

Technical Advisory Committee (TAC) – Meeting
MACC Office - 301 Douglas Ave., Holland, MI 49424

<https://us02web.zoom.us/j/87979387084?pwd=MjFrS3d0T0tsdWd1dHZkZWFlOFkydz09>
Phone: +1 646 558 8656 US **Meeting ID:** 879 7938 7084 **Passcode:** 631439

June 11th, 2022
10:00 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. [APPROVAL OF 5/16/22 MEETING MINUTES](#)

3. PUBLIC COMMENT

4. DISCUSSION ITEMS

A. [Traffic Count Locations](#)

The MACC is seeking your input for potential FY22 traffic count locations.

B. [Request for Proposals – I-196 Business Loop Crossing Study](#)

The MACC is seeking your reviewal and comments on the I-196 BL Crossing Study RFP.

5. ACTION ITEMS

A. [FY 2020-2023 TIP Amendments](#)

The MACC is seeking reviewal and approval of two amendments to the FY 2020 - 2023 TIP.

B. [FY23-26 Extra Funding](#)

The MACC is looking to disperse extra funding from the FY23-26 TIP cycle.

6. COMMENTS BY MDOT

7. COMMENTS BY MACC STAFF

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

9. ADJOURNMENT

The next regularly-scheduled TAC meeting will be held on August 8th, 2022 at 10:00 AM

Technical Advisory Committee (TAC) – Meeting

**May 9th, 2022
10:00 AM**

DRAFT MINUTES

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 10:00 AM

Members Present:

- Al Meshkin – Laketown Township
- John Gutierrez – OCRC
- Brian White – City of Holland
- Ryan Kemppainen – ACRC
- Elisa Hoekwater – MAX
- Howard Fink – Park Township
- Ken DeWeerd – Filmore Township
- Kevin Plockmeyer – City of Zeeland
- Luke Walters – MDOT
- Mike Sabatino – Port Sheldon Township
- Steve Bulthuis – Holland Township
- Todd Walters – Olive Township
- Tom Oonk – Zeeland Township

Others Present:

- Dennis Grylicki – Public
- Tyler Kent – MDOT
- Jon Roberts – MDOT*
- Matt Block – MDOT*
- Alec Miller – MACC
- Jason Latham – MACC

*Zoom

2. APPROVAL OF 12/13/21 - 2/14/21 – 3/14/22 MEETING MINUTES

Al Meshkin made a **MOTION** to approve the 12/13/21 - 2/14/21 – 3/14/22 meeting minutes. **SUPPORTED** by Tom Oonk. **MOTION PASSED.**

3. PUBLIC COMMENT

Dennis Grylicki did not make any official comments.

4. DISCUSSION ITEMS

There were no official discussion items.

5. ACTION ITEMS

A. [FY 2020-2023 TIP Amendments](#)

Alec Miller explained that **JN: 201328** is simply a construction engineering sub-phase cost increase.

As for **JN: 210058** (I-196 BL between US-31 and 88th Avenue) and **JN: 216629** (I-196 BL between 84th Avenue and I-196). The original job is getting split into two smaller jobs. The smaller section (JN 216629) is a new job but was originally programmed in MACC FY 2020-2033 TIP as part of JN: 210058. JN: 216629 is anticipated to be constructed with the ongoing I-196 Byron Road to 32nd Avenue reconstruction project in 2023 to minimize traffic disruptions.

Brian White made a **MOTION** to approve the amendments as presented. **SUPPORTED** by Elisa Hoekwater. **MOTION PASSED.**

B. [FY 2023-2026 TIP](#)

Alec Miller explained that the MACC is seeking action to recommend the adoption of the FY2023-2026 TIP to the MACC Policy Board on June 6th. He also spoke about the agencies that the MACC has contacted for review and gave more information regarding their May 18th Public Open House.

Ken DeWeerdts made a **MOTION** to recommend the adoption of the Fiscal Year 2023 – 2026 TIP to the MACC Policy Board on June 6th. **SUPPORTED** by John Gutierrez. **MOTION PASSED.**

C. [Unified Work Program](#)

Alec Miller explained that the MACC is seeking reviewal, comment, and action to recommend the draft of the FY23 UWP to the MACC Policy Board on June 6th.

