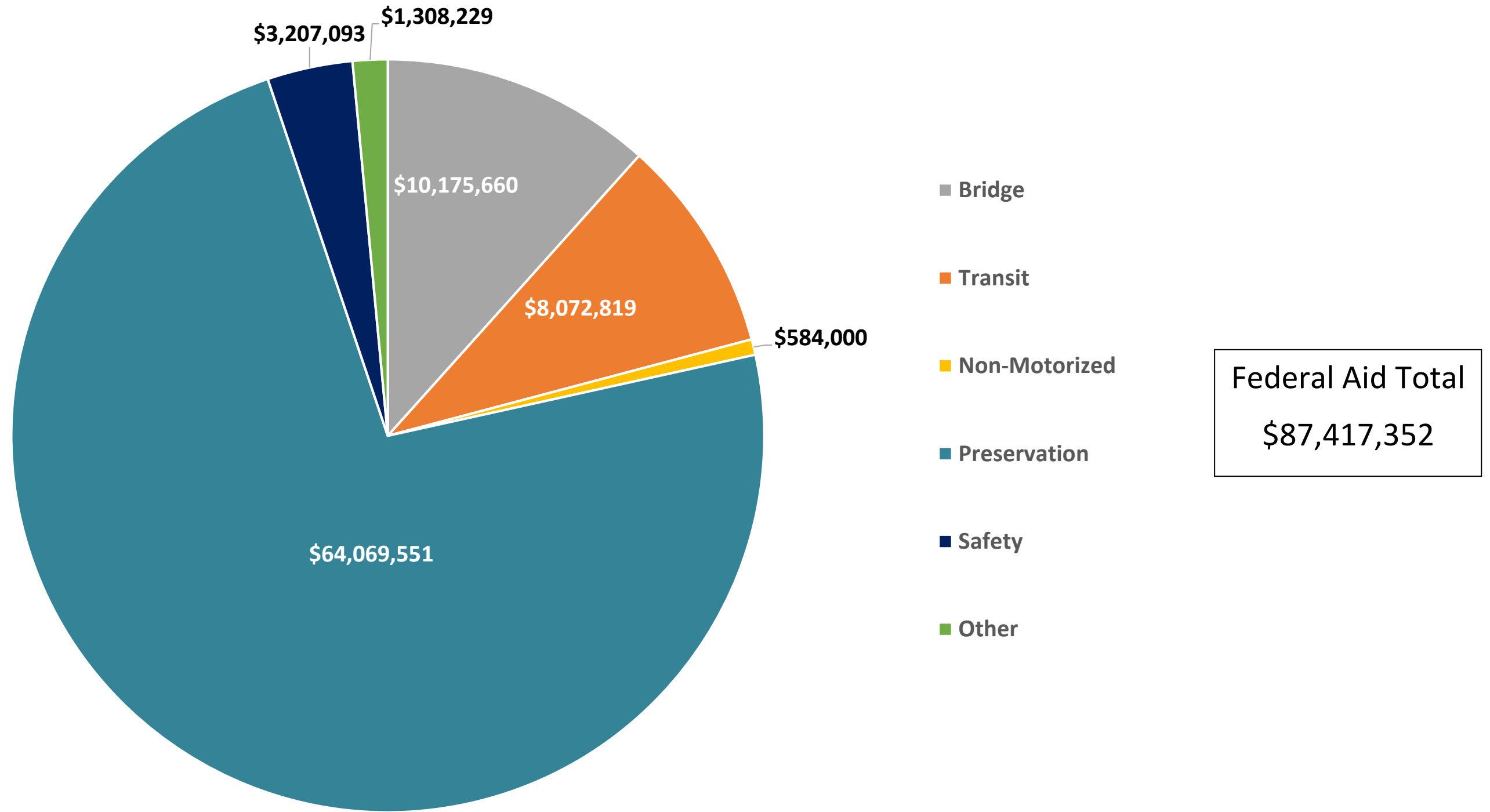
Date: 05/10/2019

Page: 4 of 4

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraint						
STP - Small MPO	\$2,651,250	\$1,662,000	\$1,662,000	\$0	\$989,250	\$2,651,250
FY 2023, Local MPO Based Constraint Total	\$3,669,250	\$1,947,000	\$1,947,000	\$0	\$1,722,250	\$3,669,250
Fiscal Year - 2023, MDOT Project Templates						
Bridge Preservation	\$6,088,609	\$4,983,526	\$4,983,526	\$1,105,083	\$0	\$6,088,609
Road - Rehabilitation and Reconstruction	\$30,660,000	\$27,594,000	\$27,594,000	\$3,066,000	\$0	\$30,660,000
Traffic & Safety	\$501,209	\$451,088	\$451,088	\$50,121	\$0	\$501,209
FY 2023, MDOT Project Templates Total	\$37,249,818	\$33,028,614	\$33,028,614	\$4,221,204	\$0	\$37,249,818
Fiscal Year - 2023, Transit Project Categories						
5307	\$4,778,000	\$1,653,000	\$1,653,000	\$1,696,000	\$1,429,000	\$4,778,000
5310	\$284,500	\$127,500	\$127,500	\$85,500	\$71,500	\$284,500
5339	\$180,000	\$144,000	\$144,000	\$36,000	\$0	\$180,000
FY 2023, Transit Project Categories Total	\$5,242,500	\$1,924,500	\$1,924,500	\$1,817,500	\$1,500,500	\$5,242,500
Fiscal Year - 2023 Grand Total	\$46,161,568	\$36,900,114	\$36,900,114	\$6,038,704	\$3,222,750	\$46,161,568



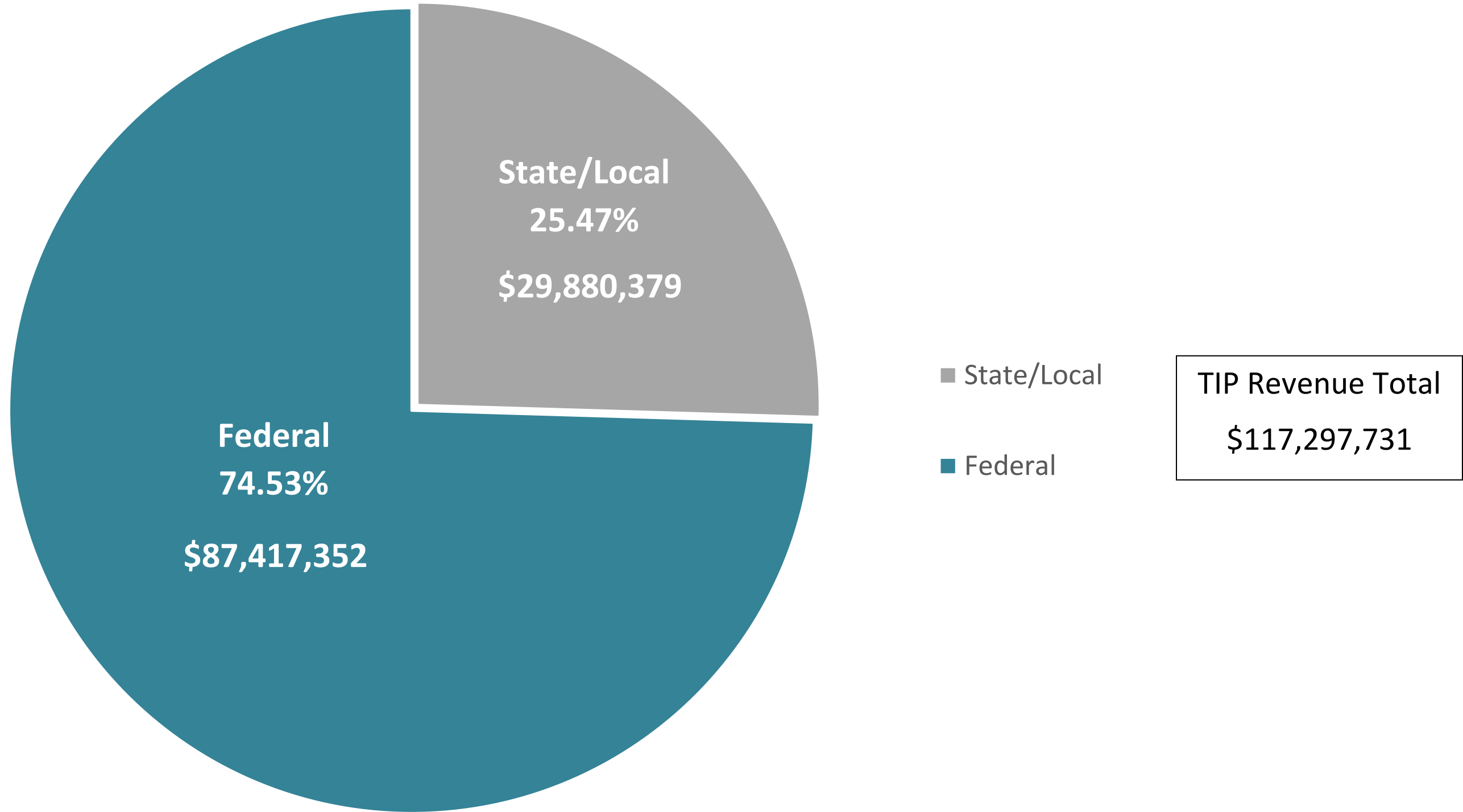
MACC FY 2020-2023 Transportation Improvement Program Federal Aid Funding Totals by Project Type





MACC FY 2020-2023 Transportation Improvement Program

TIP Revenue by Source



APPENDIX I

Amendment & Administrative Modification Policy

MPO/RTF Adjustment and MPO/RTF Administrative Modification Classifications

This table indicates items that can be classified as an MPO Adjustment or an MPO Administrative Modification but **do not require** either FHWA or FTA approval.

NOTE: It is the MPO's discretion to categorize the change as MPO Adjustment or MPO Administrative Modification. RTF changes are defaulted as an MPO Administrative Modification.

Item #	Action
1	Add a new Job phase to a GPA category.
2	Job phase is moved from one GPA to another GPA <i>(when there are no issues with GPA Threshold)</i> .
3	Change in Job phase FY <i>(based on Phase Scheduled Obligation Date)</i> if the change in FY is within the current S/TIP cycle. Note: Both years need to be fiscally constrained
4	If nothing else changes on the Job phase/Job and the only change is moving from GPA to S/TIP line item.
5	Change in Job Major County (for S/TIP line item or Job phase within GPA).
6	Change in Responsible Jurisdiction fields of Agency Type or Agency Name for the S/TIP line item or Job phase within GPA.
7	Changes to Major Route or Major Route (Report) for the S/TIP line item or Job phase within GPA.
8	Changes to Location (Detailed) or Location (Report) fields for the S/TIP line item or Job phase within GPA.
9	Any change in construction length that is less than 0.5 miles for a S/TIP line item.
10	If a Job phase has Advance Construct (AC) funding, if AC funding is removed, or if ACC fields are updated for S/TIP line item or Job phase within GPA (N/A for Transit) .
11	Any changes to estimated federal or state or local amount (for S/TIP line item or Job phase within GPA).
12	Any changes to Major or Minor Fin Sys for the S/TIP line item or Job phase within GPA.
13	Any changes to Phase Budget less than 25% for the S/TIP line item or Job phase within GPA.
14	Any changes to the Work Description (Report) for the S/TIP line item or Job phase within GPA.

Changes That Trigger a Federal Amendment

This table indicates actions that trigger a Federal Highway Administration (FHWA) and/or a Federal Transit Administration (FTA) approval:

Item #	Action	Federal Amendment (also needs MPO/RTF Approval)
1	Adding a new Job phase as a S/TIP line item.	Yes
2	Increase or Decrease in construction length of 0.5 miles for S/TIP line item.	N/A for Transit
3	Change in Major Work Type Sub-Category for Trunkline and Local Jobs that are S/TIP line items. Change (adding/removing) of Scope Code (not always with change in budget) for MM transit projects.	Yes
4	Increase or Decrease in budget of 25% or more for S/TIP line item. Applies to Total Phase Budget.	Yes
5	Change in Job phase Fiscal Year (based on Phase Scheduled Obligation Date) if the change in Fiscal Year is outside of the current S/TIP cycle for a S/TIP line item.	Yes
6	Suspending/Abandoning a Job phase for S/TIP line item.	Yes
7	Increase or Decrease of 25% over Federal Approved GPA Threshold (applies to Total Budget). Note: This amendment will be approved by the GPA Threshold Sys. Admin.	Yes
8	The Job phase budget changes from being 100% State to having a Federal amount for S/TIP line items.	Yes
9	The Job phase budget changes from having Federal amount to 100% State or State/Local for S/TIP line items.	Yes

Macatawa Area Coordinating Council

TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS & ADMINISTRATIVE CHANGES

June 2019

Background

Currently when projects are selected for inclusion in the Transportation Improvement Program the following information is required:

1. The name and, where applicable, the limits and length of the project
2. A brief description of work
3. An estimate of total costs (e.g. design/right-of-way, construction) broken down by federal and nonfederal sources and reflecting year of expenditure
4. Source of nonfederal and federal funds
5. Responsible agency

It sometimes becomes necessary to amend or make other adjustments to projects contained in the TIP. To allow for management of the TIP that is not burdensome for MACC members or staff, as well as MDOT and FHWA personnel, the following definitions and processes are to be followed:

Changes that trigger a Federal Amendment

An **amendment** to the TIP will be defined as:

1. Project added to, or deleted from, the TIP
2. Adding a new job phase as a TIP line item
3. Increase or Decrease in construction length of 0.5 miles
4. Change in Major Work Type Sub-Category for jobs that are line items
5. Change of Scope Code (not always with change in budget) for multi-modal transit projects
6. Increase or Decrease in budget of 25% or more for TIP line item. Applies to Total Phase Budget
7. Change in Job phase Fiscal Year (based on Phase Scheduled Obligation Date) if the change in Fiscal Year is outside of the current TIP cycle for a TIP line item
8. Increase or Decrease of 25% over Federal Approved GPA Threshold (applies to Total Budget)
9. Job phase budget changes from being 100% State to having a Federal amount for TIP line items
10. Job phase budget changes from having Federal amount of 100% to 100% State or State/Local for TIP line items
11. Change in scope or length that affects air quality

Changes that trigger an Administrative Modification

An **administrative modification** to the TIP will be defined as:

1. Add a new Job phase to a GPA category
2. Job phase is moved from one GPA to another GPA
3. Change in Job phase FY if the change in FY is within the current TIP cycle
4. If nothing else changes on the Job phase/Job and the only change is moving from GPA to TIP line item
5. Change in Job Major County
6. Change in Responsible Jurisdiction or Agency Name
7. Changes to Major Route or Major Route (Report) fields
8. Changes to Location or Location Report
9. Any change in construction length that is less than 0.5 miles for a TIP line item
10. If a Job phase has Advance Construct (AC) funding, if AC funding is removed, or if ACC fields are updated (N/A for Transit)
11. Any changes to estimated federal or state or local amount
12. Any changes to Major or Minor Fin Sys
13. Any changes to Phase Budget less than 25%
14. Any changes to the Work Description
15. Change in scope or length that does not affect air quality

Amendment Process

Amendments to the TIP will be reviewed and acted upon by the Technical Committee and the Policy Committee. However, if the submission of an amendment by the required date in the S/TIP Amendment Schedule will not allow the Technical and Policy Committees to act within their regular meeting schedule, the following procedure will be implemented:

1. MACC staff will notify the TIP Development Committee of the proposed amendment.
2. TIP Development Committee will have two business days to approve or oppose the proposed amendment. A simple majority of TIP Development Committee members is needed for approval
3. Notification of action taken will be given to Technical and Policy Committee members at the next regularly scheduled meeting

Administrative Modification Process

MACC staff will complete administrative modifications and report them to the Technical Committee at its next regularly scheduled meeting.

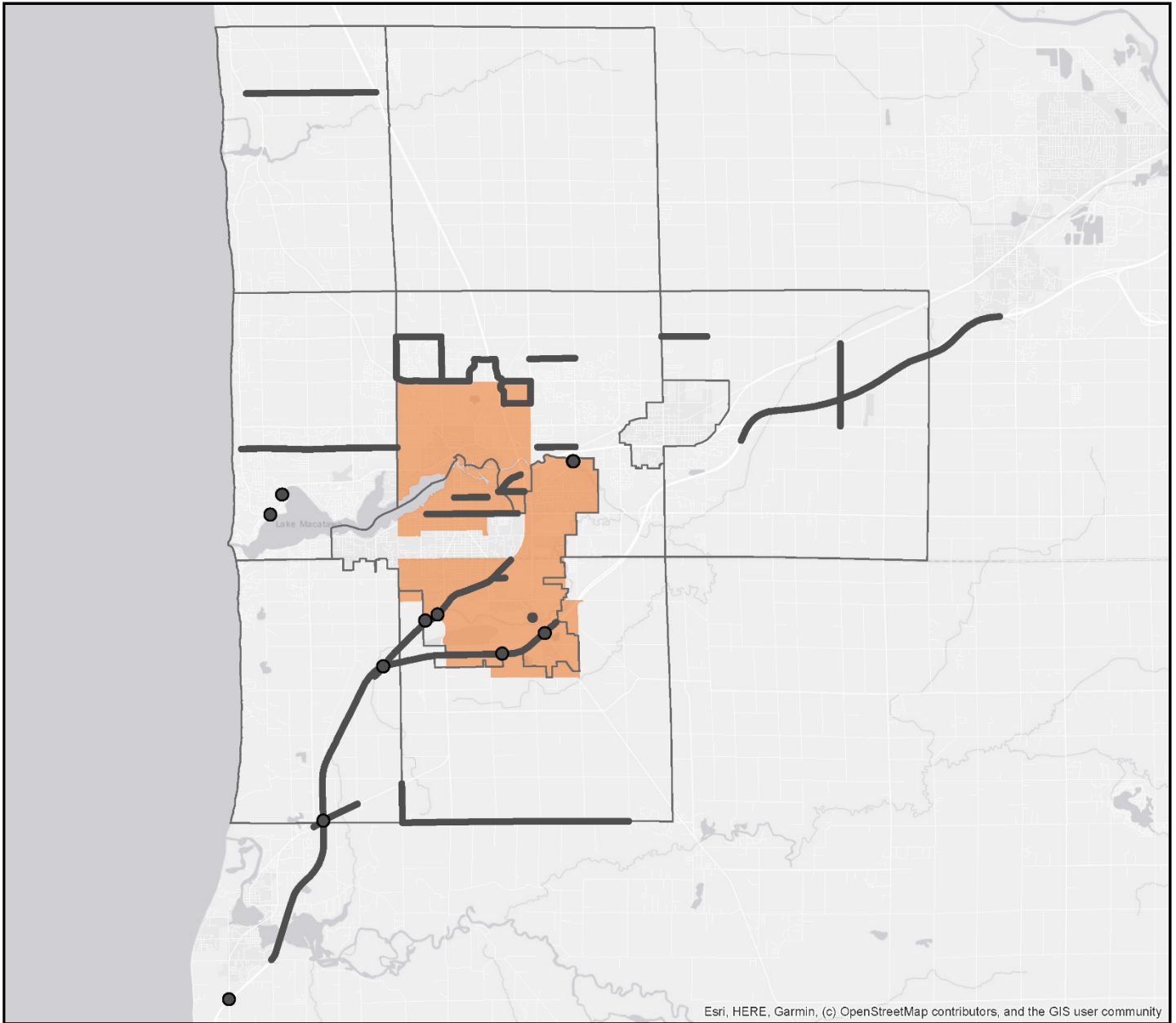
¹ MPO-allocated federal funding is funding awarded by the MACC (e.g. Local Surface Transportation Program, Congestion Mitigation/Air Quality, etc.)

² Competitively awarded funding is funding awarded on a statewide basis by MDOT (e.g. Transportation Alternatives Program, Safety Program, etc.)