Steve Bulthuis asked about an I-196 BL Non-Motorized crossing study and if it could be included in the FY23 UWP.

Al Meshkin made a **MOTION** to recommend the draft of the Fiscal Year 2023 Unified Work Program to the MACC Policy Board on June 6th. **SUPPORTED** by Steve Bulthuis. **MOTION PASSED.**

D. [Air Quality Conformity Analysis](#)

Alec Miller explained that the MACC is seeking review, comment, and action to recommend the latest Air Quality Conformity Analysis for both Allegan and Ottawa County to the MACC Policy Board on June 6th.

Elisa Hoekwater made a **MOTION** to recommend the draft of the Fiscal Year 2023 Unified Work Program to the MACC Policy Board on June 6th. **SUPPORTED** by Al Meshkin. **MOTION PASSED.**

E. Model SE-Data

Jon Roberts explained he was looking for approval for the update of the Socioeconomic Data to the Travel Demand Model. He explained all of the data that would be put into the Travel Demand Model.

Steve Bulthuis made a **MOTION** to approve the provided SE Data. **SUPPORTED** by Brian White. **MOTION PASSED.**

F. Quorum

Alec Miller explained that the current By-Laws language was confusing and hard to interpret. Using the already existing language, it was decided that a quorum would be a majority of MACC members. There are 15 members, thus making 8 a quorum. Since no language was added/deleted – it was simply deciphered – there was no action needed.

6. COMMENTS BY MDOT

Luke Walters discussed the Federal Buy-Out Bills and asked to contact him if there were any further questions.

7. COMMENTS BY MACC STAFF

Jason Latham explained that the MACC is close to hiring a GIS Specialist/Transportation Planner. They are currently working out a contract/offer.

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

Elisa Hoekwater explained that the MAX's Federal Allocation was finalized by FTA.

9. ADJOURNMENT

Howard Fink called for adjournment at 11:18 AM



Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 07/05/2022

Re: Traffic Count Locations

The MACC is seeking your input for FY22 Traffic Count locations. Please provide us with your agency's potential location list. Attached in the original TAC Packet email, I have included an Excel document containing traffic count locations from 2019, 2020, and 2021. If you cannot find it or have any questions, please email me at amiller@the-macc.org



Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 07/05/2022

Re: Request for Proposals – I-196 BL Crossing Study

The MACC is seeking your reviewal and comments on the I-196 BL Crossing Study RFP. I have attached the RFP that has been partially edited by Tyler Kent, but still needs to be finalized. Everything highlighted and in red text will need to be changed eventually, but we would still appreciate your feedback regarding anything else that may need to be edited. In this TAC Packet, I included the document as a PDF, but will also attach it as a Word Document for editing.

REQUEST FOR PROPOSALS
for
I-196 BUSINESS LOOP NON-MOTORIZED CROSSING STUDY
for
MACATAWA AREA COORDINATING COUNCIL, MACATAWA RIVER
GREENWAY PARTNERSHIP, THE CITY OF ZEELAND, ZEELAND CHARTER
TOWNSHIP, CITY OF HOLLAND, HOLLAND CHARTER TOWNSHIP, THE
MACATAWA AREA COORDINATION COUNCIL, AND THE MICHIGAN
DEPARTMENT OF TRANSPORTATION

The Macatawa Area Coordinating Council (MACC), along with project partners at the Macatawa River Greenway (MRG), City of Zeeland, Zeeland Charter Township, City of Holland, and Holland Charter Township, in partnership with the Michigan Department of Transportation (MDOT), wishes to contract with a consultant to provide professional traffic engineering services to assist in the preparation of identifying locations for developing improved, safe non-motorized crossing(s) along the I-196 Business Loop (BL) corridor between US-31 and 88th Avenue.