APPENDIX J




Environmental Justice Analysis Maps


FY 2020-2023 Transportation Improvement Program Projects and Low Income Populations



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Legend

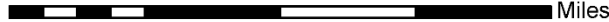
-  FY 2020-2023 Road Projects
-  FY 2020-2023 Bridge Projects
-  MACC Planning Area
-  Low Income Area




**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

The low income area represents census tracts whose low income population is greater than the MACC area average of 14%

0 1.25 2.5 5 7.5 10 Miles

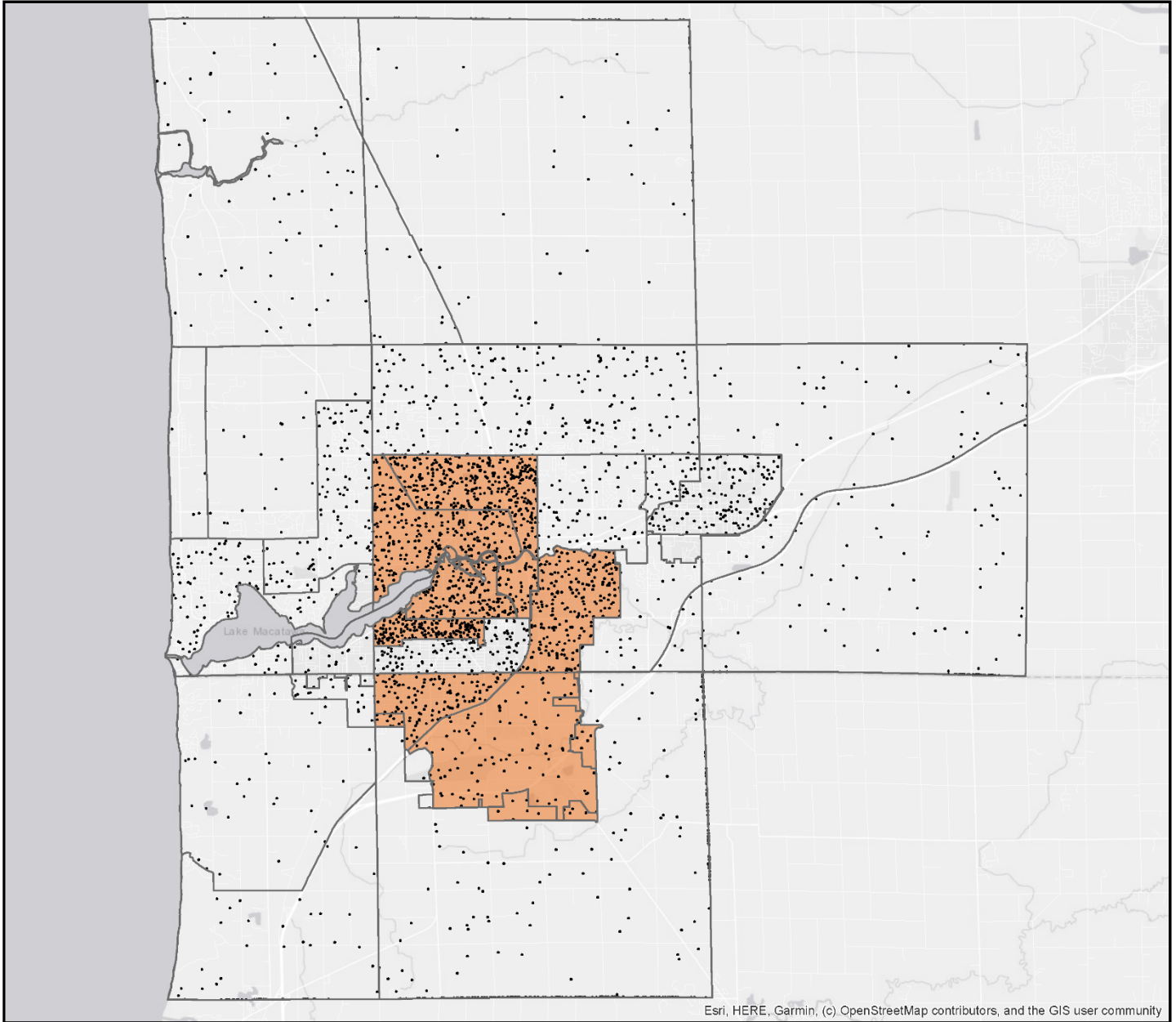




NORTH



FY 2020-2023 Transportation Improvement Program

Low Income Populations



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

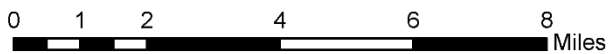
Legend

-  MACC Planning Area
-  Low Income Area
- 1 Dot = 5 Persons

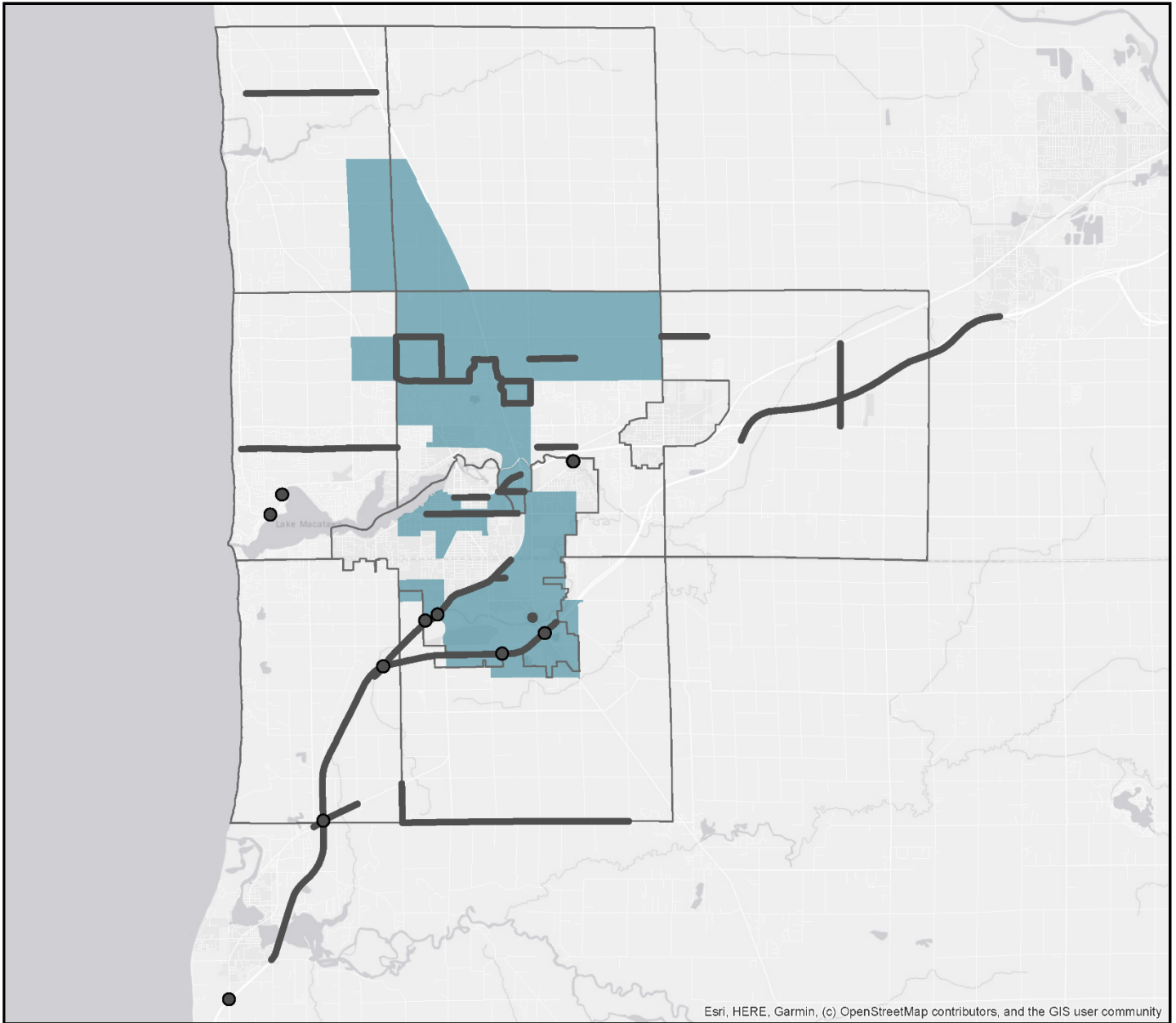


**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

The low income area represents census tracts whose low income population is greater than the MACC area average of 14%




FY 2020-2023 Transportation Improvement Program Projects and Minority Populations



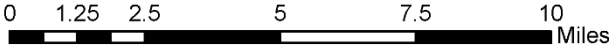
Legend

-  FY 2020-2023 Road Projects
-  FY 2020-2023 Bridge Projects
-  MACC Planning Area
-  Minority Area




**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

The minority area represents block groups whose minority population is greater than the MACC area average of 25%



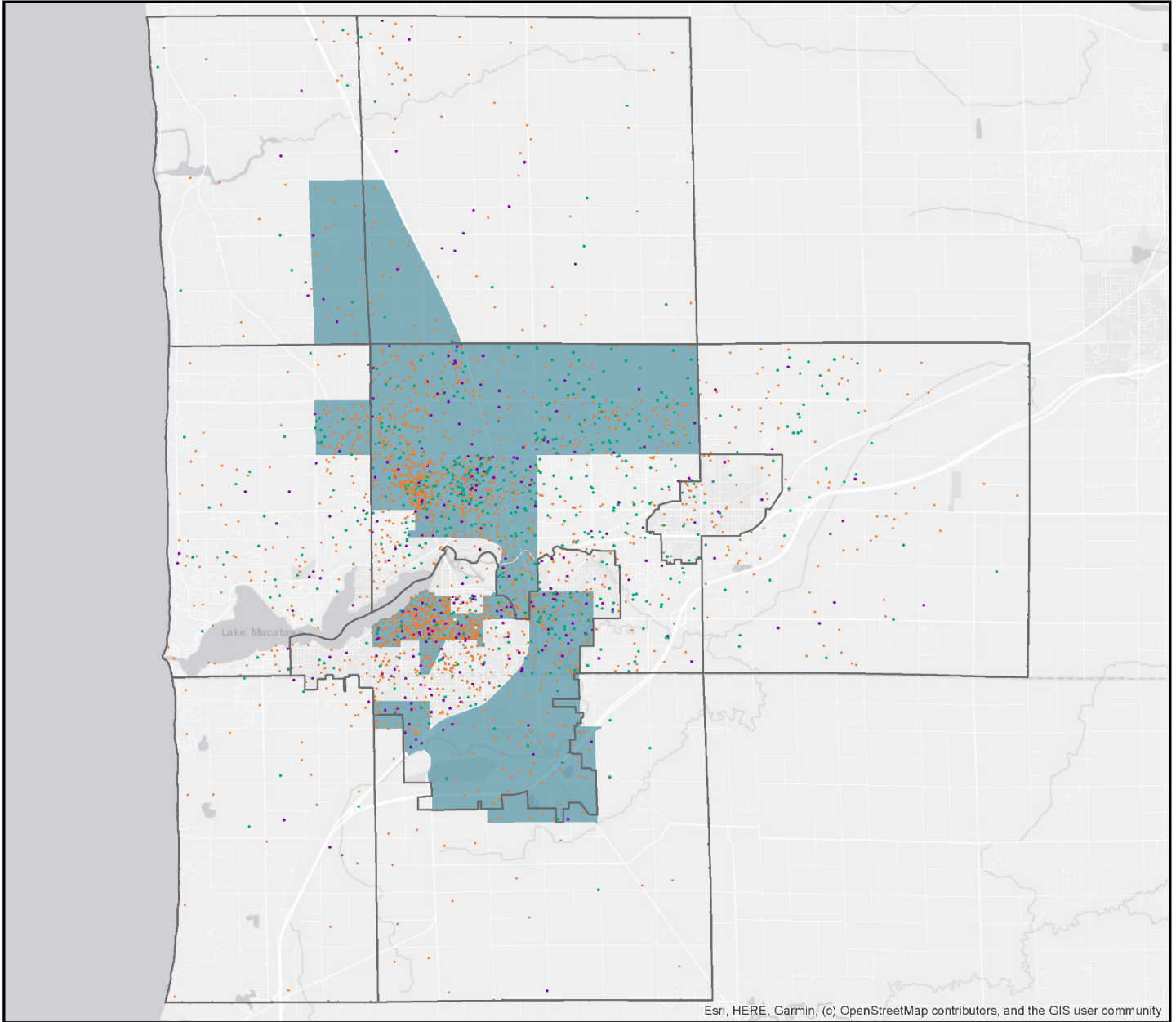
0 1.25 2.5 5 7.5 10 Miles



NORTH

FY 2020-2023 Transportation Improvement Program

Minority Populations




Legend

- MACC Planning Area
- Minority Area

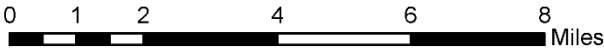
Dot = 10 Persons


- Hispanic
- Black
- American Indian
- Asian
- Hawaiian



Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

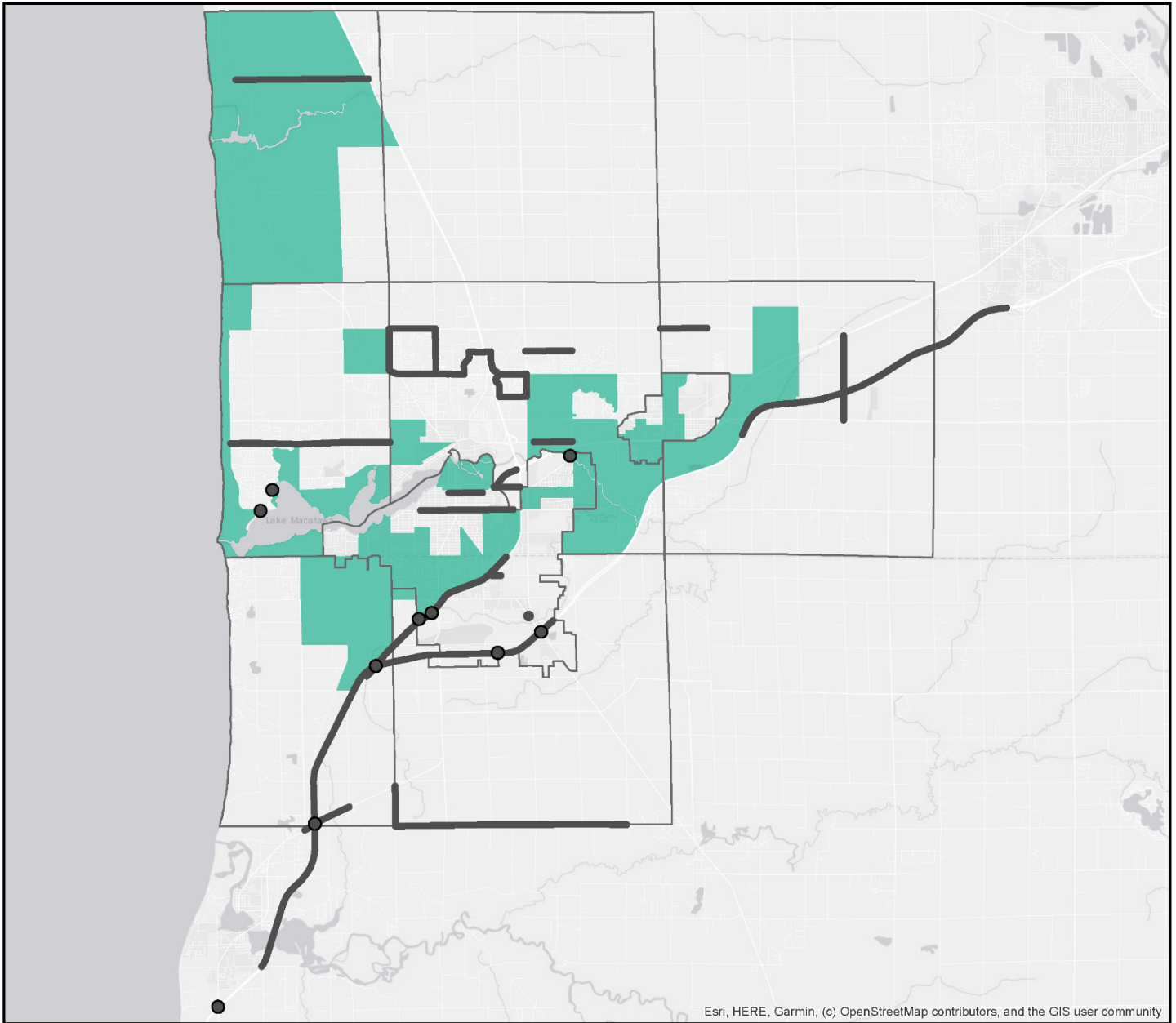
The minority area represents block groups whose minority population is greater than the MACC area average of 25%




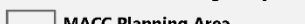


NORTH

FY 2020-2023 Transportation Improvement Program Projects and Aging Populations (65+)



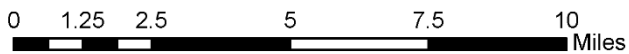
Legend

-  FY 2020-2023 Road Projects
-  FY 2020-2023 Bridge Projects
-  MACC Planning Area
-  Aging Population Area



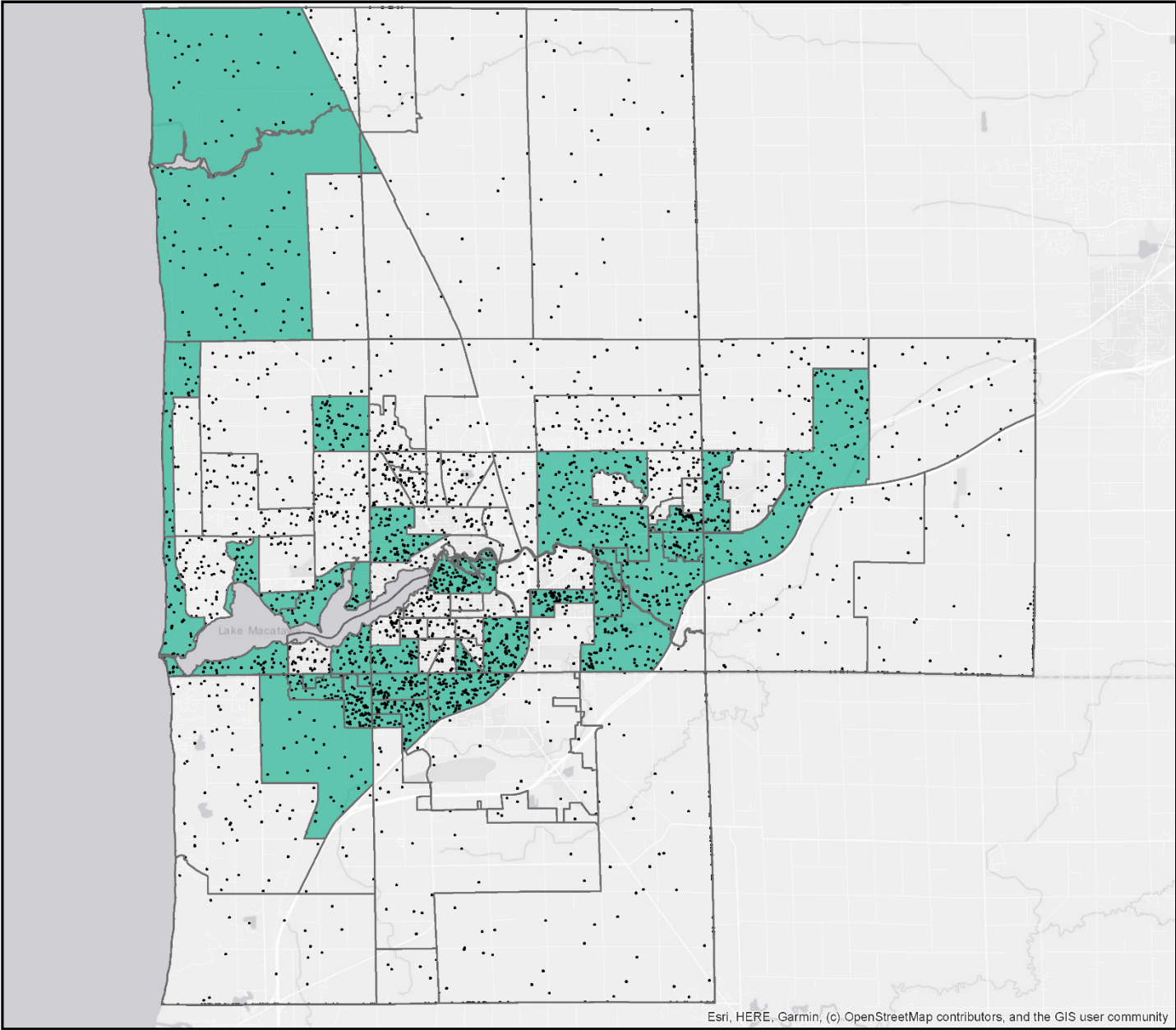
**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

The aging population area represents block groups whose aging population is greater than the MACC area average of 14%



FY 2020-2023 Transportation Improvement Program

Aging Populations (65+)



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

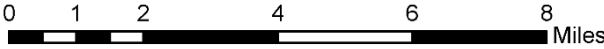
Legend

- MACC Planning Area
- Aging Population Area
- Dot = 5 persons

MA
ME

**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

The aging population area represents block groups whose aging population is greater than the MACC area average of 14%



APPENDIX K

Air Quality Conformity Documents

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)
Allegan County Nonattainment Area
For New 2020 – 2023 TIPs

9 – 10 a.m. (EST), Friday, March 15, 2018

BTP Third floor, Van Wagoner Transportation Building, Lansing, MI

<u>Name</u>	<u>Agency</u>
In attendance:	
Andrea Dewey	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environmental Quality (DEQ)
Michael Leslie	Environmental Protection Agency (EPA)
Susan Weber	Federal Transit Administration (FTA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	Muskegon MPO (WestPlan)
Joel Fitzpatrick	Muskegon MPO (WestPlan)
Carolyn Ulstad	Holland MPO (MACC)
George Yang	Grand Rapids MPO (GVMC)
Laurel Joseph	Grand Rapids MPO (GVMC)
Andrea Faber	Grand Rapids MPO (GVMC)
William Loehle	MDOT
Tom Doyle	MDOT
David Fairchild	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Eric Mullen	MDOT

Attendance at the meeting was in person or teleconferencing with web linking.

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for three Conformity Areas.

- 1) Grand Rapids (Kent and Ottawa counties) for 1997 ozone standard Conformity Area
- 2) Muskegon County for 1997 and 2015 ozone standard Nonattainment Area
- 3) Allegan County for 1997 and 2015 ozone standard Nonattainment Area

Agenda:

- 1) Review analysis years and model information
- 2) Existing rules
- 3) Review project lists
 - a. MACC project list for New 2020-23 TIP in Ottawa County
 - b. MACC project list for New 2020-23 TIP in Allegan County

- c. GVMC project list for New 2020-23 TIP
- d. WestPlan project list for New 2020-23 TIP in Ottawa County
- e. WestPlan project list for New TIP 2020-23 in Muskegon County
- f. STIP project list for Allegan, Ottawa, and Kent counties

With the overlapping MPO boundaries within the Grand Rapids Conformity Area, a joint MITC-IAWG was held for the three nonattainment/conformity areas. The same meeting summary is duplicated for each of the three areas, with only projects in that nonattainment/conformity area attached.

Analysis Years: The analysis years used in the last analysis will be used for any new analysis. Analysis years are 2020, 2030, 2040 for Muskegon and Grand Rapids. Allegan has the additional year of 2021. If modeling is required, the same modeling process will be used as in the last analysis.

Existing rule and new rule:

Existing rule: definition of an air quality regionally significant project:

Transportation project on a facility which serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, transportation terminals) and would normally be included in the travel demand model.

At a minimum includes principal arterials (national functional classification 1, 2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.

New Rule: during the meeting a new rule was established:

Adding a center turn lane of 1 mile or less will not trigger a new conformity analysis but will be included in the next conformity analysis.

It was mentioned that MPOs need to pay special attention to resurfacing projects. Even though their description states resurfacing, it is possible they could be resurfaced and striped with fewer lanes (a road diet). Please be aware and try to make sure the descriptions reflect what is taking place on the road.

The group discussed if a new analysis is required, the analysis would include the long-range transportation plan (LRTP) projects, too. A new analysis would change projects in the years 2020 to 2023 but the LRTP projects should also be in the travel demand model.

The fields needed for air quality review by the IAWG was discussed and the decision to use those provided in the GVMC project for this review should be used going forward.

The MITC-IAWG reviewed projects in for all three areas. A summary of each area is provided below.

The Allegan County Nonattainment Area

All projects in the MACC's 2020 - 2023 TIP and in the 2020-2023 STIP in Allegan County were determined exempt and no new conformity analysis required.

The Grand Rapids (Kent and Ottawa counties) Conformity Area

GVMC: projects in GVMC's 2020 - 2023 TIP were determined to be non-exempt and a new conformity analysis is required.

MACC: projects in Ottawa County were determined exempt.

WestPlan: projects in Ottawa County would be run in next run or were determined exempt.

STIP: projects in Ottawa and Kent counties were determined exempt.

A new conformity analysis is required for the Grand Rapids Conformity Area.

The Muskegon County Nonattainment Area

All projects in the WestPlan's 2020 - 2023 TIP in Muskegon County were determined exempt and no new conformity analysis required.

A new conformity analysis is required for the Grand Rapids Conformity Area.

The Muskegon County Nonattainment Area

All projects in the WestPlan's 2020 - 2023 TIP in Muskegon County were determined exempt and no new conformity analysis required.

Macatawa Area Coordinating Council (MACC) New TIP 2020- 2023 Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air quality comment	Phase	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source
2023	Local	206322	MACC	Allegan	Holland	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement	exempt	Adding second left turn lane at intersection	CON	\$175,000	\$0	\$50,000	\$225,000	STUL
2021	Trunkline	106587	MACC	Allegan	MDOT	I-196 (SB)	130th Avenue north to US-31	7.375	Reconstruction	Reconstruction	exempt		CON	\$19,530,000	\$2,170,000	\$0	\$21,700,000	IM
2022	Trunkline	113122	MACC	Allegan	MDOT	US-31	I-196 north to Central Avenue	3.283	Road Rehabilitation	Rubblize, HMA Overlay	exempt		CON	\$6,457,147	\$1,406,797	\$25,057	\$7,889,000	NH,HIPS
2021	Trunkline	129965	MACC	Allegan	MDOT	I-196	over US-31 NB	0.000	Bridge Rehabilitation	Deep ovly, P/H, rail repl, appr, csc	exempt		CON	\$1,463,448	\$162,605	\$0	\$1,626,052	IM
2022	Trunkline	200683	MACC	Allegan	MDOT	US-31	Central Avenue north to Allegan/Ottawa County Line (32nd Street)	1.238	Road Rehabilitation	Two Course Asphalt Resurfacing	exempt		CON	\$1,639,455	\$331,735	\$31,810	\$2,002,999	NH
2023	Trunkline	201328	MACC	Allegan	MDOT	US-31 N	Various	0.000	Bridge Rehabilitation	Deep Overlay	exempt		CON	\$4,983,526	\$1,105,083	\$0	\$6,088,609	NH
2022	Local	206321	MACC	Allegan	Holland	E 40th St	40th: Industrial Ave - US31	0.255	Reconstruction	Reconstruction	exempt		CON	\$300,000	\$0	\$100,000	\$400,000	STUL
2023	Local	206323	MACC	Allegan	Allegan County	136th Ave	136th Ave: 58th St. - 50th St.	4.000	Road Rehabilitation	Resurfacing	exempt		CON	\$400,000	\$0	\$300,000	\$700,000	STUL
2022	Local	206324	MACC	Allegan	Allegan County	136th Ave	60th St. & 136th Ave.	2.000	Road Rehabilitation	Resurfacing	exempt		CON	\$300,000	\$0	\$100,000	\$400,000	STU
2023	Local	206346	MACC	Allegan	Allegan County	Blue Star Hwy	Blue Star Hwy: From 64th St. - 60th St.	2.200	New Facilities	Non-Motorized Pathway	exempt		CON	\$50,000	\$0	\$420,000	\$470,000	CM
2021	Trunkline	118985	MACC	Allegan	MDOT	I-196 and US-31 SB	over Kuipers Drain	0.000	Bridge Replacement	Culvert Replacement	exempt		CON	\$830,777	\$184,223	\$0	\$1,015,000	NH
2021	Trunkline	129964	MACC	Allegan	MDOT	I-196 WB	over the CSX RR	0.000	Bridge Rehabilitation	Deep overlay, substructure repairs	exempt		CON	\$960,378	\$106,709	\$0	\$1,067,086	IM
2022	Trunkline	204359	MACC	Allegan	MDOT	I-196	under M-40 (Lincoln Road)	0.000	Bridge Rehabilitation	Deep Overlay	exempt		CON	\$1,038,331	\$115,370	\$0	\$1,153,701	IM
2021	Trunkline	128732	MACC	Allegan	MDOT	I-196 (WB)	US-31 east to CSX Railroad	4.170	Road Rehabilitation	Cold Mill, Joint Repairs, HMA Overlay	exempt		CON	\$2,520,000	\$280,000	\$0	\$2,800,000	IM

Allegan County STIP 2020-2023 Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Local	206771	Rural	Allegan	Allegan County	103rd Ave, 52nd and 104	103rd, 52nd, and 104th, various locations,Allegan County	1.853	Road Rehabilitation	Crush & shape & asphalt resurfacing	exempt		CON	\$0	\$173,039	\$0	\$173,039	EDD
2020	Local	206771	Rural	Allegan	Allegan County	103rd Ave, 52nd and 104	103rd, 52nd, and 104th, various locations,Allegan County	1.853	Road Rehabilitation	Crush & shape & asphalt resurfacing	exempt		CON	\$1,032,000	\$0	\$250,000	\$1,282,000	STL
2021	Local	207028	Rural	Allegan	Allegan County	Division St	10th st/Division St from Wayland City Limits to 142nd Ave	6.283	Road Rehabilitation	Crush and shape existing HMA surface over concrete, resurface with HMA	exempt		CON	\$0	\$173,039	\$0	\$173,039	EDD
2021	Local	207028	Rural	Allegan	Allegan County	Division St	10th st/Division St from Wayland City Limits to 142nd Ave	6.283	Road Rehabilitation	Crush and shape existing HMA surface over concrete, resurface with HMA	exempt		CON	\$1,055,000	\$0	\$250,000	\$1,305,000	STL
2022	Local	207031	Rural	Allegan	Allegan County	30th St	30th St form 134th St to Ottogan St	6.915	Road Rehabilitation	Asphalt Pavement Repair, mill existing HMA surface, resurface with HMA	exempt		CON	\$0	\$173,039	\$0	\$173,039	EDD
2022	Local	207031	Rural	Allegan	Allegan County	30th St	30th St form 134th St to Ottogan St	6.915	Road Rehabilitation	Asphalt Pavement Repair, mill existing HMA surface, resurface with HMA	exempt		CON	\$1,198,000	\$0	\$100,000	\$1,298,000	STL
2023	Local	207033	Rural	Allegan	Allegan County	106th Ave	106th Ave & Marsh Rd from 10th St to Barry County Line	6.679	Road Rehabilitation	Asphalt pavement Repair, Resurface with HMA	exempt		CON	\$805,200	\$0	\$400,000	\$1,205,200	STL
2021	Local	207255	Rural	Allegan	Allegan	Second St	2nd Street	0.142	Road Rehabilitation	Resurfacing and Bridge Rehab	exempt		CON	\$375,000	\$0	\$438,039	\$813,039	STUL
2020	Local	200192	Rural	Allegan	Allegan County	S Main St	Allegan Street and Main Street, Village of Martin	0.332	Traffic Safety	Signal Actuation	exempt		CON	\$220,000	\$0	\$0	\$220,000	CMG
2020	Trunkline	81685	Rural	Allegan	MDOT	US-131 NB	at the new Martin Township Rest Area	0.787	Roadside Facilities - Imp	New Rest Area Construction	exempt		CON	\$4,336,722	\$961,656	\$0	\$5,298,378	NH
2022	Trunkline	128163	Rural	Allegan	MDOT	M-89	M-222 east to 29th Street	1.826	Road Rehabilitation	Mill, Joint Repairs, HMA Overlay, ADA Ramps	exempt		CON	\$2,863,113	\$634,887	\$0	\$3,498,000	NH
2020	Local	129683	Rural	Allegan	Allegan County	28th Street	Van Buren County Line to 102nd Avenue	0.967	Reconstruction	Reconstruct	exempt		CON	\$0	\$164,478	\$0	\$164,478	EDD
2020	Local	129683	Rural	Allegan	Allegan County	28th Street	Van Buren County Line to 102nd Avenue	0.967	Reconstruction	Reconstruct	exempt		CON	\$845,677	\$0	\$49,845	\$895,522	STL
2022	Trunkline	201231	Rural	Allegan	MDOT	I-196	over the Kalamazoo River	0	Bridge Rehabilitation	Deep Overlay	exempt		CON	\$4,493,054	\$499,228	\$0	\$4,992,281	IM
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$24,800	\$4,650	\$1,550	\$31,000	BO
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$30,400	\$5,700	\$1,900	\$38,000	BO
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$34,400	\$6,450	\$2,150	\$43,000	BO
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$38,400	\$7,200	\$2,400	\$48,000	BO
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$58,400	\$10,950	\$3,650	\$73,000	BO

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$74,400	\$13,950	\$4,650	\$93,000	BO
2020	Local	202426	Rural	Allegan	Allegan County	Countywide	Countywide, Allegan County	0	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$105,600	\$19,800	\$6,600	\$132,000	BO
2020	Multi-Modal	203147	Rural	Allegan	Interurban Transit Authority	Transit Capital	areawide	0	1110-Bus Rolling Stock	Bus Purchase	exempt		NI	\$60,000	\$15,000	\$0	\$75,000	STL
2020	Multi-Modal	203148	Rural	Allegan	Allegan County - Transportation Services	Transit Capital	areawide	0	1110-Bus Rolling Stock	Transit vehicle additions/replacements	exempt		NI	\$120,000	\$30,000	\$0	\$150,000	STL
2020	Multi-Modal	206752	Rural	Allegan	Allegan County - Transportation Services	Transit Capital	areawide	0	1110-Bus Rolling Stock	2 gas engines transit bus with lift	exempt		NI	\$120,000	\$30,000	\$0	\$150,000	STL
2020	Multi-Modal	206831	Rural	Allegan	Allegan County - Transportation Services	Airway Dr	Countywide	0	1110-Bus Rolling Stock	4 Propane Transit Busses	exempt		NI	\$304,000	\$76,000	\$0	\$380,000	CM
2020	Multi-Modal	206836	Rural	Allegan	Interurban Transit Authority	E Wiley Rd	Countywide	0	1110-Bus Rolling Stock	1 Alternative Fuel Transit Vehicle	exempt		NI	\$64,000	\$16,000	\$0	\$80,000	CM
2021	Multi-Modal	207021	Rural	Allegan	Allegan County	Airway Dr	Allegan County-area wide	0	1110-Bus Rolling Stock	2 Gas engine transit buses with lift	exempt		NI	\$120,000	\$30,000	\$0	\$150,000	5311
2022	Multi-Modal	207034	Rural	Allegan	Allegan County - Transportation Services	Airway Dr	Areawide	0	1140-Bus Support Equip	Other Captial items	exempt		NI	\$16,800	\$4,200	\$0	\$21,000	5311
2022	Multi-Modal	207256	Rural	Allegan	Allegan County - Transportation Services	Transit Capital	Areawide	0	1140-Bus Support Equip	Facility Construction	exempt		NI	\$64,000	\$16,000	\$0	\$80,000	STUL
2023	Trunkline	204371	Rural	Allegan	MDOT	I-196	107th Ave over I-196	0	Bridge CPM	Deck Patching	exempt		CON	\$374,945	\$41,661	\$0	\$416,605	BOI
2020	Trunkline	127994	Rural	Allegan	MDOT	M-179	Grand Elk Railroad east to the Allegan/Barry County Line	5.52	Road Capital Preventive	One Course Asphalt Overlay	exempt		CON	\$1,122,983	\$249,019	\$0	\$1,372,000	ST
2020	Trunkline	128067	Rural	Allegan	MDOT	M-89	58th Street east to 56th Street (Fennville)	1.165	Road Rehabilitation	Cold Mill, Joint Repairs, HMA Overlay	exempt		CON	\$683,448	\$151,553	\$0	\$835,000	ST
2020	Trunkline	128165	Rural	Allegan	MDOT	M-179	US-131 east to Grand Elks Railroad	0.46	Road Rehabilitation	Cold Mill, Joint Repairs, HMA Overlay	exempt		CON	\$312,668	\$69,334	\$0	\$382,000	ST
2020	Trunkline	200138	Rural	Allegan	MDOT	M-89	56th Street east to M-40	7.985	Road Capital Preventive	Single Course Chip Seal & Fog Seal	exempt		CON	\$912,628	\$202,373	\$0	\$1,115,000	ST
2020	Trunkline	200584	Rural	Allegan	MDOT	US-131	N of 112th Avenue north to 120th Avenue	3.435	Road Capital Preventive	Paver Placed Surface Seal	exempt		CON	\$1,409,458	\$312,544	\$0	\$1,722,000	NH

**Air Quality Conformity Analysis
for
Grand Rapids, MI Conformity Area
(Kent and Ottawa Counties)
New 2020 to 2023 TIPs**

Final

May 22, 2019

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require metropolitan planning organizations (MPOs) to make a determination that the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP) and regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS. A demonstration is conducted by comparing emissions estimates generated from implementation of LRTPs and TIPs for analysis years to the motor vehicle emissions budgets (MVEBs) contained in the maintenance SIP.

The purpose of this report is to document the process and findings of the transportation conformity analysis for the conformity area.

1.2 Conformity Area and Conformity

The conformity area consists of two counties: Kent and Ottawa. Within the boundary is the MPO of Grand Valley Metro Council (GVMC) and parts of the West Michigan Metropolitan Transportation Planning Program (WestPlan) and Macatawa Area Coordinating Council (MACC), as well as the rural projects contained in the State Transportation Improvement Program (STIP).

Findings of the transportation conformity analysis are for projects contained within the conformity area. Projects in the 2040 LRTPs have not changed since the previous analysis and are included in the modeling but not in the project lists. Projects evaluated for this analysis:

- GVMC 2020-2023 TIP,
- WestPlan 2020-2023 TIP projects in Ottawa County,
- MACC 2020-2023 TIP projects in Ottawa County, and
- STIP in Kent and Ottawa counties.

1.3 Conformity Finding

The staff of the GVMC, WestPlan, and MACC finds that the LRTPs and TIPs conform to the SIP for the 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region’s transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document was subject to public comment periods. For GVMC, that period was March 25 - May 8, 2019; for WestPlan, March 28 - April 17, 2019; and for MACC, April 2 - 22, 2019.

The MPO policy committee made a formal conformity determination, through a resolution, at the GVMC Policy Committee on May 15, 2019; the WestPlan Policy Committee on April 17, 2019; and the MACC Policy Committee on April 17, 2019.

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 1997 ozone standard, as shown in Table 1, the emissions results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions are lower than the SIP budgets; thus, conformity for the ozone standard is demonstrated.

Table 1: Results of 1997 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NOx
SIP Budget	40.7	97.87
2020	10.01	11.27
2030	6.13	5.20
2040	4.34	3.22

2.0 Background and Attainment Status

2.1 Background

The Federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's SIP, which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan LRTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.

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

Transportation conformity only applies to on-road sources and transportation-related pollutants: ozone, particulate matter (particulate sizes 2.5 and 10), nitrogen dioxide, and carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted but created when NO_x and VOC react with sunlight.

When the EPA revises a NAAQS, all areas of the country are evaluated to determine if monitored levels of the pollutant are at or below the standard; these areas are classified as attainment. If the pollutant level is above the standard, these areas are classified as nonattainment. MPOs in areas classified as nonattainment or maintenance must conduct conformity analysis on their transportation programs.

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Kent and Ottawa counties were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NO_x for the year 2018. Placing the area into maintenance, this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP, referred to as SIP budgets.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, revoking the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA*, started requiring areas in the country that were in maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard to conduct conformity. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

2.3 SIP Budgets

The Grand Rapids Conformity Area has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test against for the ozone standard. Emissions generated must be equal to or less than the SIP budgets, also referred to as the MVEB. MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions are below the MVEB, the LRTPs and TIPs are conforming to the SIP.