THE MACC RESERVES THE RIGHT TO POSTPONE, ACCEPT OR REJECT ANY AND ALL PROPOSALS, IN WHOLE OR IN PART, ON SUCH BASIS AS THE MACC DEEMS TO BE IN ITS BEST INTEREST, ***SUBJECT TO THE RULES AND REGULATIONS SET FORTH BY THE FEDERAL TRANSIT ADMINISTRATION, FEDERAL HIGHWAY ADMINISTRATION, AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION***. All proposals shall be subject to all applicable federal, state, and local laws. The MACC and its partners are equal opportunity employers.

A. Information for Proponents

1. RECEIPT OF PROPOSALS

The MACC invites firms to submit five (5) original proposals which will be accepted by the ***MACC at its office, 301 Douglas Ave, Holland, MI 49424, until 12:00 p.m. (EST) on March 15, 2022. Late proposals will not be accepted.***

2. PREPARATION OF PROPOSAL

All costs associated with the preparation of the proposal shall be the responsibility of the proposing firm.

All proposals shall be signed by an officer or employee of the proposing firm authorized to contract work for the firm.

Proposals may be withdrawn by written notice at any time prior to the date fixed for the receipt of proposals. Proposals are to be irrevocable for a period of ninety (90) days from the receipt date and shall not be withdrawn, modified or altered after the receipt date.

4. PRE-PROPOSAL QUESTIONS

All questions related to this RFP shall be submitted no later than **March 1, 2022, at 4:30 p.m.** MRG shall post answers to the questions on its website (outdoordiscovery.org/Macatawa-River-Greenway) by end of business on **May 4, 2022.**

5. DISCLOSURE

All information in a consultant's proposal and any contract resulting from this RFP are subject to disclosure under the provisions of the "Freedom of Information Act," 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

6. ADDENDA AND INTERPRETATIONS

Any supplemental instruction will be in the form of written addenda to the RFP which, if issued, will be posted on the **MACC's website** no later than three days prior to the date fixed for the receipt of proposals. Failure of any proposing firm to view any such addenda shall not relieve such firm from any obligation under their proposal as submitted. All addenda so issued shall become part of the contract documents.

7. PROPOSAL EVALUATION AND METHOD OF AWARD

All proposals received by the deadline shall be subject to an evaluation by the Study Steering Committee. Proposals must be complete and responsive to all sections of the RFP. Proposals that do not fulfill all program requirements or omit any of the proposal contents as described in the RFP may be rejected.

The proposals will be evaluated based on a two-step process. The first step will involve an evaluation of each consultant's technical proposal, using the criteria outlined in Section G. The top-ranked consultants may be asked to make an oral presentation as a part of this step. The second step will involve reviewing the price proposal for the consultant with the highest technical score from the first step. If the Steering Committee determines that the price proposal of the consultant with the highest technical score is unreasonable, then the price proposal for the next highest technical score will be reviewed. This evaluation process will continue until a recommendation of award can be made in the best interest of the project partners. The recommendation must then be considered and approved by the MACC Policy Board.

B. Proposal Review and Selection Schedule

1. ISSUANCE OF RFPs: **January 15th, 2022**
2. RECEIPT OF PROPOSAL: **MACC Office, 301 Douglas Ave, Holland, MI 49424, until 12:00 p.m. (EST) on March 15, 2022.** Any proposal received after the above time and date will not be accepted.

3. EVALUATION OF PROPOSALS: **March 16-23, 2022**
4. INTERVIEWS AND FEE/PROJECT SCHEDULE NEGOTIATION: **March 28 – April 1, 2022**
5. RECOMMENDATION OF CONSULTANT SELECTION AND PROFESSIONAL SERVICES AGREEMENT – MACC Policy Board Meeting: **April 12, 2022**

The above dates are tentative and are subject to change. MACC reserves the right to schedule interviews for the top 2 ranked firms. **Costs associated with the interview process are the responsibility of the proposing firm.**

C. Scope of Services Required

The tasks the consultant will be expected to accomplish for the project are listed below. **The budget available to complete these tasks is \$100,000.** The consultant is expected to develop and submit a work plan and schedule describing how the work will be accomplished. **Proponents should be prepared to proceed as of April 15, 2022 and deliver a final report, with all tasks outlined below completed, by September 30, 2022.**