3.0 Interagency Consultation

Consultation with federal, state, and local transportation authorities is conducted through the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Types of issues discussed can include evaluating and choosing emission models and methods, determining regionally significant projects, procedures for MITC-IAWG meetings, and rules for reviewing projects.

A MITC-IAWG was held on March 15, 2019, to review projects; individuals attended in person or by conference call. A summary of the MITC-IAWG meeting and relevant interagency consultation correspondence related to this conformity is in Appendix A. Copies of this conformity analysis were sent to each MITC-IAWG member to review and comment.

4.0 Public Participation

The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination.

Formal public comment periods for the draft Air Quality Conformity Analysis were held for GVMC March 25 - May 8, 2019; for WestPlan March 28 - April 17, 2019; and for MACC April 2 - 22, 2019. Public comments received and responses to those comments are in Appendix B. No comments were received.

5.0 Modeled Project in Conformity Analysis

All projects in the MPOs' 2020 - 2023 TIPs and STIP projects were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a complete list of the projects evaluated for, and included, in this analysis. Projects in the 2040 LRTPs have not changed since the previous analysis and are included in the modeling but not in the project lists.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The conformity area is covered by three travel demand forecasting models: the GVMC, WestPlan, and MACC models. Each of these models were developed in TransCAD modeling software and using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), and speeds. Detailed documentation on each of these models is contained in separate documents available upon request.

6.1.2 GVMC Model

The GVMC model covers all of Kent County and the eastern part of Ottawa County. It was developed by GVMC and is a standard four-step model, with a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the source of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.3 WestPlan Model

The WestPlan model covers all of Muskegon County and the northwest portion of Ottawa County. Only the part in Ottawa County is considered for this analysis. The model was developed by MDOT and is a standard four-step model with time of day, a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the source of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on REMI economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.4 MACC Model

The MACC model covers the greater Holland and Zeeland area and is half in Allegan County and half in Ottawa County. Only the part in Ottawa County is considered for this analysis. It was developed by MDOT and is a standard four-step model with time of day, a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the sources of population and household data. Future socio-economic data for the horizon year was created using the Community Viz scenario planning tool. The scenario used for the horizon year was based off growth trends from the American Community Survey data. Employment data is developed from a private business database verified with local knowledge. Future data is based on REMI economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.5 Coding Travel Demand Model Links for NFC by Urban and Rural

For emission modeling, the National Functional Classification (NFC) system is used to determine the function of roads; however, NFCs after 2010 do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), requires roads to be classified as urban or rural. MOVES requires roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a road's urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. The Michigan Geographic Framework (GIS digital base map) was used to combine NFC with adjusted census urban boundary to generate MOVES road types for the network.

6.1.6 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county then normalized to HPMS data for the base year/validation year of the travel demand models. Normalization factors were applied to all analysis years.

6.2 Analysis Years

Analysis years were determined by the MITC-IAWG. Projects requiring modeling are grouped into an analysis year based on the projects open to traffic date. Emissions are generated for each analysis year.

Analysis Year	Reason
2020	Interim year (so analysis years not more than 10 years apart)
2030	Interim year (so analysis years not more than 10 years apart)
2040	Last year of long-range transportation plans

7.0 Latest Planning Assumptions

7.1 Demographic Data

The most current and future assumptions developed or approved by the MPO were used in the development of the travel demand models. Table 2 shows base and future year population and employment by county from the travel demand models.

Table 2: Base and Future Year Population and Employment by County

County	Population		Employment	
	2010	2040	2010	2040
Kent County	602,607	658,463	391,786	456,265
Ottawa County	236,716	275,601	101,828	115,377

7.2 Vehicle Miles of Travel

Vehicle miles of travel (VMT) is one measure of travel. Current and future levels of travel and growth rates are provided in Table 3.

Table 3: Vehicle Miles of Travel and Growth Rate by County

	Analysis year			
Kent County	Base Year 2010	2020	2030	2040
VMT	15,658,125	16,308,423	17,053,279	17,732,732
Growth Rate	1.000	1.042	1.089	1.132
	Analysis year			
Ottawa County	Base Year 2010	2020	2030	2040
VMT	6,119,783	6,394,850	6,760,767	7,128,632
Growth Rate	1.000	1.045	1.105	1.165

7.3 Vehicle Hours of Travel

Vehicle hours of travel (VHT) is an indicator of congestion. Current and future levels are provided in Table 4.

Table 4: Vehicle Hours of Travel by County

	Analysis year			
Kent County	Base Year 2010	2020	2030	2040
VHT	369,445	386,565	405,037	420,376
	Analysis year			
Ottawa County	Base Year 2010	2020	2030	2040
VHT	159,205	161,565	172,964	183,266

7.4 Transportation Control Measures

There are no transportation control measures (TCMs) identified in the applicable state implementation plan. Thus, no measures are included at this time.

8.0 Emission Modeling

8.1 MOVES Specifications

The EPA's MOVES version MOVES2014b was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

8.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. County-level HPMS passenger data is used for motorcycle and passenger vehicles, and commercial HPMS is used for trucks and buses. HPMS VMT is aggregated to MOVES road types then converted to a fraction, generating a road-type distribution.

8.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

8.4 Ramp Fraction

The default VHT ramp fraction of 8 percent was used.

8.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADVT Converter-Tool MOVES 2014 was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2012. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine intercity bus, refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle)

types. Table 5 shows how vehicle body style combined with plate type and company code is used to obtain MOVES vehicle types.

Future year vehicle population is based on growth in VMT from base year to analysis year. The growth rate is applied to all MOVES vehicle types. Table 3 shows the VMT for each analysis year and growth rate.

8.7 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2012 was the source of vehicle ages. Vehicles are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2012 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited numbers. Base-year age distribution fractions were used for all future years.

8.8 Other Local Data

The MOVES model allows input for other types of local data, if available. This conformity demonstration used default meteorology data since the budgets were developed using default data; thus, analysis should also. Lacking local data, defaults were used for hoteling (truck parking) and starts. The default fuel data is correct for Michigan.

9.0 Conclusion

Conformity has a two-step approval process. The MPOs must make a formal conformity determination through a resolution that the findings of this conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of GVMC, WestPlan, and MACC, concludes that the GVMC 2040 LRTP and 2020-2023 TIP, and the parts of the WestPlan 2040 LRTP and 2020-2023 TIP and the parts of the MACC 2040 LRTP and 2020-2023 TIP contained in the conformity area, along with the projects in the 2020-2023 STIP, meet all applicable requirements for conformity for the 1997 ozone standard; thus, it is recommended for approval by FHWA.

Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code

MOVES Source Type	SOS Body Style, Plate Type, and Company Code
11 – Motorcycles	Motorcycles
21 – Passenger Cars	Two-Door Four-Door Convertible Roadster Low-Speed
31 – Passenger Trucks	Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal
32 – Light Commercial Trucks	Pickup Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van Commercial or Company Utility Truck Wrecker
40 – Buses (MOVES: 41*, 42, 43)	Bus; Supplemented with Other Data Sources
50 – Single-Unit Trucks* (MOVES: 51, 52, 53)	Dump Truck Mixer Truck Stake Truck
54 – Motorhomes	Motorhome
60 – Combination Trucks* (MOVES: 61, 62)	Tractor Trailer Tanker

* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

Appendix A: Meeting Summary of the Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)
Grand Rapids (Kent and Ottawa Counties) Conformity Area
For New 2020 – 2023 TIPs

9 – 10 a.m. (EDT), Friday, March 15, 2018

BTP Third floor, Van Wagoner Transportation Building, Lansing, MI

<u>Name</u>	<u>Agency</u>
In attendance:	
Andrea Dewey	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environmental Quality (DEQ)
Michael Leslie	Environmental Protection Agency (EPA)
Susan Weber	Federal Transit Administration (FTA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	Muskegon MPO (WestPlan)
Joel Fitzpatrick	Muskegon MPO (WestPlan)
Carolyn Ulstad	Holland MPO (MACC)
George Yang	Grand Rapids MPO (GVMC)
Laurel Joseph	Grand Rapids MPO (GVMC)
Andrea Faber	Grand Rapids MPO (GVMC)
William Loehle	MDOT
Tom Doyle	MDOT
David Fairchild	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Eric Mullen	MDOT

Attendance at the meeting was in person or teleconferencing with web linking.

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for three Conformity Areas.

- 1) Grand Rapids (Kent and Ottawa counties) for 1997 ozone standard Conformity Area
- 2) Muskegon County for 1997 and 2015 ozone standard Nonattainment Area
- 3) Allegan County for 1997 and 2015 ozone standard Nonattainment Area

Agenda:

- 1) Review analysis years and model information
- 2) Existing rules

3) Review project lists

- a. MACC project list for New 2020-23 TIP in Ottawa County
- b. MACC project list for New 2020-23 TIP in Allegan County
- c. GVMC project list for New 2020-23 TIP
- d. WestPlan project list for New 2020-23 TIP in Ottawa County
- e. WestPlan project list for New TIP 2020-23 in Muskegon County
- f. STIP project list for Allegan, Ottawa, and Kent counties

With the overlapping MPO boundaries within the Grand Rapids Conformity Area, a joint MITC-IAWG was held for the three nonattainment/conformity areas. The same meeting summary is duplicated for each of the three areas, with only projects in that nonattainment/conformity area attached.

Analysis Years: The analysis years used in the last analysis will be used for any new analysis. Analysis years are 2020, 2030, 2040 for Muskegon and Grand Rapids. Allegan has the additional year of 2021. If modeling is required, the same modeling process will be used as in the last analysis.

Existing rule and new rule:

Existing rule: definition of an air quality regionally significant project:

Transportation project on a facility which serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, transportation terminals) and would normally be included in the travel demand model.

At a minimum includes principal arterials (national functional classification 1, 2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.

New Rule: during the meeting a new rule was established:

Adding a center turn lane of 1 mile or less will not trigger a new conformity analysis but will be included in the next conformity analysis.

It was mentioned that MPOs need to pay special attention to resurfacing projects. Even though their description states resurfacing, it is possible they could be resurfaced and striped with fewer lanes (a road diet). Please be aware and try to make sure the descriptions reflect what is taking place on the road.

The group discussed if a new analysis is required, the analysis would include the long-range transportation plan (LRTP) projects, too. A new analysis would change projects in the years 2020 to 2023 but the LRTP projects should also be in the travel demand model.

The fields needed for air quality review by the IAWG was discussed and the decision to use those provided in the GVMC project for this review should be used going forward.

The MITC-IAWG reviewed projects in for all three areas. A summary of each area is provided below.

The Allegan County Nonattainment Area

All projects in the MACC's 2020 - 2023 TIP and in the 2020-2023 STIP in Allegan County were determined exempt and no new conformity analysis required.

The Grand Rapids (Kent and Ottawa counties) Conformity Area

GVMC: projects in GVMC's 2020 - 2023 TIP were determined to be non-exempt and a new conformity analysis is required.

MACC: projects in Ottawa County were determined exempt.

WestPlan: projects in Ottawa County would be run in next run or were determined exempt.

STIP: projects in Ottawa and Kent counties were determined exempt.

A new conformity analysis is required for the Grand Rapids Conformity Area.

The Muskegon County Nonattainment Area

All projects in the WestPlan's 2020 - 2023 TIP in Muskegon County were determined exempt and no new conformity analysis required.

Appendix B: Public Comments and Responses

No comments were received.

Appendix C: Projects Included in Conformity Analysis

The list of projects begins on the following page.

Grand Rapids (Kent and Ottawa Counties) Conformity Area

Grand Valley Metro Council (GVMC) New TIP Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Local	130586	GVMC	Kent	Kent County	Segwun Ave SE	South of Segwun Avenue to Grand River Drive	0.347	Minor Widening	Widen from 2 to 3 Lanes to add center turn lane	Non-Exempt	Can model this now, but would like to discuss with IAWG whether an amendment would trigger an analysis on this type of project	CON	\$0	\$713,014	\$178,254	\$891,268	EDC
2020	Local	130581	GVMC	Kent	Kent County	84th St	Division Avenue to Eastern Avenue	0.975	Major Widening	Reconstruct from 2 to 3 lane	Non-Exempt		CON	\$0	\$1,040,261	\$260,065	\$1,300,326	EDC
2020	Local	130587	GVMC	Kent	Kent County	Spaulding Ave	Ada Drive to Cascade Road	0.450	Reconstruction	Reconstruction and Widening	Non-Exempt	Was modeled in the FY17-20 conformity analysis. Removing from the TIP because it was already built	CON	\$640,000	\$0	\$160,000	\$800,000	STL
2020	Local	206391	GVMC	Kent	Kent County	68th St SW	From Burlingame Avenue to Clyde Park Avenue	1.004	Major Widening	Widening from 2 to 3 Lanes to add center turn lanes	Non-Exempt		CON	\$566,500	\$0	\$233,500	\$800,000	EDCF
2020	Trunkline	123324	GVMC	Kent	MDOT	I-96 WB	At M-21	0.001	Major Widening	I-96 WB Weave-Merge lane and add M-21 WB off ramp	Non-Exempt	This was modeled in the FY17-20 analysis	CON	\$1,526,503	\$338,498	\$0	\$1,865,000	CM
2021	Trunkline	123325	GVMC	Kent	MDOT	I 96 EB	At M-21	0.001	Major Widening	I-96 EB Weave-Merge lane and add M-21 EB On Ramp	Non-Exempt	This was modeled in the FY17-20 analysis	CON	\$1,649,278	\$365,723	\$0	\$2,015,000	CM
2021	Trunkline	126117	GVMC	Kent	MDOT	M-57	Farland Ave East to Ramsdell Dr	2.010	Traffic Safety	Passing Relief Lanes	Non-Exempt		CON	\$3,827,700	\$425,300	\$0	\$4,253,000	HSIP
2021	Local	206009	GVMC	Kent	Kentwood	32nd St SE	Breton Avenue to Shaffer Avenue	1.000	Major Widening	Widen and Reconstruct adding Center Turn Lanes	Non-Exempt		CON	\$0	\$1,200,000	\$1,400,000	\$2,600,000	EDC
2022	Local	205562	GVMC	Kent	Kent County	68th St SE	Plaster Creek to Hanna Lake Avenue	0.593	Major Widening	Widening from 4 to 5 lanes	Non-Exempt		CON	\$0	\$1,200,000	\$300,000	\$1,500,000	EDC
2022	Local	206961	GVMC	Kent	Kent County	Cascade Rd SE	36th to Whitneyville Avenue	0.813	Major Widening	Widening from 2 to 3 Lanes	Non-Exempt		CON	\$0	\$1,120,000	\$280,000	\$1,400,000	EDC
2020	Local	130577	GVMC	Kent	Kentwood	Burton St	Burton/East Paris Intersection	0.001	Minor Widening	Add right turn lanes on NE and NW quads	Exempt		CON	\$184,600	\$0	\$75,400	\$260,000	CM
2020	Local	130578	GVMC	Kent	Wyoming	Byron Center Ave	At 44th Street	0.001	Minor Widening	Add NB RT Only Lane	Exempt		CON	\$142,000	\$0	\$58,000	\$200,000	CM
2020	Local	130736	GVMC	Kent	Walker	Three Mile Road	Walker Avenue at 3 Mile Road	0.001	Traffic Safety	Add dual lefts from EB 3 Mile Road to NB Walker	Exempt		CON	\$320,000			\$320,000	CM
2020	Local	206385	GVMC	Ottawa	Hudsonville	32nd Ave	I-196 Bridge to Corporate Grove Drive	0.245	Minor Widening	Left Turn Lane	Exempt	intersection improvement	CON	\$280,000	\$0	\$70,000	\$350,000	STU
2022	Local	206351	GVMC	Kent	Kentwood	East Paris Ave SE	East Paris Ave. at 28th St.	0.133	Minor Widening	Add right turn lane	Exempt	interrsection improvement	CON	\$128,000	\$0	\$32,000	\$160,000	CM
2022	Trunkline	127477	GVMC	Kent	MDOT	I-196 (WB)	M-11 East 0.74 Miles	0.733	Major Widening	Extend Off Ramp	Exempt	auxiliary lane less than a mile	CON	\$2,250,875	\$499,125	\$0	\$2,750,000	CM
2022	Trunkline	201136	GVMC	Ottawa	MDOT	I-196	48th Avenue to 32nd Avenue	6.874	Traffic Safety	Shoulder Widening and Median Crossovers for Maintenance of Traffic	Exempt	temporary- lanes will remain the same during and after construction	CON	\$453,600	\$50,400	\$0	\$504,000	IM
2023	Local	206352	GVMC	Ottawa	Hudsonville	32nd Ave	32nd Avenue	0.209	Minor Widening	Left Turn Lane	Exempt	intersection improvement	CON	\$160,000	\$0	\$40,000	\$200,000	CM
2023	Trunkline	201942	GVMC	Kent	MDOT	US-131	US-131 NB and SB	4.104	Traffic Safety	Queue management system	Exempt	using ITS for ramp metering	CON	\$1,195,203	\$132,800	\$0	\$1,328,003	HSIP
2020	Local	130546	GVMC	Kent	ITP-The Rapid	Ellsworth Ave	Areawide	0.001	Operation Improvements	Rideshare program	Exempt		EPE	\$165,454	\$0	\$0	\$165,454	CMG
2020	Local	130558	GVMC	Kent	ITP-The Rapid	Ellsworth Ave	Areawide	0.001	Transit	4 Replacement VanPool Vans	Exempt		EPE	\$100,000	\$25,000	\$0	\$125,000	CM
2020	Local	130562	GVMC	Kent	ITP-The Rapid	Ellsworth Ave	Areawide	0.001	Transit	Replacement 40' buses/CNG (3)	Exempt		EPE	\$1,070,000	\$267,500	\$0	\$1,337,500	CM
2020	Local	130564	GVMC	Kent	GVMC	Front Ave	Areawide	0.001	Planning, Research & Design	Clean Air Action Days	Exempt		CON	\$80,000	\$0	\$20,000	\$100,000	CM
2020	Local	200243	GVMC	Ottawa	Hudsonville	New Holland St	New Holland Street North Side of street, City of Hudsonville	0.274	Roadside Facilities - Improve	10' wide Non-motorized Pathway N of New Holland St, E of Buttermilk Creek	Exempt		CON	\$151,200	\$0	\$125,146	\$276,346	TAU
2020	Local	203234	GVMC	Ottawa	Ottawa County	12th Ave	10th Ave/Golfside to 12th Avenue, Georgetown Twp	1.608	Roadside Facilities - Improve	Grand River Greenway Trail Phase III (Cottonwood Drive to Bend Area)	Exempt		CON	\$260,007	\$0	\$173,338	\$433,345	TA
2020	Local	203653	GVMC	Kent	Kent County	Burton St SE	Burton St from Patterson Avenue to Highridge Hills Lane (Pvt.), Cascade Twp	0.364	Roadside Facilities - Improve	Burton Street Trail from Patterson Avenue to Highridge Hills Lane (Pvt.)	Exempt		CON	\$1,286,669	\$0	\$692,821	\$1,979,490	TA
2020	Local	205248	GVMC	Kent	Grand Rapids	Plainfield Ave NE	Plainfield Ave from I-96 to 390' N or Salerno Dr	0.225	Roadside Facilities - Improve	5ft Sidewalk both sides	Exempt		CON	\$192,499	\$0	\$304,400	\$496,899	TAU
2020	Local	129687	GVMC	Ottawa	Ottawa County	Adams Street	48th Avenue to 24th Avenue	3.022	Road Capital Preventive Maintenance	Ashpalt Overlay and shoulder widening	Exempt		CON	\$0	\$73,179	\$0	\$73,179	EDD
2020	Local	129687	GVMC	Ottawa	Ottawa County	Adams Street	48th Avenue to 24th Avenue	3.022	Road Capital Preventive Maintenance	Ashpalt Overlay and shoulder widening	Exempt		CON	\$1,107,867	\$0	\$268,954	\$1,376,821	STL
2020	Local	130592	GVMC	Kent	Wyoming	Byron Center Ave	South City Limit to 44th Street	2.028	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$520,000	\$0	\$130,000	\$650,000	NH
2020	Local	130592	GVMC	Kent	Wyoming	Byron Center Ave	South City Limit to 44th Street	2.028	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$550,000	\$0	\$140,000	\$690,000	STU
2020	Local	130593	GVMC	Kent	Kentwood	52nd St	Broadmoor to Patterson Avenue	0.358	Road Rehabilitation	Mill and fill	Exempt	phase being supended	CON	\$500,000	\$0	\$125,000	\$625,000	STU
2020	Local	130595	GVMC	Ottawa	Ottawa County	Port Sheldon St	44th Street to Main Street	2.493	Road Rehabilitation	Resurface	Exempt		CON	\$620,000	\$0	\$450,000	\$1,070,000	STU
2020	Local	130597	GVMC	Ottawa	Ottawa County	44th St	Chicago Drive to 8th Avenue	1.685	Road Rehabilitation	Resurface	Exempt		CON	\$400,000	\$0	\$440,000	\$840,000	STU

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Local	130602	GVMC	Kent	Grand Rapids	Hall St	Division Avenue to Jefferson Avenue	0.174	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$100,000	\$0	\$25,000	\$125,000	STU
2020	Local	130605	GVMC	Kent	Grand Rapids	Walker Ave	Stocking Avenue to Leonard Street	1.072	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$580,000	\$0	\$145,000	\$725,000	STU
2020	Local	130606	GVMC	Kent	Grand Rapids	Madison Ave	28th Street to Alger Street	0.507	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$284,000	\$0	\$71,000	\$355,000	STU
2020	Local	130607	GVMC	Kent	Grand Rapids	Alger St	Madison Avenue to Eastern Avenue	0.501	Road Rehabilitation	Reconstruction/rotomill/resurface	Exempt		CON	\$532,000	\$0	\$133,000	\$665,000	STU
2020	Local	130608	GVMC	Kent	Grand Rapids	Ottawa Ave	Fulton Street to Michigan Street	0.532	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$284,000	\$0	\$71,000	\$355,000	STU
2020	Local	130610	GVMC	Kent	Grand Rapids	Eastern Ave	Ardmore Street to Oakdale Street	0.626	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$500,000	\$0	\$125,000	\$625,000	STU
2020	Local	130611	GVMC	Kent	Grand Rapids	Lake Dr SE	Lake Drive - Atlas Ave to ECL	0.273	Road Rehabilitation	Rotomill and Resurface	Exempt		CON	\$400,000	\$0	\$100,000	\$500,000	STU
2020	Local	206383	GVMC	Kent	Walker	Sunset Hills Ave NW	Lake Michigan Drive to Jason Ridge Lane	0.604	Road Rehabilitation	Resurface	Exempt		CON	\$320,000	\$0	\$80,000	\$400,000	STU
2020	Local	206386	GVMC	Kent	Kentwood	44th St SE	Breton Avenue to Shaffer Avenue	1.002	Road Rehabilitation	Mill and Resurface	Exempt		CON	\$500,000	\$0	\$125,000	\$625,000	STU
2020	Local	206386	GVMC	Kent	Kentwood	44th St SE	Breton Avenue to Shaffer Avenue	1.002	Road Rehabilitation	Mill and Resurface	Exempt		CON	\$183,000	\$0	\$45,750	\$228,750	NH
2020	Local	206388	GVMC	Kent	Rockford	Courtland St NE	Courtland/Northland from Monroe to Wolverine	0.887	Road Rehabilitation	Resurface	Exempt		CON	\$396,000	\$0	\$99,000	\$495,000	STU
2020	Local	206389	GVMC	Kent	Kent County	68th St SW	Byron Center Avenue to Burlingame Avenue	1.032	Road Rehabilitation	Resurface	Exempt		CON	\$646,500	\$0	\$253,500	\$900,000	EDCF
2020	Local	130566	GVMC	Kent	Grand Rapids	Market Ave	various locations	0.001	Traffic Safety	Signal detection install/upgrades var locations	Exempt		CON	\$142,000	\$0	\$58,000	\$200,000	CM
2020	Local	130568	GVMC	Kent	Grand Rapids	Market Ave	Various	0.001	Traffic Safety	Signal optimization @ up to 120 Fed aid locations	Exempt		CON	\$213,000	\$0	\$87,000	\$300,000	CM
2020	Local	130573	GVMC	Kent	Walker	3 Mile Rd	Walker Avenue at 3 Mile Road	0.001	Minor Widening	Add dual lefts from EB 3 Mile Road to NB Walker	Exempt	phase being abandoned	CON	\$320,000			\$320,000	CM
2020	Local	130827	GVMC	Kent	Grand Rapids	Market Ave	Areawide	0.001	Traffic Safety	Regional Signal System TMS Operations	Exempt		EPE	\$528,000	\$0	\$132,000	\$660,000	CM
2020	Local	207422	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	Exempt		CON	\$162,400	\$0	\$40,600	\$203,000	HSIP
2020	Local	207424	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	Exempt		CON	\$331,155	\$0	\$36,795	\$367,950	HSIP
2020	Local	207426	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	Exempt		CON	\$476,203	\$0	\$52,912	\$529,115	HSIP
2020	Trunkline	118616	GVMC	Ottawa	MDOT	I-196 (EB)	West of 32nd Avenue east to East of the Ottawa/Kent County Line	5.303	Reconstruction	Reconstruction	Exempt		CON	\$19,800,000	\$2,200,000	\$0	\$22,000,000	IM
2020	Trunkline	129341	GVMC	Ottawa	MDOT	I-196	I-196 from 32nd Ave to 44th St.	4.839	ITS Applications	Traffic Surveillance Cameras	Exempt		CON	\$409,250	\$90,750	\$0	\$500,000	ST
2020	Local	130555	GVMC	Kent	ITP-The Rapid	Ellsworth Ave	Areawide	0.001	Planning, Research & Design	Free rides on Clean Air Action Days	Exempt		EPE	\$40,000	\$10,000	\$0	\$50,000	CM
2020	Local	130580	GVMC	Kent	Kent County	Fruit Ridge Ave	6 Mile Road to 7 Mile Road	0.998	Reconstruction	Reconstruct Existing	Exempt		CON	\$877,000	\$0	\$323,000	\$1,200,000	STL
2020	Local	130589	GVMC	Kent	GVMC	Areawide	Areawide	0.000	Planning, Research & Design	Planning Studies	Exempt		EPE	\$150,000	\$0	\$37,500	\$187,500	STU
2020	Local	130594	GVMC	Kent	Kent County	84th St	Kalamazoo Avenue to Breton Avenue	1.004	Reconstruction	Reconstruction	Exempt		CON	\$1,120,000	\$0	\$280,000	\$1,400,000	STU
2020	Local	130600	GVMC	Kent	Grand Rapids	Hall St	Fuller Avenue to Colorado Avenue	0.298	Reconstruction	Reconstruction	Exempt		CON	\$400,000	\$0	\$100,000	\$500,000	STU
2020	Local	130604	GVMC	Kent	Grand Rapids	Hall St	Kalamazoo Avenue to Fuller Avenue	0.289	Reconstruction	Reconstruction	Exempt		CON	\$400,000	\$0	\$100,000	\$500,000	STU
2020	Local	130612	GVMC	Kent	Grand Rapids	Division Ave	Wealthy Street to Cherry Street	0.248	Reconstruction	Reconstruction	Exempt		CON	\$127,709			\$127,709	STU
2020	Local	130653	GVMC	Kent	Grand Rapids	Alger St	Eastern Avenue to Kalamazoo Avenue	0.732	Reconstruction	Reconstruction	Exempt		CON	\$981,250	\$0	\$268,750	\$1,250,000	STU
2020	Trunkline	200162	GVMC	Kent	MDOT	M-37	Lake Eastbrook Boulevard north to I-96	3.665	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repairs, ADA Ramps	Exempt		CON	\$1,246,576	\$276,425	\$0	\$1,523,000	NH,HIPU
2020	Trunkline	200171	GVMC	Kent	MDOT	M-37	44th Street north to 32nd Street	1.771	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay, ADA Ramps	Exempt		CON	\$713,732	\$140,463	\$17,805	\$872,000	NH
2020	Trunkline	200348	GVMC	Kent	MDOT	I-196BS	I196 EB OFF RAMP @ 44TH ST I-196 WB OFF-RAMP @ 44TH ST I196BS (CHICAGO DR) @ BURLINGAME (Sue survey ordered) US131 NB OFF RAMP @ PEARL,SCRIBNER	0.000	Traffic Safety	Traffic Signal Modernizations; connected vehicle installations.	Exempt		CON	\$784,944	\$0	\$0	\$784,944	STG
2020	Trunkline	200579	GVMC	Kent	MDOT	I-196	The Grand River east to Lane Avenue	2.501	Road Rehabilitation	Concrete Joint Repairs and High Friction Surface Treatment	Exempt		CON	\$3,870,000	\$430,000	\$0	\$4,300,000	IM
2020	Trunkline	200672	GVMC	Ottawa	MDOT	M-45	96th Ave to 68th Ave	6.095	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	Exempt		CON	\$660,920	\$145,080	\$0	\$806,000	NH
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1803-planning/studies	Urbanized Area Formula Grants	Exempt		NI	\$400,000	\$100,000	\$0	\$500,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1802-capital cost of contracting	Urbanized Area Formula Grants	Exempt		NI	\$720,000	\$180,000	\$0	\$900,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Urbanized Area Formula Grants	Exempt		NI	\$960,000	\$240,000	\$0	\$1,200,000	5307

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1303-bus shelter purchase	Urbanized Area Formula Grants	Exempt		NI	\$8,160	\$2,040	\$0	\$10,200	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	Urbanized Area Formula Grants	Exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	Urbanized Area Formula Grants	Exempt		NI	\$40,800	\$10,200	\$0	\$51,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	Urbanized Area Formula Grants	Exempt		NI	\$61,200	\$15,300	\$0	\$76,500	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	Urbanized Area Formula Grants	Exempt		NI	\$76,000	\$19,000	\$0	\$95,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1207-architect and engineer	Urbanized Area Formula Grants	Exempt		NI	\$81,600	\$20,400	\$0	\$102,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1805-contingency	Urbanized Area Formula Grants	Exempt		NI	\$81,600	\$20,400	\$0	\$102,000	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1302-bus shelter improvements	Urbanized Area Formula Grants	Exempt		NI	\$41,052	\$10,263	\$0	\$51,315	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1406-security equipment - facilities	Urbanized Area Formula Grants	Exempt		NI	\$139,830	\$34,957	\$0	\$174,787	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Urbanized Area Formula Grants	Exempt		NI	\$259,147	\$64,787	\$0	\$323,934	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1402-fare collection	Urbanized Area Formula Grants	Exempt		NI	\$382,035	\$95,509	\$0	\$477,544	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1102-30-34 foot replacement bus with or without lift	Urbanized Area Formula Grants	Exempt		NI	\$389,524	\$97,381	\$0	\$486,905	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	Urbanized Area Formula Grants	Exempt		NI	\$1,019,586	\$254,897	\$0	\$1,274,483	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	Urbanized Area Formula Grants	Exempt		NI	\$1,264,744	\$316,186	\$0	\$1,580,930	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1203-admin/ maintenance facility improvements	Urbanized Area Formula Grants	Exempt		NI	\$1,309,998	\$327,500	\$0	\$1,637,498	5307
2020	Multi-Modal	203323	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	Urbanized Area Formula Grants	Exempt		NI	\$2,983,186	\$745,797	\$0	\$3,728,983	5307
2020	Trunkline	206495	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	Exempt		PE	\$1,653	\$184	\$0	\$1,837	HSIP
2020	Trunkline	206495	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	Exempt		CON	\$592,043	\$65,783	\$0	\$657,825	HSIP
2020	Trunkline	206541	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	Exempt		PE	\$1,653	\$184	\$0	\$1,837	HSIP
2020	Trunkline	206541	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	Exempt		CON	\$162,068	\$18,008	\$0	\$180,075	HSIP
2020	Trunkline	206559	GVMC	Kent	MDOT	Grand Regionwide Pvmt Mrkg Retro Readings	All of GVMC MPO	2.113	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	Exempt		CON	\$3,749	\$417	\$0	\$4,165	HSIP
2020	Trunkline	206572	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	Exempt		ROW	\$5,000	\$0	\$0	\$5,000	STG
2020	Multi-Modal	203325	GVMC	Kent	ITP-The Rapid	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	Bus and Bus Facilities Program	Exempt		NI	\$966,419	\$241,605	\$0	\$1,208,024	5339
2020	Multi-Modal	203321	GVMC	Kent	Hope Network, Inc.	Transit Operations	Areawide	0.000	P003-Elderly and Disabled	Enhanced Mobility of Seniors and individuals with disabilities	Exempt		NI	\$306,400	\$76,600	\$0	\$383,000	5310
2020	Trunkline	109866	GVMC	Kent	MDOT	I-196	I-196 EB over M-45 WB ramp	0.000	Bridge Rehabilitation	Shallow ovrlly, beam rprs	Exempt		CON	\$1,530,000	\$170,000	\$0	\$1,700,000	IM
2020	Trunkline	115798	GVMC	Kent	MDOT	I-196 EB	I-196 EB over M-45	0.000	Bridge Rehabilitation	Shallow ovrlly, substr repr	Exempt		CON	\$1,530,000	\$170,001	\$0	\$1,700,000	IM
2020	Trunkline	127779	GVMC	Ottawa	MDOT	I-196 EB	over 32nd Avenue	0.000	Bridge CPM	Deck patch, epoxy overlay	Exempt		CON	\$224,777	\$24,975	\$0	\$249,752	IM

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Trunkline	127779	GVMC	Ottawa	MDOT	I-196 EB	over 32nd Avenue	0.000	Bridge CPM	Deck patch, epoxy overlay	Exempt	phase being abandoned	PE	\$0	\$0	\$0	\$0	IM
2020	Trunkline	127779	GVMC	Ottawa	MDOT	I-196 EB	over 32nd Avenue	0.000	Bridge CPM	Deck patch, epoxy overlay	Exempt	phase being abandoned	PE-S	\$0	\$0	\$0	\$0	IM
2020	Trunkline	200144	GVMC	Kent	MDOT	Regionwide	Grand Region	0.000	Road Capital Preventive Maintenance	Overband Crack Fill (FPVS)	Exempt		CON	\$388,788	\$86,213	\$0	\$475,000	NH
2020	Trunkline	128768	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	Exempt	phase being abandoned	PE	\$5,458	\$530	\$76	\$6,064	IM
2020	Trunkline	48564	GVMC	Kent	MDOT	I-96 EB	I196:US131-I96;I96:Leonard-Cascade;M44:M21-Knapp	10.829	Planning, Research & Design	Corridor Study and EA	Exempt		CON	\$999,643,706	\$97,706,560	\$13,364,963	\$1,007,947,350	IM
2020	Trunkline	128369	GVMC	Kent	MDOT	Regionwide	Various locations in Grand Region	0.000	ITS Applications	2020 WMTOC Control Room Operations	Exempt		EPE	\$662,985	\$147,015	\$0	\$810,000	CM
2020	Trunkline	128371	GVMC	Kent	MDOT	Front Ave NW	Various locations in Grand Region	0.000	ITS Applications	2020 ITS maintenance & operations in Grand Region	Exempt		EPE	\$806,223	\$178,778	\$0	\$985,000	CM
2020	Trunkline	204765	GVMC	Kent	MDOT	Regionwide	Regionwide	0.000	ITS Applications	Road Weather information Systems	Exempt		EPE	\$193,149	\$42,830	\$0	\$235,979	ST
2020	Trunkline	204765	GVMC	Kent	MDOT	Regionwide	Regionwide	0.000	ITS Applications	Road Weather information Systems	Exempt		PE	\$463,557	\$102,793	\$0	\$566,350	ST
2020	Trunkline	204771	GVMC	Kent	MDOT	M-6	M-6 WB and US-131 SB	0.000	ITS Applications	Electrical service for six (6) existing VDS	Exempt		CON	\$50,798	\$11,264	\$0	\$62,062	NH
2020	Trunkline	204815	GVMC	Kent	MDOT	US-131	7 locations in Kent County	4.977	ITS Applications	ITS camera and VDS installation	Exempt		PE	\$139,327	\$30,895	\$0	\$170,222	NH
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1803-planning/studies	FY 2021 Urban Area Formula Grants	Exempt		NI	\$400,000	\$100,000	\$0	\$500,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1802-capital cost of contracting	FY 2021 Urban Area Formula Grants	Exempt		NI	\$720,000	\$180,000	\$0	\$900,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1801-preventative maintenance	FY 2021 Urban Area Formula Grants	Exempt		NI	\$960,000	\$240,000	\$0	\$1,200,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1303-bus shelter purchase	FY 2021 Urban Area Formula Grants	Exempt		NI	\$8,323	\$2,081	\$0	\$10,404	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$40,800	\$10,200	\$0	\$51,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$76,000	\$19,000	\$0	\$95,000	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1302-bus shelter improvements	FY 2021 Urban Area Formula Grants	Exempt		NI	\$41,873	\$10,468	\$0	\$52,341	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1409-administrative vehicle	FY 2021 Urban Area Formula Grants	Exempt		NI	\$62,424	\$15,606	\$0	\$78,030	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1207-architect and engineer	FY 2021 Urban Area Formula Grants	Exempt		NI	\$83,232	\$20,808	\$0	\$104,040	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1805-contingency	FY 2021 Urban Area Formula Grants	Exempt		NI	\$83,232	\$20,808	\$0	\$104,040	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1406-security equipment - facilities	FY 2021 Urban Area Formula Grants	Exempt		NI	\$142,626	\$35,657	\$0	\$178,283	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$174,160	\$43,540	\$0	\$217,700	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1402-fare collection	FY 2021 Urban Area Formula Grants	Exempt		NI	\$389,675	\$97,419	\$0	\$487,094	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2021 Urban Area Formula Grants	Exempt		NI	\$844,386	\$211,096	\$0	\$1,055,482	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$1,026,378	\$256,595	\$0	\$1,282,973	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1404-computers (hardware and software)	FY 2021 Urban Area Formula Grants	Exempt		NI	\$1,266,759	\$316,690	\$0	\$1,583,449	5307
2021	Multi-Modal	206834	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2021 Urban Area Formula Grants	Exempt		NI	\$4,626,626	\$1,156,657	\$0	\$5,783,283	5307
2021	Local	206097	GVMC	Kent	Sparta	N Union St NW	N Union St NW over Nash Creek, Str# 5233, Village of Sparta	0.000	Bridge Rehabilitation	Miscellaneous Bridge Rehabilitation	Exempt		CON	\$356,000	\$66,750	\$22,250	\$445,000	BHT
2021	Local	206098	GVMC	Kent	Kent County	20 Mile Rd NW	20 Mile Rd NW over Walter Creek, Str# 5037, Kent County	0.000	Bridge Rehabilitation	Miscellaneous Bridge Rehabilitation	Exempt		CON	\$348,800	\$65,400	\$21,800	\$436,000	BO
2021	Local	206217	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement 40' Buses/CNG	Exempt		NI	\$240,000	\$60,000	\$0	\$300,000	CM
2021	Local	206218	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Operation Improvements	Rideshare	Exempt		NI	\$206,207	\$0	\$0	\$206,207	CMG
2021	Local	206219	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement VanPool Vans	Exempt		NI	\$100,000	\$25,000	\$0	\$125,000	CM
2021	Local	205521	GVMC	Kent	Grand Rapids	Madison Ave SE	Alger Street to Burton Street	0.499	Road Capital Preventive Maintenance	Milling and Asphalt Overlay	Exempt		CON	\$254,800	\$0	\$82,700	\$337,500	STU
2021	Local	205538	GVMC	Kent	Kent County	68th St SE	Hanna Lake Avenue to Kraft Avenue	2.931	Road Rehabilitation	Milling and Resurfacing	Exempt		CON	\$849,332	\$0	\$275,668	\$1,125,000	STU