1. BACKGROUND INFORMATION

The Macatawa River Greenway partnership, along with partners at the City of Zeeland, Zeeland Charter Township, City of Holland, Holland Charter Township, MDOT, and the MACC, seek to evaluate feasible new or improved Non-Motorized crossing locations along I-196 BL (Chicago Drive) between US-31 and 88th Avenue. The study shall evaluate the potential for improved non-motorized pedestrian crossings in this area. The MRG, in an effort to further develop the Macatawa River Greenway Trail, has sought an additional crossing of I-196 BL as the Macatawa River flows under it between 120th and 112th Avenues. Currently, the Greenway Trail designates a crossing on the west side of 104th Avenue as a connection to the City of Zeeland. Additionally, the City of Zeeland wishes to identify additional non-motorized crossings to connect the neighborhoods south of I-196 BL to the main part of the City, as well as provide better access to Huizenga Park. See Appendix A for a map showing the study area. This work should take into account current and future transportation use along the corridor, existing neighborhoods and future growth potential, existing non-motorized infrastructure, and future non-motorized plans for the City of Zeeland, Macatawa River Greenway, and other partners including the City of Holland, Holland Charter Township, Zeeland Charter Township, and Ottawa County Parks.

2. STUDY PURPOSE

The purpose of the study is as follows:

- Analyze the current and future traffic characteristics and conditions of I-196 BL, including evaluation of freight needs on and around the corridor.
- Evaluate the ability of the existing network of streets and non-motorized facilities along the I-196 BL corridor to accommodate existing and future transportation needs

- Identify feasible crossing location(s) that will provide the most cost-effective, safe, and usable setting for non-motorized traffic while minimizing impacts to mobility on I-196 BL, and cross streets and driveways in the vicinity of proposed crossings.
- Develop a transportation strategy that will allow pedestrians and bicycles to access the MRG trail and other regional pathways, parks, and business districts
- Formulate and analyze several alternatives for the street and sidewalk network to optimize and enhance mobility for all users
- Investigate the potential of mid-block crossings, including bridges or tunnels, in the study area and identify areas where these **improvements or some other alternative** could be used depending on current/future pedestrian movements
- Come up with cost estimates for crossing options
- Identify potential utility and environmental impacts
- Develop a strategy and identify local funding opportunities to tie into any future construction or improvements along the corridor by MDOT

3. STUDY GOALS

The goals of the study are as follows:

- Identify the top option or two for a safe, cost-effective, at-grade non-motorized crossing along the I-196 BL corridor
- Identify the top option or two for a safe, cost-effect, elevated or underground crossing along the I-196 BL corridor
- Provide recommendations for the City of Zeeland to increase connectivity between the north and south sides of the town
- Provide implementation feasibility and cost

An early part of this project shall be to review and revise these goals based on input received and the consensus of the study steering committee and stakeholder group.

4. RESEARCH OF THE AREA & UNDERSTANDING OF PAST TRAFFIC STUDIES

The consultant shall be responsible for conducting research to familiarize themselves with current and historic traffic operations of the I-196 BL corridor. This shall include a comprehensive review of past traffic studies.

- Consultant shall demonstrate their historical knowledge of traffic operations through research and include a chronology and narrative that documents traffic operations for at least the past 30 years.
- Consultant shall acquire a detailed understanding of past traffic studies including, but not limited to, the following:
 - Holland One-Way to Two-Way Study, Phase 1, Dated February 10, 2016.
 - Downtown Traffic Pattern Analysis, Final Report, Dated April 24, 1992.
 - Holland Downtown Traffic Study (West Michigan Shoreline Development Commission and the Holland Downtown Traffic Task Force), Dated 1988.