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2021	Local	205539	GVMC	Kent	Kent County	Whitneyville Ave SE	I-96 to Cascade Road	0.957	Road Rehabilitation	Crush & Shape Asphalt Resurfacing	Exempt		CON	\$188,740	\$0	\$61,260	\$250,000	STU
2021	Local	205541	GVMC	Ottawa	Ottawa County	48th Ave	Bauer Road to Pierce Street	2.499	Road Rehabilitation	Resurface 30 foot width	Exempt		CON	\$839,895	\$0	\$272,605	\$1,112,500	STU
2021	Local	205542	GVMC	Ottawa	Ottawa County	8th Ave	Jackson Street to Port Sheldon Street	2.286	Road Rehabilitation	Resurface 42 Foot Width	Exempt		CON	\$694,565	\$0	\$225,435	\$920,000	STU
2021	Local	205546	GVMC	Ottawa	Hudsonville	Van Buren St	36th Avenue to City Limits	0.506	Road Rehabilitation	Milling and Asphalt Resurface	Exempt		CON	\$296,700	\$0	\$96,300	\$393,000	STU
2021	Local	205548	GVMC	Kent	Grandville	Wilson Ave SW	Rivertown Parkway to South City Limits	0.642	Road Rehabilitation	Milling and Asphalt Resurface	Exempt		CON	\$218,939	\$0	\$71,061	\$290,000	STU
2021	Local	205587	GVMC	Kent	East Grand Rapids	Hall St SE	Wilshire Drive to Lake Drive	1.051	Road Rehabilitation	Cold Mill HMA Surface and HMA Resurface	Exempt		CON	\$641,718	\$0	\$208,282	\$850,000	STU
2021	Local	205588	GVMC	Kent	Grand Rapids	Hall St SE	Sylvan Avenue to 1,275' East of Plymouth Avenue	0.505	Road Rehabilitation	Milling and two course asphalt resurfacing	Exempt		CON	\$245,363	\$0	\$79,637	\$325,000	STU
2021	Local	205703	GVMC	Kent	Kent County	13 Mile Rd NE	Grange Avenue to Edgerton Avenue	2.284	Road Rehabilitation	Crush and Shape Resurfacing	Exempt		CON	\$770,000	\$0	\$230,000	\$1,000,000	EDCF
2021	Local	205704	GVMC	Kent	Kent County	7 Mile Rd NW	Alpine Avenue to Pine Island Drive	1.816	Road Rehabilitation	Crush and Shape Resurfacing	Exempt		CON	\$462,000	\$0	\$138,000	\$600,000	EDCF
2021	Local	205705	GVMC	Kent	Kent County	S Division Ave	76th Street to 68th Street	1.005	Road Rehabilitation	Milling and Asphalt Resurfacing	Exempt		CON	\$717,000	\$0	\$183,000	\$900,000	NH
2021	Local	206011	GVMC	Kent	Wyoming	Wilson Ave SW	South City Limits to North City Limits	2.979	Road Rehabilitation	Resurfacing	Exempt		CON	\$0	\$984,000	\$246,000	\$1,230,000	EDC
2021	Local	206378	GVMC	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.088	Traffic Safety	Signal optimization at up to 120 fed aid locations	Exempt		CON	\$240,000	\$0	\$60,000	\$300,000	CM
2021	Local	207499	GVMC	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.055	ITS Applications	Regional Signal System TMS Operations	Exempt		OPS	\$264,000	\$0	\$396,000	\$660,000	CM
2021	Trunkline	128093	GVMC	Kent	MDOT	I-96	Thornapple River Drive east to West of Whitneyville Avenue	7.649	Road Rehabilitation	Concrete Inlay	Exempt		CON	\$10,350,000	\$1,150,000	\$0	\$11,500,000	IM
2021	Local	130200	GVMC	Kent	Walker	Kinney Ave	Three Mile to Waldorf	0.510	Reconstruction	Reconstruct	Exempt		CON	\$754,962	\$0	\$245,038	\$1,000,000	STU
2021	Trunkline	131483	GVMC	Kent	MDOT	I-196	over The Grand River	0.000	Bridge Replacement	Deck Repl	Exempt		CON	\$4,843,130	\$538,125	\$0	\$5,381,255	IM,IPD
2021	Trunkline	201924	GVMC	Kent	MDOT	I-96 E/W Cascade Ramp	I-96 from Kent Co Line to US-131	25.713	Traffic Safety	Freeway Signing Upgrade Project	Exempt		CON	\$1,000,000	\$0	\$0	\$1,000,000	IMG
2021	Trunkline	202054	GVMC	Kent	MDOT	US-131 N	US-131 Kent County	43.162	Traffic Safety	Freeway Signing Update	Exempt		CON	\$4,000,000	\$0	\$0	\$4,000,000	NHG
2021	Local	205512	GVMC	Kent	Grand Rapids	E Fulton St	Arthur to Wallinwood	0.402	Reconstruction	Reconstruction	Exempt		CON	\$537,910	\$0	\$174,590	\$712,500	STU
2021	Local	205513	GVMC	Kent	Grand Rapids	Godfrey Ave SW	Liberty Street to Oxford Street	0.501	Reconstruction	Reconstruction	Exempt		CON	\$358,607	\$0	\$116,393	\$475,000	STU
2021	Local	205514	GVMC	Kent	Grand Rapids	Godfrey Ave SW	Oxford Street to Market Avenue	0.553	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$358,607	\$0	\$116,393	\$475,000	STU
2021	Local	205517	GVMC	Kent	Grand Rapids	Hall St SE	Colorado Avenue to Sylvan Avenue	0.181	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$377,481	\$0	\$122,519	\$500,000	STU
2021	Local	205519	GVMC	Kent	Grand Rapids	Lake Eastbrook Blvd SE	East Beltline to 28th Street	0.799	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$594,532	\$0	\$192,968	\$787,500	STU
2021	Local	205523	GVMC	Kent	Grand Rapids	Valley Ave NW	4th Street to Walker Avenue	0.520	Reconstruction	Asphalt Reconstruction	Exempt		CON	\$481,288	\$0	\$156,212	\$637,500	STU
2021	Local	205524	GVMC	Kent	Kent County	84th St SE	Bretton Avenue to Hanna Lake Avenue	0.989	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$981,450	\$0	\$318,550	\$1,300,000	STU
2021	Local	205525	GVMC	Kent	GVMC	Front Ave NW	GVMC Planning Area	0.000	Planning, Research & Design	Planning Studies	Exempt		NI	\$150,000	\$0	\$37,500	\$187,500	STU
2021	Local	205543	GVMC	Kent	Walker	Kinney Ave NW	Waldorf Avenue to 3 Mile Road	0.510	Reconstruction	Rconstruct & add missing curb and gutter, sidewalk, drainage, all weather	Exempt	phase being abandoned	CON	\$755,000	\$0	\$245,000	\$1,000,000	STU
2021	Local	205545	GVMC	Kent	Caledonia	Kinsey Ave SE	Main Street to Maple Street	0.341	Reconstruction	Asphalt Reconstruct with sidewalk	Exempt		CON	\$283,111	\$0	\$91,889	\$375,000	STU
2021	Local	206101	GVMC	Kent	Cedar Springs	N Main St NE	N Main Street over Cedar Creek, Str# 5185, City of Cedar Springs	0.000	Bridge Replacement	Bridge Replacement	Exempt		CON	\$1,171,200	\$219,600	\$73,200	\$1,464,000	BRT
2021	Local	206203	GVMC	Kent	GVMC	Front Ave NW	GVMC MPO Area Kent County	0.000	Planning, Research & Design	FY2021 Clean Air Program	Exempt		NI	\$80,000	\$0	\$20,000	\$100,000	CM
2021	Local	206221	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Planning, Research & Design	Free bus rides on Clean Air Action Days	Exempt		NI	\$60,000	\$15,000	\$0	\$75,000	CM
2021	Local	206871	GVMC	Kent	Kent County	100th St SE	Kalamzaoo Avenue to East 1 Mile	1.403	Reconstruction	Reconstruct	Exempt		CON	\$895,000	\$0	\$305,000	\$1,200,000	STL
2021	Local	206946	GVMC	Kent	Grand Rapids	Franklin St SE	Division to East City Limits	1.915	Road Rehabilitation	Resurface	Exempt		CON	\$0	\$0	\$119,343	\$119,343	EDCF
2021	Local	206946	GVMC	Kent	Grand Rapids	Franklin St SE	Division to East City Limits	1.915	Road Rehabilitation	Resurface	Exempt		CON	\$672,630	\$0	\$400,657	\$1,073,287	HIPU
2021	Trunkline	207283	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2021	Trunkline	207283	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		CON	\$650,475	\$72,275	\$0	\$722,750	HSIP
2021	Trunkline	207284	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2021	Trunkline	207284	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		CON	\$108,045	\$12,005	\$0	\$120,050	HSIP
2021	Trunkline	207306	GVMC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of GVMC MPO	3.729	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	Exempt		CON	\$3,528	\$392	\$0	\$3,920	HSIP

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2021	Multi-Modal	206854	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2021 Bus/Bus Facilities Grants	Exempt		NI	\$980,916	\$245,229	\$0	\$1,226,145	5339
2021	Trunkline	128768	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	Exempt	phase being abandoned	CON	\$60,032	\$5,836	\$834	\$66,702	IM
2021	Trunkline	132517	GVMC	Kent	MDOT	Regionwide	Various locations in Grand Region	0.000	ITS Applications	2021 WMTOC Control Room Operations	Exempt		EPE	\$662,985	\$147,015	\$0	\$810,000	CM
2021	Trunkline	132521	GVMC	Kent	MDOT	Regionwide	various locations in Grand Region	0.000	ITS Applications	2021 ITS maintenance & operations in Grand Region	Exempt		EPE	\$806,223	\$178,778	\$0	\$985,000	CM
2021	Trunkline	201942	GVMC	Kent	MDOT	US-131	US-131 NB and SB	4.104	Traffic Safety	Queue management system	Exempt		PE	\$203,400	\$22,600	\$0	\$226,000	HSIP
2021	Trunkline	204695	GVMC	Kent	MDOT	US-131	US-131 from North Park St. to 10 Mile Rd.	7.878	ITS Applications	ITS devices and infrastructure	Exempt		CON	\$2,439,348	\$540,918	\$0	\$2,980,266	NH
2021	Trunkline	204765	GVMC	Kent	MDOT	Regionwide	Regionwide	0.000	ITS Applications	Road Weather information Systems	Exempt		CON	\$3,193,523	\$708,154	\$0	\$3,901,677	ST
2021	Trunkline	204815	GVMC	Kent	MDOT	US-131	7 locations in Kent County	4.977	ITS Applications	ITS camera and VDS installation	Exempt		CON	\$959,804	\$212,834	\$0	\$1,172,638	NH
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1803-planning/studies	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$400,000	\$100,000	\$0	\$500,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1802-capital cost of contracting	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$720,000	\$180,000	\$0	\$900,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1801-preventative maintenance	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$960,000	\$240,000	\$0	\$1,200,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1303-bus shelter purchase	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$8,490	\$2,122	\$0	\$10,612	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$40,800	\$10,200	\$0	\$51,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$76,000	\$19,000	\$0	\$95,000	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1302-bus shelter improvements	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$42,710	\$10,678	\$0	\$53,388	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1409-administrative vehicle	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$63,673	\$15,918	\$0	\$79,591	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1207-architect and engineer	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$84,897	\$21,224	\$0	\$106,121	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1805-contingency	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$84,897	\$21,224	\$0	\$106,121	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$100,478	\$25,120	\$0	\$125,598	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1406-security equipment - facilities	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$145,478	\$36,370	\$0	\$181,848	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1102-30-34 foot replacement bus with or without lift	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$154,998	\$38,749	\$0	\$193,747	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1402-fare collection	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$397,469	\$99,367	\$0	\$496,836	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$1,033,306	\$258,326	\$0	\$1,291,632	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1404-computers (hardware and software)	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$1,068,814	\$267,204	\$0	\$1,336,018	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$1,853,393	\$463,348	\$0	\$2,316,741	5307
2022	Multi-Modal	206856	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2022 Urbanized Area Formula Grants	Exempt		NI	\$3,914,524	\$978,631	\$0	\$4,893,155	5307
2022	Local	206222	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement 40' Buses/CNG	Exempt		NI	\$240,000	\$60,000	\$0	\$300,000	CM
2022	Local	206225	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Operation Improvements	Rideshare	Exempt		NI	\$150,000	\$0	\$0	\$150,000	CMG
2022	Local	206226	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement VanPool Vans	Exempt		NI	\$100,000	\$25,000	\$0	\$125,000	CM
2022	Local	206955	GVMC	Kent	GVMC	Front Ave NW	GVMC Planning Area	0.000	Planning, Research & Design	Planning Studies	Exempt		NI	\$150,000	\$0	\$37,500	\$187,500	STU
2022	Local	205515	GVMC	Kent	Grand Rapids	29th St SE	Bretton to East City Limits	0.484	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$243,536	\$0	\$81,464	\$325,000	STU
2022	Local	205516	GVMC	Kent	Grand Rapids	Butterworth St SW	O'Brien to Marion	0.694	Road Rehabilitation	road rehabilitation	Exempt		CON	\$234,170	\$0	\$78,330	\$312,500	STU
2022	Local	205522	GVMC	Kent	Grand Rapids	Collindale Ave NW	Lake Michigan Drive to Leonard Street	1.003	Road Rehabilitation	road rehabilitation	Exempt		CON	\$327,838	\$0	\$109,662	\$437,500	STU
2022	Local	205526	GVMC	Kent	Grand Rapids	S Division Ave	Quigley Street to Cottage Grove Street	0.500	Road Rehabilitation	road rehabilitation	Exempt		CON	\$187,336	\$0	\$62,664	\$250,000	STU
2022	Local	205528	GVMC	Kent	Grand Rapids	Eastern Ave SE	400' North of 44th Street to 36th Street	0.877	Road Rehabilitation	road rehabilitation	Exempt		CON	\$899,211	\$0	\$300,789	\$1,200,000	STU

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2022	Local	205529	GVMC	Kent	Wyoming	36th St SW	Burlingame Avenue to Clyde Park Avenue	1.001	Road Rehabilitation	resurface	Exempt		CON	\$562,007	\$0	\$187,993	\$750,000	STU
2022	Local	205533	GVMC	Kent	Kent County	13 Mile Rd NE	Sparta Village Line to Grange	3.480	Road Rehabilitation	resurface	Exempt		CON	\$899,211	\$0	\$300,789	\$1,200,000	STU
2022	Local	205534	GVMC	Kent	Kent County	6 Mile Rd NW	Alpine to Pine Island	1.821	Road Rehabilitation	resurface	Exempt		CON	\$749,343	\$0	\$250,657	\$1,000,000	STU
2022	Local	205535	GVMC	Ottawa	Ottawa County	Fillmore St	48th Avenue to Taylor Street	4.450	Road Rehabilitation	Resurface/Preservation	Exempt		CON	\$1,300,000	\$0	\$658,000	\$1,958,000	STU
2022	Local	205536	GVMC	Kent	Kentwood	East Paris Avenue SE	28th Street to 36th Street	1.001	Road Rehabilitation	Mill and Resurface	Exempt		CON	\$936,679	\$0	\$313,321	\$1,250,000	STU
2022	Local	205558	GVMC	Kent	Kent County	4 Mile Rd NE	Coit to Plainfield	1.093	Road Rehabilitation	Resurface	Exempt		CON	\$450,000	\$0	\$150,000	\$600,000	EDCF
2022	Local	205559	GVMC	Kent	Grandville	Chicago Dr SW	Wilson to east city limits	1.801	Road Rehabilitation	Resurface	Exempt		CON	\$334,630	\$0	\$132,370	\$467,000	EDCF
2022	Local	205561	GVMC	Kent	Kent County	Kalamazoo Ave SE	68th to 60th	0.944	Road Rehabilitation	resurface	Exempt		CON	\$731,000	\$0	\$182,750	\$913,750	NH
2022	Local	207038	GVMC	Ottawa	Ottawa County	Leonard St	Leonard St from 68th Ave to 48th Ave	2.650	Road Capital Preventive Maintenance	Asphalt overlay 1-1.5 inches to include HMA resurfacing	Exempt		CON	\$0	\$73,179	\$0	\$73,179	EDD
2022	Local	207038	GVMC	Ottawa	Ottawa County	Leonard St	Leonard St from 68th Ave to 48th Ave	2.650	Road Capital Preventive Maintenance	Asphalt overlay 1-1.5 inches to include HMA resurfacing	Exempt		CON	\$703,000	\$0	\$271,421	\$974,421	STL
2022	Local	207267	GVMC	Kent	Grand Rapids	Division Ave NE	Fountain Street to Michigan Street	0.117	Road Rehabilitation	Road Rehabilitation	Exempt		CON	\$187,336	\$0	\$62,664	\$250,000	STU
2022	Local	206465	GVMC	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.088	Traffic Safety	Signal Optimization	Exempt		CON	\$240,000	\$0	\$60,000	\$300,000	CM
2022	Local	207502	GVMC	Kent	Grand Rapids	Market Ave SW	Market Ave.	0.080	ITS Applications	Regional Signal System TMS Operations	Exempt		OPS	\$264,000	\$0	\$396,000	\$660,000	CM
2022	Trunkline	132524	GVMC	Kent	MDOT	regionwide	Various locations in Grand Region	0.000	ITS Applications	2022 WMTOC Control Room Operations	Exempt		EPE	\$695,725	\$154,275	\$0	\$850,000	CM
2022	Trunkline	132525	GVMC	Kent	MDOT	regionwide	Various routes in Grand Region	0.000	ITS Applications	2022 ITS maintenance & operations in Grand Region	Exempt		EPE	\$818,500	\$181,500	\$0	\$1,000,000	CM
2022	Trunkline	201255	GVMC	Kent	MDOT	I-296 SB	I-96 EB connector to I-296 SB over West River Drive and CSX RR	0.000	Bridge Rehabilitation	Deep overlay with barrier replacement.	Exempt		CON	\$1,769,541	\$196,616	\$0	\$1,966,156	IM
2022	Trunkline	204951	GVMC	Kent	MDOT	M-44 E	Kent and Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	Exempt		PE	\$55,450	\$6,161	\$0	\$61,611	HSIP
2022	Trunkline	205235	GVMC	Ottawa	MDOT	I-96	I-96 in Ottawa and Kent	34.885	ITS Applications	Rural Freeway Traffic Management systems	Exempt		EPE	\$23,801	\$5,225	\$0	\$29,025	NH
2022	Trunkline	205235	GVMC	Ottawa	MDOT	I-96	I-96 in Ottawa and Kent	34.885	ITS Applications	Rural Freeway Traffic Management systems	Exempt		PE	\$57,121	\$12,539	\$0	\$69,660	NH
2022	Local	205518	GVMC	Kent	Grand Rapids	College Ave NE	Leonard to Sweet	0.500	Reconstruction	reconstruction	Exempt		CON	\$725,926	\$0	\$242,824	\$968,750	STU
2022	Local	205527	GVMC	Kent	Grand Rapids	Eastern Ave SE	36th Street to 28th Street	1.000	Reconstruction	Rehab/Reconstruct	Exempt		CON	\$913,262	\$0	\$305,488	\$1,218,750	STU
2022	Local	205531	GVMC	Kent	Kent County	84th St SE	Hanna Lake to East Paris	1.008	Reconstruction	Reconstruct	Exempt		CON	\$974,146	\$0	\$325,854	\$1,300,000	STU
2022	Trunkline	205859	GVMC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of GVMC MPO	2.557	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	Exempt		CON	\$3,528	\$392	\$0	\$3,920	HSIP
2022	Local	206207	GVMC	Kent	GVMC	Front Ave NW	GVMC area--Kent and Eastern Ottawa County	0.000	Planning, Research & Design	Educational campaign for Clean Air Action program	Exempt		NI	\$80,000	\$0	\$20,000	\$100,000	CM
2022	Local	206227	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Planning, Research & Design	Free Rides on Clean Air Action Days	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	CM
2022	Trunkline	206572	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 @ LEON,	0.000	Traffic Safety	Traffic Signal Modernization; connected vehicle installations	Exempt		CON	\$1,955,630	\$0	\$0	\$1,955,630	STG
2022	Local	206873	GVMC	Kent	Kent County	100th St SE	1 Mile East of Kalamazoo Avenue to Hanna Lake	0.607	Reconstruction	Reconstruct	Exempt		CON	\$913,000	\$0	\$337,000	\$1,250,000	STL
2022	Local	206946	GVMC	Kent	Grand Rapids	Franklin St SE	Division to East City Limits	1.915	Road Rehabilitation	Resurface	Exempt		CON	\$477,370			\$477,370	EDCF
2022	Trunkline	207321	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2022	Trunkline	207321	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		CON	\$661,500	\$73,500	\$0	\$735,000	HSIP
2022	Trunkline	207322	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2022	Trunkline	207322	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	Exempt		CON	\$185,220	\$20,580	\$0	\$205,800	HSIP

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2022	Multi-Modal	206861	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2022 Bus/Bus Facilities Program	Exempt		NI	\$995,630	\$248,907	\$0	\$1,244,537	5339
2023	Multi-Modal	206866	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 2023 Bus/Bus Facilities Program	Exempt		NI	\$1,010,564	\$252,641	\$0	\$1,263,205	5339
2022	Trunkline	201253	GVMC	Kent	MDOT	I-96	Burton Street over I-96	0.000	Bridge Rehabilitation	Deep overlay	Exempt		CON	\$990,504	\$110,056	\$0	\$1,100,560	BOI
2022	Trunkline	201312	GVMC	Kent	MDOT	US-131 SB	US-131 SB Over The Grand River & Fulton Street	0.000	Bridge Rehabilitation	Railing Replacement	Exempt		CON	\$439,309	\$97,416	\$0	\$536,725	NH
2022	Trunkline	200585	GVMC	Kent	MDOT	M-11	Church Street east to US-131	4.203	Road Rehabilitation	Two Course Asphalt Resurfacing	Exempt		CON	\$3,274,000	\$665,470	\$60,530	\$4,000,000	NH
2022	Trunkline	201969	GVMC	Kent	MDOT	Regionwide	Regionwide freeways	0.000	Traffic Safety	Freeway Enhanced Delineation	Exempt		PE	\$44,751	\$4,972	\$0	\$49,723	HSIP
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1803-planning/studies	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$400,000	\$100,000	\$0	\$500,000	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1802-capital cost of contracting	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$720,000	\$180,000	\$0	\$900,000	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1801-preventative maintenance	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$960,000	\$240,000	\$0	\$1,200,000	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1303-bus shelter purchase	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$8,659	\$2,165	\$0	\$10,824	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1302-bus shelter improvements	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$43,565	\$10,891	\$0	\$54,456	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$49,810	\$12,452	\$0	\$62,262	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1409-administrative vehicle	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$66,245	\$16,561	\$0	\$82,806	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$77,046	\$19,262	\$0	\$96,308	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1207-architect and engineer	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$86,594	\$21,649	\$0	\$108,243	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1805-contingency	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$86,594	\$21,649	\$0	\$108,243	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$120,382	\$30,095	\$0	\$150,477	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1406-security equipment - facilities	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$148,388	\$37,097	\$0	\$185,485	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1102-30-34 foot replacement bus with or without lift	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$209,716	\$52,429	\$0	\$262,145	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1402-fare collection	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$405,418	\$101,355	\$0	\$506,773	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$1,040,372	\$260,093	\$0	\$1,300,465	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1404-computers (hardware and software)	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$1,070,910	\$267,728	\$0	\$1,338,638	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$1,587,265	\$396,816	\$0	\$1,984,081	5307
2023	Multi-Modal	206863	GVMC	Kent	ITP-The Rapid	Bartlett St SW	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY2023 Urbanized Area Formula Grants	Exempt		NI	\$3,248,266	\$812,066	\$0	\$4,060,332	5307
2023	Local	205673	GVMC	Kent	GVMC	Front Ave NW	GVMC Planning Area	0.000	Planning, Research & Design	Planning Studies	Exempt		NI	\$150,000	\$0	\$37,500	\$187,500	STU
2023	Local	206229	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement 40' Buses/CNG	Exempt		NI	\$240,000	\$60,000	\$0	\$300,000	CM
2023	Local	206248	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Operation Improvements	Rideshare	Exempt		NI	\$186,207	\$0	\$0	\$186,207	CMG
2023	Local	206252	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Transit	Replacement VanPool Vans	Exempt		NI	\$100,000	\$25,000	\$0	\$125,000	CM
2023	Local	205589	GVMC	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	0.737	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	Exempt		CON	\$380,553	\$0	\$103,197	\$483,750	STU
2023	Local	205601	GVMC	Kent	Grand Rapids	Ball Ave NE	Leonard Street to Knapp Street	1.002	Road Capital Preventive Maintenance	Milling an Asphalt Overlay (1.5 Inches)	Exempt		CON	\$427,753	\$0	\$115,997	\$543,750	STU
2023	Local	205602	GVMC	Kent	Grand Rapids	Ball Ave NE	Michigan Street to Plymouth Avenue	0.543	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	Exempt		CON	\$275,335	\$0	\$74,665	\$350,000	STU
2023	Local	205657	GVMC	Kent	Grand Rapids	Fuller Ave NE	Knapp Street to 3 Mile Road	0.989	Road Capital Preventive Maintenance	Milling and Asphalt Overlay (1.5 Inches)	Exempt		CON	\$427,753	\$0	\$115,997	\$543,750	STU
2023	Local	205664	GVMC	Kent	Grand Rapids	Turner Ave NW	6th Street to US-131 SB On Ramp and US-131 SB Off Ramp to Richmond Street	0.813	Road Capital Preventive Maintenance	Milling and Asphalt Overlay (1.5 inches)	Exempt		CON	\$344,169	\$0	\$93,331	\$437,500	STU
2023	Local	205676	GVMC	Ottawa	Ottawa County	18th Ave	Chicago Drive to Bauer Road	2.313	Road Rehabilitation	Asphalt Resurface	Exempt		CON	\$767,005	\$0	\$207,995	\$975,000	STU
2023	Local	205678	GVMC	Ottawa	Ottawa County	Riley St	32nd Avenue to 24th Avenue	1.004	Road Rehabilitation	Resurface with 3' Paved Shoulders	Exempt		CON	\$373,669	\$0	\$101,331	\$475,000	STU

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2023	Local	205689	GVMC	Kent	Kentwood	52nd St SE	Kalamazoo Avenue to Breton Avenue	1.502	Road Rehabilitation	3.5" Milling and Resurface	Exempt		CON	\$1,455,344	\$0	\$394,656	\$1,850,000	STU
2023	Local	205691	GVMC	Kent	Wyoming	Gezon Pkwy SW	Byron Center Avenue to Clyde Park Avenue	2.170	Road Rehabilitation	Resurface	Exempt		CON	\$1,280,000	\$0	\$320,000	\$1,600,000	EDCF
2023	Local	205691	GVMC	Kent	Wyoming	Gezon Pkwy SW	Byron Center Avenue to Clyde Park Avenue	2.170	Road Rehabilitation	Resurface	Exempt		CON	\$98,334	\$0	\$26,666	\$125,000	STU
2023	Local	205694	GVMC	Kent	Wyoming	54th St SW	Clyde Park Avenue to Division Avenue	1.005	Road Rehabilitation	Resurface	Exempt		CON	\$746,000	\$0	\$204,000	\$950,000	NH
2023	Local	205694	GVMC	Kent	Wyoming	54th St SW	Clyde Park Avenue to Division Avenue	1.005	Road Rehabilitation	Resurface	Exempt		CON	\$440,536	\$0	\$119,464	\$560,000	STU
2023	Local	205696	GVMC	Kent	Walker	Alpine Ave NW	Ann Street to Hillside Drive	0.503	Road Rehabilitation	Milling and Resurface	Exempt		CON	\$629,338	\$0	\$170,662	\$800,000	STU
2023	Local	205701	GVMC	Kent	Kent County	Buttrick Ave SE	Thornapple River Drive to Grand River Drive	0.476	Road Rehabilitation	Crush and Shape Resurfacing	Exempt		CON	\$236,002	\$0	\$63,998	\$300,000	STU
2023	Local	205702	GVMC	Kent	Grandville	Ivanrest Ave SW	Parie Street to 28th Street	0.501	Road Capital Preventive Maintenance	Milling and Asphalt Resurface	Exempt		CON	\$220,268	\$0	\$59,732	\$280,000	STU
2023	Local	205712	GVMC	Kent	Kent County	Northland Dr NE	13 Mile Road to 14 Mile Road	1.224	Road Rehabilitation	Mill, Fill, and Resurface	Exempt		CON	\$0	\$936,614	\$240,000	\$1,176,614	EDC
2023	Local	206007	GVMC	Kent	Kent County	Northland Dr NE	12 Mile Road to 13 Mile Road	1.004	Road Rehabilitation	Mill and Fill Resurface	Exempt		CON	\$0	\$720,000	\$180,000	\$900,000	EDC
2023	Local	206467	GVMC	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.088	Traffic Safety	Signal Optimization	Exempt		CON	\$240,000	\$0	\$60,000	\$300,000	CM
2023	Local	207503	GVMC	Kent	Grand Rapids	Market Ave SW	Market Avenue	0.055	ITS Applications	Regional Signal System TMS Operations	Exempt		OPS	\$264,000	\$0	\$396,000	\$660,000	CM
2023	Trunkline	201133	GVMC	Ottawa	MDOT	I-196	48th Avenue to 32nd Avenue	6.674	Reconstruction	Reconstruction	Exempt		CON	\$10,206,000	\$1,134,000	\$0	\$11,340,000	IM
2023	Trunkline	201324	GVMC	Kent	MDOT	I-196BS E	3 Bridges on I-196 Ramp Corridor from I-196 to Chicago Drive	0.000	Bridge Rehabilitation	Deep Overlay	Exempt		CON	\$1,341,802	\$297,541	\$0	\$1,639,343	NH
2023	Trunkline	204951	GVMC	Kent	MDOT	M-44 E	Kent and Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	Exempt		CON	\$345,020	\$38,336	\$0	\$383,355	HSIP
2023	Local	205658	GVMC	Kent	Grand Rapids	Fuller Ave SE	Ramona Street to Adams Street	0.177	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$344,169	\$0	\$93,331	\$437,500	STU
2023	Local	205661	GVMC	Kent	Grand Rapids	Ottawa Ave NW	Fairbanks Street to Mason Street and Walbridge Street to Monroe Avenue	0.371	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$712,922	\$0	\$193,328	\$906,250	STU
2023	Local	205666	GVMC	Kent	Grand Rapids	Wealthy St SE	Ethel Avenue to East City Limit	0.159	Reconstruction	Concrete Reconstruction (and Brick)	Exempt		CON	\$786,672	\$0	\$213,328	\$1,000,000	STU
2023	Local	205671	GVMC	Kent	Kent County	84th St SE	Patterson Avenue to East Paris Avenue	0.999	Reconstruction	Asphalt Reconstruct	Exempt		CON	\$1,062,008	\$0	\$287,992	\$1,350,000	STU
2023	Local	205698	GVMC	Kent	Grand Rapids	Robinson Rd SE	Youell Avenue to Plymouth Avenue	0.407	Reconstruction	Reconstruct/Preventative Maintenance	Exempt		CON	\$344,169	\$0	\$93,331	\$437,500	STU
2023	Local	206215	GVMC	Kent	GVMC	Front Ave NW	GVMC--Kent and Eastern Ottawa County	0.000	Planning, Research & Design	Clean Air Action educational campaign	Exempt		NI	\$80,000	\$0	\$20,000	\$100,000	CM
2023	Local	206254	GVMC	Kent	ITP-The Rapid	Bartlett St SW	ITP-The Rapid	0.000	Planning, Research & Design	Free rides on Clean Air Action Days	Exempt		NI	\$80,000	\$20,000	\$0	\$100,000	CM
2023	Local	206874	GVMC	Kent	Kent County	100th St SE	Hannah Lake to East Paris Avenue	1.002	Reconstruction	Reconstruct	Exempt		CON	\$931,000	\$0	\$319,000	\$1,250,000	STL
2023	Trunkline	207358	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2023	Trunkline	207358	GVMC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	Exempt		CON	\$661,500	\$73,500	\$0	\$735,000	HSIP
2023	Trunkline	207359	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	Exempt		PE	\$2,205	\$245	\$0	\$2,450	HSIP
2023	Trunkline	207359	GVMC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of GVMC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	Exempt		CON	\$119,070	\$13,230	\$0	\$132,300	HSIP
2023	Trunkline	207375	GVMC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of GVMC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	Exempt		CON	\$3,528	\$392	\$0	\$3,920	HSIP
2023	Trunkline	201305	GVMC	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay	Exempt		CON	\$1,337,063	\$148,563	\$0	\$1,485,626	IM
2023	Trunkline	200816	GVMC	Kent	MDOT	I-96	Cascade Road east to M-11	3.025	Road Rehabilitation	Two Course Asphalt Resurfacing	Exempt		CON	\$4,230,000	\$470,000	\$0	\$4,700,000	IM
2023	Trunkline	201531	GVMC	Kent	MDOT	Regionwide	Regionwide	0.000	ITS Applications	2023 WMTOC Control Room Operations	Exempt		OPS	\$736,650	\$163,350	\$0	\$900,000	CM
2023	Trunkline	201535	GVMC	Kent	MDOT	Regionwide	Regionwide	0.000	ITS Applications	2023 ITS maintenance and operations in Grand Region	Exempt		OPS	\$900,350	\$199,650	\$0	\$1,100,000	CM
2023	Trunkline	201969	GVMC	Kent	MDOT	Regionwide	Regionwide freeways	0.000	Traffic Safety	Freeway Enhanced Delineation	Exempt		CON	\$492,256	\$54,695	\$0	\$546,951	HSIP
2023	Trunkline	204758	GVMC	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0.000	Roadside Facilities - Preserve	Cold milling and one course asphalt overlay.	Exempt		CON	\$65,481	\$14,521	\$0	\$80,000	ST

Macatawa Area Coordinating Council (MACC) New TIP Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2022	Trunkline	201136	MACC	Ottawa	MDOT	I-196	Byron Road to 48th Avenue	6.874	Traffic Safety	Shoulder Widening and Median Crossovers for Maintenance of Traffic	exempt	tempary crossover to reconstruct road	CON	\$1,166,400	\$129,600	\$0	\$1,296,000	IM
2021	Trunkline	201572	MACC	Ottawa	MDOT	I-196 (BL)	Homestead Drive east to I-196	0.962	Traffic Safety	Intersection Improvements	exempt	phase being abandoned. left turn lane added at intersetion, reviewed at Dec 18, 2018	PE	\$245,550	\$54,450	\$0	\$300,000	CM
2021	Local	206095	MACC	Ottawa	Holland	Paw Paw Dr	Paw Paw Dr over Black River (Macatawa River), Str# 8943, City of Holland	0.000	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance	exempt		CON	\$292,800	\$54,900	\$18,300	\$366,000	BHT
2020	Local	130712	MACC	Ottawa	Holland	Waverly Rd	16th St. - 48th St.	1.960	Road Rehabilitation	Resurface roadway	exempt	phase being abandoned	CON	\$482,915	\$0	\$107,085	\$590,000	STUL
2020	Local	207443	MACC	Ottawa	Ottawa County	Ottawa Beach Road	Ottawa Beach Rd, 2 locations between Bower St and 3rd Ave, Ottawa County	0.050	Traffic Safety	Rapid rectangular flashing beacons and related sidewalk and markings	exempt		CON	\$47,108	\$0	\$11,777	\$58,885	HSIP
2020	Local	130683	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	MACC Office	0.001	Planning, Research & Design	Local data collection	exempt	phase being abandoned	CON	\$17,000	\$0	\$4,250	\$21,250	STUL
2020	Local	130701	MACC	Ottawa	Ottawa County	Ransom St	Ransom St.	0.001	Contracts	Replace truck	exempt		CON	\$58,000	\$0	\$62,000	\$120,000	CM
2020	Multi-Modal	130702	MACC	Ottawa	Macatawa Area Express Transporation Authority	Breenway Dr	MAX Service Area	0.000	1110-Bus Rolling Stock	Replace buses	exempt		NI	\$325,000	\$81,250	\$0	\$406,250	CM
2020	Local	130704	MACC	Ottawa	Ottawa County	84th Ave	Gordon St. - Westpark Way	0.409	New Facilities	Construct nonmotorized pathway	exempt		CON	\$89,000	\$0	\$96,000	\$185,000	CM
2020	Local	130714	MACC	Ottawa	Holland	W 16th St	River Ave. - Lane Ave.	2.028	Road Rehabilitation	Resurface roadway	exempt		CON	\$609,000	\$0	\$441,000	\$1,050,000	STUL
2020	Local	130717	MACC	Ottawa	Ottawa County	Lakewood Blvd	120th Ave. - 112th Ave.	0.854	Road Rehabilitation	Resurface roadway	exempt		CON	\$350,000	\$0	\$150,000	\$500,000	STUL
2020	Local	130728	MACC	Ottawa	Holland	Waverly Rd	16th St. - 48th St.	1.960	Road Rehabilitation	Resurface roadway	exempt		CON	\$590,000			\$590,000	STUL
2023	Trunkline	201133	MACC	Ottawa	MDOT	I-196	Byron Road to 48th Avenue	6.674	Reconstruction	Reconstruction	exempt		CON	\$27,594,000	\$3,066,000	\$0	\$30,660,000	IM
2020	Multi-Modal	203244	MACC	Ottawa	Macatawa Area Express Transporation Authority	Transit Operating	Areawide	0.000	SP10-State Match urban Agency	Transit operating support and capital needs.	exempt		NI	\$1,600,000	\$1,980,000	\$1,620,000	\$5,200,000	5307
2022	Trunkline	204668	MACC	Kalama zoo	MDOT	Various	Signing Update	1.450	Traffic Safety	Signing Replacement	exempt		CON	\$135,000	\$0	\$0	\$135,000	STG
2022	Trunkline	204951	MACC	Kent	MDOT	M-44 E	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	exempt		PE	\$7,323	\$814	\$0	\$8,137	HSIP
2023	Trunkline	204951	MACC	Kent	MDOT	M-44 E	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	exempt		CON	\$45,570	\$5,063	\$0	\$50,633	HSIP
2022	Trunkline	205235	MACC	Ottawa	MDOT	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems	exempt		EPE	\$47,699	\$10,471	\$0	\$58,170	NH
2022	Trunkline	205235	MACC	Ottawa	MDOT	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems	exempt		PE	\$114,479	\$25,129	\$0	\$139,608	NH
2022	Trunkline	205859	MACC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	2.557	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$1,814	\$202	\$0	\$2,016	HSIP
2021	Local	206124	MACC	Ottawa	Ottawa County	Croswell St	Croswell Street from Lakeshore Dr. to US-31	2.800	Road Capital Preventive Maintenance	Resurfacing with the addition of 3 foot paved shoulders.	exempt		CON	\$750,000	\$0	\$590,000	\$1,340,000	STUL
2022	Local	206127	MACC	Ottawa	Ottawa County	Lakewood Blvd	Lakewood Blvd from Lakeshore Dr. to 144th Ave.	3.500	Road Capital Preventive Maintenance	Resurfacing	exempt		CON	\$750,000	\$0	\$450,000	\$1,200,000	STUL
2023	Local	206128	MACC	Ottawa	Ottawa County	64th Ave	64th Avenue: Byron Rd. to Chicago Dr. (M-121)	1.900	Road Capital Preventive Maintenance	Resurfacing and paved shoulders	exempt		CON	\$370,000	\$0	\$360,000	\$730,000	STUL
2023	Local	206145	MACC	Ottawa	Ottawa County	Chicago Dr	Chicago Dr. & 8th Street: US-31 to US-31	1.250	Road Capital Preventive Maintenance	Resurfacing	exempt		CON	\$700,000	\$0	\$275,000	\$975,000	STUL
2020	Local	206163	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.093	Planning, Research & Design	Data Collection	exempt		NI	\$17,000	\$0	\$4,250	\$21,250	STUL
2021	Local	206249	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Data Collection	exempt		NI	\$17,000	\$0	\$4,250	\$21,250	STUL
2021	Local	206302	MACC	Ottawa	Holland	W 10th St	10th Street: Pine - Lincoln Ave.	0.746	Reconstruction	Reconstruction	exempt		CON	\$947,949	\$0	\$2,488,000	\$3,435,949	STUL
2022	Local	206302	MACC	Ottawa	Holland	W 10th St	10th Street: Pine - Lincoln Ave.	0.746	Reconstruction	Reconstruction	exempt		CON	\$262,000			\$262,000	STUL
2022	Local	206312	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Area-Wide	exempt		NI	\$17,000	\$0	\$4,250	\$21,250	STUL
2023	Local	206313	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Data Collection	exempt		NI	\$17,000	\$0	\$4,250	\$21,250	STUL
2020	Local	206341	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program	exempt		NI	\$8,000	\$0	\$2,000	\$10,000	CM
2021	Local	206342	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program	exempt		NI	\$40,000	\$0	\$10,000	\$50,000	CM
2022	Local	206343	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program	exempt		NI	\$40,000	\$0	\$10,000	\$50,000	CM
2023	Local	206344	MACC	Ottawa	Macatawa Area Coordinating Council	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program	exempt		NI	\$35,000	\$0	\$10,000	\$45,000	CM
2023	Local	206345	MACC	Ottawa	Holland Township	Greenly St	Greenly Street: 120th-112th	1.020	New Facilities	Non-Motorized Pathway	exempt		CON	\$200,000	\$0	\$303,000	\$503,000	CM
2022	Local	206347	MACC	Ottawa	Ottawa County	Quincy St	Quincy Street: 96th Ave - 88th Ave	1.035	New Facilities	Non-Motorized Pathway	exempt		CON	\$245,000	\$0	\$399,000	\$644,000	CM

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2021	Multi-Modal	206366	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	Various Locations: Connector Route	0.000	SP1703-commute alternatives	Connector Route	exempt		NI	\$245,000	\$82,000	\$84,000	\$411,000	CM
2020	Trunkline	206495	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	exempt		PE	\$851	\$95	\$0	\$945	HSIP
2020	Trunkline	206495	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	exempt		CON	\$304,479	\$33,831	\$0	\$338,310	HSIP
2020	Trunkline	206541	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region	exempt		PE	\$851	\$95	\$0	\$945	HSIP
2020	Trunkline	206541	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region	exempt		CON	\$83,349	\$9,261	\$0	\$92,610	HSIP
2020	Trunkline	206559	MACC	Kent	MDOT	Grand Regionwide Pvmt Mrkg Retro Readings	All of MACC MPO	2.113	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$1,928	\$214	\$0	\$2,142	HSIP
2021	Trunkline	207283	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2021	Trunkline	207283	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$334,530	\$37,170	\$0	\$371,700	HSIP
2021	Trunkline	207284	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2021	Trunkline	207284	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$55,566	\$6,174	\$0	\$61,740	HSIP
2021	Trunkline	207306	MACC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	3.729	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$1,814	\$202	\$0	\$2,016	HSIP
2022	Trunkline	207321	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2022	Trunkline	207321	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$340,200	\$37,800	\$0	\$378,000	HSIP
2022	Trunkline	207322	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2022	Trunkline	207322	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		CON	\$95,256	\$10,584	\$0	\$105,840	HSIP
2023	Trunkline	207358	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2023	Trunkline	207358	MACC	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$340,200	\$37,800	\$0	\$378,000	HSIP
2023	Trunkline	207359	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		PE	\$1,134	\$126	\$0	\$1,260	HSIP
2023	Trunkline	207359	MACC	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		CON	\$61,236	\$6,804	\$0	\$68,040	HSIP
2023	Trunkline	207375	MACC	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of MACC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$1,814	\$202	\$0	\$2,016	HSIP
2021	Multi-Modal	207526	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	1140-Bus Support Equip / Facilities	Bus Purchase	exempt		NI	\$8,000	\$2,000	\$0	\$10,000	5307
2021	Multi-Modal	207546	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	1190-Bus Associated Transit Enhancements	Facility Improvements	exempt		NI	\$60,000	\$15,000	\$0	\$75,000	5307
2021	Multi-Modal	207549	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	1160-Signal & Communication Equip - Bus	Computer / Computer Equipment	exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2020	Multi-Modal	207556	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	1110-Bus Rolling Stock	Bus Purchase	exempt		NI	\$392,000	\$98,000	\$0	\$490,000	5307
2021	Multi-Modal	207558	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	P000-Capital	Service Vehicle	exempt		NI	\$18,000	\$7,000	\$10,000	\$35,000	5307

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2021	Multi-Modal	207561	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	P000-Capital	Maintenance Equipment	exempt		NI	\$8,000	\$2,000	\$0	\$10,000	5307
2021	Multi-Modal	207562	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	1110-Bus Rolling Stock	Bus Replacement	exempt		NI	\$660,000	\$165,000	\$0	\$825,000	5307
2021	Multi-Modal	207563	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating Assistance	exempt		NI	\$1,430,000	\$1,640,000	\$1,430,000	\$4,500,000	5307
2021	Multi-Modal	207564	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Purchase	exempt		NI	\$144,000	\$36,000	\$0	\$180,000	5339
2021	Multi-Modal	207566	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP1601-New Freedom operating	Twilight & Night Owl Service	exempt		NI	\$71,500	\$71,500	\$71,500	\$214,500	5310
2021	Multi-Modal	207569	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1601-New Freedom operating	Bus Purchase	exempt		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2022	Multi-Modal	207573	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Bus Purchase	exempt		NI	\$224,000	\$56,000	\$0	\$280,000	5307
2022	Multi-Modal	207574	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating	exempt		NI	\$1,429,000	\$1,640,000	\$1,429,000	\$4,498,000	5307
2022	Multi-Modal	207575	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP1601-New Freedom operating	Operating	exempt		NI	\$71,500	\$71,500	\$71,500	\$214,500	5310
2022	Multi-Modal	207577	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1601-New Freedom operating	Operating	exempt		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2022	Multi-Modal	207578	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Replacement	exempt		NI	\$144,000	\$36,000	\$0	\$180,000	5339
2023	Multi-Modal	207581	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Bus Purchase	exempt		NI	\$224,000	\$56,000	\$0	\$280,000	5307
2023	Multi-Modal	207582	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating	exempt		NI	\$1,429,000	\$1,640,000	\$1,429,000	\$4,498,000	5307
2023	Multi-Modal	207584	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operating	MAX Service Area	0.000	SP1601-New Freedom operating	Twilight & Night Owl	exempt		NI	\$71,500	\$71,500	\$71,500	\$214,500	5310
2023	Multi-Modal	207585	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1601-New Freedom operating	Mobility Management	exempt		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2023	Multi-Modal	207588	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Replacement	exempt		NI	\$144,000	\$36,000	\$0	\$180,000	5339
2020	Multi-Modal	203282	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Replace Buses	exempt		NI	\$144,000	\$36,000	\$0	\$180,000	5339
2020	Multi-Modal	203269	MACC	Ottawa	Macatawa Area Express Transportation Authority	Transit Operations	Areawide	0.000	SP10-State Match urban Agency	Twilight and Night Owl Service	exempt		NI	\$205,000	\$15,000	\$145,000	\$365,000	5310
2021	Trunkline	205019	MACC	Ottawa	MDOT	US-31	US-31 from Washington to James	4.835	ITS Applications	ITS devices and signal detection	exempt		PE	\$113,711	\$25,215	\$0	\$138,926	NH
2022	Trunkline	205019	MACC	Ottawa	MDOT	US-31	US-31 from Washington to James	4.835	ITS Applications	ITS devices and signal detection	exempt		CON	\$783,340	\$173,704	\$0	\$957,044	NH

West Michigan Metropolitan Planning Program (WestPlan) New TIP Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air Quality	Air Quality Comments	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2021	Trunkline	127479	WestPlan	Ottawa	MDOT	M-104	Kruger Street east to 148th Avenue	0.310	Major Widening	Center Left Turn Lane	non-exempt	Modeled in LRTP - TIP 2017 conformity analysis	CON	\$458,360	\$101,640	\$0	\$560,000	CM
2021	Local	205351	WestPlan	Ottawa	Ottawa County	Mercury Dr	Mercury Drive	1.712	Road Rehabilitation	HMA Mill & Resurface	exempt		CON	\$593,412	\$0	\$131,588	\$725,000	STUL
2022	Local	205359	WestPlan	Ottawa	Ottawa County	Hickory St	Hickory Street/Palm Drive - 174th to Norton Shores city limit	1.912	Road Rehabilitation	Resurface and add 3' paved shoulder - Friction HMA	exempt		CON	\$580,000	\$0	\$400,000	\$980,000	STUL
2023	Local	205398	WestPlan	Ottawa	Ottawa County	Mercury Dr	Mercury Drive - 144th Ave to Comstock Street	1.698	Road Rehabilitation	HMA Mill and resurface	exempt		CON	\$626,152	\$0	\$138,848	\$765,000	STUL
2021	Local	206749	WestPlan	Ottawa	Ottawa County	104th Ave	104th Ave from M45 to North Cedar Dr	3.990	Road Capital Preventive Maintenance	Asphalt Overlay 1-1.5 inches	exempt		CON	\$0	\$73,179	\$0	\$73,179	EDD
2021	Local	206749	WestPlan	Ottawa	Ottawa County	104th Ave	104th Ave from M45 to North Cedar Dr	3.990	Road Capital Preventive Maintenance	Asphalt Overlay 1-1.5 inches	exempt		CON	\$690,000	\$0	\$1,176,821	\$1,866,821	STL
2021	Trunkline	200107	WestPlan	Ottawa	MDOT	US-31 N	Over the Grand River	0.000	Bridge Rehabilitation	Full Paint, steel repairs, grid deck replacement	exempt		CON	\$11,589,327	\$2,569,899	\$0	\$14,159,226	NH
2022	Local	205368	WestPlan	Ottawa	Ferrysburg	Dogwood Dr	Dogwood Drive 174th to City limits	0.625	Reconstruction	Cold mill new gravel base	exempt		CON	\$400,000	\$0	\$320,000	\$720,000	STUL
2022	Local	205373	WestPlan	Ottawa	Grand Haven	Fulton Ave	Fulton Ave - Beacon Blvd to Albee Street	0.359	Reconstruction	Reconstruct	exempt		CON	\$350,000	\$0	\$547,376	\$897,376	STUL
2023	Multi-Modal	205207	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Harbor Transit Service Area	0.000	SP1103-35-39 foot replacement bus with or without lift	Bus Replacement FY 2023	exempt		NI	\$130,000	\$32,500	\$0	\$162,500	CM
2022	Multi-Modal	205217	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Harbor transit service area	0.000	SP1103-35-39 foot replacement bus with or without lift	Bus replacement FY 2022	exempt		NI	\$130,000	\$32,500	\$0	\$162,500	CM
2020	Multi-Modal	206193	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Two replacement busses	exempt		NI	\$264,000	\$66,000	\$0	\$330,000	CM

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Multi-Modal	206335	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchase one replacement bus	exempt		NI	\$65,000	\$16,250	\$0	\$81,250	5339
2021	Multi-Modal	206741	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Bus purchase	exempt		NI	\$104,000	\$26,000	\$0	\$130,000	5307
2021	Multi-Modal	206755	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry	0.000	SP1103-35-39 foot replacement bus with or without lift	Bus purchase	exempt		NI	\$65,000	\$16,250	\$0	\$81,250	5339
2022	Multi-Modal	206757	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street Grand Haven MI	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchase one replacement bus	exempt		NI	\$104,000	\$26,000	\$0	\$130,000	5307
2022	Multi-Modal	206759	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street Grand Haven MI	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchas two replacement busses	exempt		NI	\$195,000	\$48,750	\$0	\$243,750	5339
2023	Multi-Modal	206761	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchahse one replacement bus	exempt		NI	\$65,000	\$16,250	\$0	\$81,250	5339
2023	Multi-Modal	206762	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street Grand Haven MI	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchase one replacement bus	exempt		NI	\$104,000	\$26,000	\$0	\$130,000	5307
2020	Multi-Modal	207646	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1404-computers (hardware and software)	Replace bus,Computer office equipment, Security equipment, operating assist	exempt		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2020	Multi-Modal	207646	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1406-security equipment - facilities	Replace bus,Computer office equipment, Security equipment, operating assist	exempt		NI	\$48,000	\$12,000	\$0	\$60,000	5307
2020	Multi-Modal	207646	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Replace bus,Computer office equipment, Security equipment, operating assist	exempt		NI	\$104,000	\$26,000	\$0	\$130,000	5307
2023	Multi-Modal	205205	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Harbor Transit service area	0.000	SP1705-public outreach/marketing	FY 2023 Outreach and marketing	exempt		NI	\$24,900	\$6,225	\$0	\$31,125	CM
2021	Multi-Modal	205225	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street Grand Haven MI	0.000	SP1705-public outreach/marketing	Outreach and Marketing	exempt		NI	\$25,000	\$6,250	\$0	\$31,250	CM
2020	Multi-Modal	206192	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street Grand Haven MI	0.000	SP1705-public outreach/marketing	Outreach and marketing	exempt		NI	\$25,104	\$6,276	\$0	\$31,380	CM
2020	Multi-Modal	207678	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP3000-operating except JARC and New Freedom	Operating assistance	exempt		NI	\$571,200	\$142,800	\$0	\$714,000	5307
2021	Multi-Modal	207679	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP3000-operating except JARC and New Freedom	Operating assistance	exempt		NI	\$421,000	\$0	\$421,000	\$842,000	5307
2022	Multi-Modal	207681	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP3000-operating except JARC and New Freedom	Operating assistance	exempt		NI	\$421,000	\$0	\$421,000	\$842,000	5307
2023	Multi-Modal	207682	WestPlan	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP3000-operating except JARC and New Freedom	Operating assistance	exempt		NI	\$421,000	\$0	\$421,000	\$842,000	5307
2021	Trunkline	201288	WestPlan	Ottawa	MDOT	US-31	4 Bridges along US-31 Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 Bridges), PCC, and other PM work	exempt		CON	\$3,595,207	\$797,229	\$0	\$4,392,436	NH
2022	Trunkline	201289	WestPlan	Ottawa	MDOT	M-104	M-104 Over The Spring Lake Channel (70081-B01)	0.000	Bridge Rehabilitation	Deep Overlay	exempt		CON	\$1,350,606	\$299,493	\$0	\$1,650,099	NH
2022	Trunkline	124871	WestPlan	Ottawa	MDOT	US-31	US-31 and M-104 in Grand Haven and Spring Lake	5.855	ITS Applications	ITS devices and communications system	exempt		PE	\$327,400	\$72,600	\$0	\$400,000	ST
2021	Trunkline	205227	WestPlan	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications	exempt		EPE	\$84,073	\$18,643	\$0	\$102,716	NH
2021	Trunkline	205227	WestPlan	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications	exempt		PE	\$201,776	\$44,743	\$0	\$246,519	NH
2022	Trunkline	205227	WestPlan	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications	exempt		CON	\$1,390,011	\$308,232	\$0	\$1,698,243	NH

Ottawa County STIP Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2023	Local	207042	Rural	Ottawa	Ottawa County	Leonard St	Leonard St from 88th Ave to 68th Ave	2.814	Road Capital Preventive Maintenance	Asphalt overlay 1-1.5 inches, will include HMA resurfacing with the constru	exempt		CON	\$718,000	\$0	\$488,821	\$1,206,821	STL
2022	Trunkline	205235	Rural	Ottawa	MDOT	I-96	US-131, I-96, and I-196	34.885	ITS Applications	Rural Freeway Traffic Management systems	exempt		EPE	\$73,082	\$16,042	\$0	\$89,124	NH
2022	Trunkline	205235	Rural	Ottawa	MDOT	I-96	US-131, I-96, I-196	34.885	ITS Applications	Rural Freeway Traffic Management systems	exempt		PE	\$175,396	\$38,502	\$0	\$213,898	NH

Kent County STIP Projects

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Air quality	Air Quality Comment	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source
2020	Trunkline	200348	Rural	Kent	MDOT	I-196BS	M66 (DEXTER) @ WASHINGTON ST	0	Traffic Safety	Traffic Signal Modernizations; connected vehicle installations.	exempt		CON	\$196,236	\$0	\$0	\$196,236	STG
2022	Trunkline	204951	Rural	Kent	MDOT	M-44 E	Mason	0	Traffic Safety	Install traffic signal dilemma zone systems	exempt		PE	\$8,199	\$911	\$0	\$9,110	HSIP
2023	Trunkline	204951	Rural	Kent	MDOT	M-44 E	Mason	0	Traffic Safety	Install traffic signal dilemma zone systems	exempt		CON	\$51,018	\$5,669	\$0	\$56,687	HSIP
2022	Trunkline	205859	Rural	Kent	MDOT	Grand Regionwide Retro	All routes outside MPO boundaries	2.557	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$7,848	\$872	\$0	\$8,720	HSIP
2020	Trunkline	206495	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	exempt		PE	\$3,679	\$409	\$0	\$4,088	HSIP
2020	Trunkline	206495	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region	exempt		CON	\$1,316,993	\$146,333	\$0	\$1,463,325	HSIP
2020	Trunkline	206541	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region	exempt		PE	\$3,679	\$409	\$0	\$4,088	HSIP
2020	Trunkline	206541	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region	exempt		CON	\$360,518	\$40,058	\$0	\$400,575	HSIP
2020	Trunkline	206559	Rural	Kent	MDOT	Grand Regionwide Pvmt	All routes outside MPO boundaries	2.113	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$8,339	\$927	\$0	\$9,265	HSIP
2021	Trunkline	207283	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2021	Trunkline	207283	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$1,446,975	\$160,775	\$0	\$1,607,750	HSIP
2021	Trunkline	207284	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2021	Trunkline	207284	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$240,345	\$26,705	\$0	\$267,050	HSIP
2021	Trunkline	207306	Rural	Kent	MDOT	Grand Regionwide Retro	All routes outside MPO boundaries	3.729	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$7,848	\$872	\$0	\$8,720	HSIP
2022	Trunkline	207321	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2022	Trunkline	207321	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$1,471,500	\$163,500	\$0	\$1,635,000	HSIP
2022	Trunkline	207322	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2022	Trunkline	207322	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		CON	\$412,020	\$45,780	\$0	\$457,800	HSIP
2023	Trunkline	207358	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2023	Trunkline	207358	Rural	Kent	MDOT	Grand Regionwide Longit	All routes outside MPO boundaries	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	exempt		CON	\$1,471,500	\$163,500	\$0	\$1,635,000	HSIP
2023	Trunkline	207359	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		PE	\$4,905	\$545	\$0	\$5,450	HSIP
2023	Trunkline	207359	Rural	Kent	MDOT	Grand Regionwide Specia	All routes outside MPO boundaries	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	exempt		CON	\$264,870	\$29,430	\$0	\$294,300	HSIP
2023	Trunkline	207375	Rural	Kent	MDOT	Grand Regionwide Retro	All routes outside MPO boundaries	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	exempt		CON	\$7,848	\$872	\$0	\$8,720	HSIP

**Resolution to Accept the 1997 Ozone NAAQS Conformity Analysis for the Ottawa County part
of the 2020-2023 Transportation Improvement Program for the
Macatawa Area Coordinating Council**

Resolution #19-04

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standards (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 ozone NAAQS; and

WHEREAS, the United States Environmental Protection Agency designated Kent County and Ottawa County, (hereafter referred to as Grand Rapids, MI Conformity Area) as a maintenance area in May 2007; and


WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Policy Committee and Metropolitan Planning Organization for the Holland/Zeeland urban area; and

WHEREAS, the conformity of the MACC 2020-2023 Transportation Improvement Program (TIP) in Ottawa County will be pending approval by the Federal Highway Administration after local action on the conformity analysis document by the MACC Policy Committee; and

WHEREAS, the MACC 2020-2023 Transportation Improvement Program (TIP) in Ottawa County were analyzed in accordance with 40 CFR 51 for air quality conformity and the results of the conformity analysis conducted by the Michigan Department of Transportation demonstrates that the forecasted volatile organic compound (VOC) and nitrogen oxide (NOx) emissions for all analysis years are below the State Implementation Plan (SIP) budgets;

NOW THEREFORE BE IT RESOLVED, that the Policy Committee of the MACC accepts the results of the 1997 ozone transportation conformity analysis for the Grand Rapids, MI Conformity Area for the MACC 2020-2023 Transportation Improvement Program in Ottawa County; and

BE IT FURTHER RESOLVED, that the 1997 Ozone Transportation Conformity Analysis for the Grand Rapids, MI Conformity Area demonstrates conformity with the SIP for air quality as required by provisions of Title 40 CFR 51.390 and 93, and Title 23 CFR 450 and the South Coast II decision.



Pankaj Rajadhyaksha, Vice-Chair
Macatawa Area Coordinating Council Policy Committee

04/22/2019

Date