5. DATA COLLECTION AND ANALYSIS

The Consultant shall be responsible for all data collection that will be relevant for completing this analysis. Data collected must be timely and relevant to current and future traffic conditions. Any data collected should consider the following:

- Data collection shall include all necessary inputs to accurately model the existing street and sidewalk network and evaluation alternatives
- Data collection shall account for seasonal variation, with one set collected over the summer and one set in the fall
- Data collection shall account for freight movements and vehicular modes
- Origin/destination (OD) traffic information shall be obtained and/or modeled where appropriate
- Traffic simulation modeling software shall be utilized to accurately reflect current traffic conditions and future traffic conditions for the entire study area. The traffic model shall be refined to a point where it can accurately depict current traffic conditions and uses appropriate inputs to successfully depict future traffic conditions. Video data shall be used to verify model accuracy for the current condition down to 15 minute intervals for peak traffic times and longer intervals for non-peak times. Over a smaller study area (i.e., up to 7 intersections) where significant traffic backups are evident on video for short periods of time, consultants should expect to further refine traffic modeling to less than 15 minute intervals to accurately reflect the current traffic conditions. This verification shall be successfully completed and demonstrated prior to advancing the traffic modeling to evaluate future conditions and alternatives

6. RECOMMENDATION

Through consensus building, the consultant shall advance a preferred alternative as a recommendation and dedicate considerable space within the final deliverable to demonstrate the justification for the preferred alternative. The narrative shall include an evaluation that highlights compliance with all applicable laws and engineering standards. In addition to feasibility and cost, the consultant shall also describe in detail successful implementation methods, models and schedules.

7. STEERING COMMITTEE/STAKEHOLDER/PUBLIC INPUT

Stakeholders for this project represent members of the Macatawa River Greenway Partnership. The group meets twice a year with additional electronic communications and meetings with individual partners.

D. TECHNICAL PROPOSAL PREPARATION

All proposal information shall be presented in five (5) copies of a single-bound volume. An electronic version must also be provided. It is mandatory that the proposal contains the following information and that it is presented in the following order. **The proposal shall not exceed 30 pages, which includes the cover page.**

1. Cover which includes the address, phone number, and contact name of the submitting consultant.
2. Table of Contents.
3. A Project Plan which details completely the execution of the project, including the submission of an acceptable final report. The plan ultimately becomes a part of the contract by reference of the proposal; therefore, it should describe in a specific and straightforward manner the proposed approach to addressing the scope of services described above. The plan shall provide specific details as to the type and amount of data that will be obtained, how the data will be analyzed and the extent of modeling that will be provided. Project methodology shall be described in sufficient detail to permit evaluation of the probability of success in achieving the study's purpose and goals.
4. A Project Team Chart which adequately displays the hierarchy of the project team and sub-consultants (if applicable). Each team member should be included on this chart. At least one member of the proposed team must be a Professional Traffic Operations Engineer (PTOE). The PTOE is expected to be actively involved in the project and responsible for the work on the project.
5. Resumes of key personnel of the project team including sub-consultant staff assigned to this project.
6. A description of projects completed within the recent past similar in nature to the proposed project. Each referenced project should include the type of work provided, lead staff person for the project, project budget and client contact person and contact telephone number.
7. A description of the consultant's quality assurance program.

E. FEE PROPOSAL PREPARATION

A detailed fee proposal, based on the tasks noted in the Project Plan, shall be submitted with the technical proposal. The fee proposal shall also include costs related to overhead, meetings/presentations, direct expenses and profit.

Important Note:

The proposals must be submitted in a sealed envelope bearing on the outside the name of the proposing firm, firm address, whether the envelope contains the technical proposal or cost estimate fee, and the words **I-196 BUSINESS LOOP NON-MOTORIZED CROSSING STUDY. The partners intend to evaluate the proposals on the merit of the technical presentation and background material provided. The fee proposals will only be considered after the ranking of the technical proposals is complete.**

F. PROJECT DELIVERABLES

1. Provide the MACC an electronic copy of all project documentation and data collected.
2. Provide a written final report (5 paper copies of the report, 1 electronic copy including the report and appendices).

G. EVALUATION

The MACC reserves the right to engage in negotiations to determine the proposal which is in the overall best interests of the MACC and its partners. Neither the MACC nor the selected firm shall be legally bound in any way until a contract is signed.

H. Additional Information

Any questions concerning this Request for Proposals can be directed to:

Alec Miller
Transportation Planner
Macatawa Area Coordinating Council
301 Douglas Ave
Holland, MI 49424
(616) 395-2688
amiller@the-macc.org

Kevin Plockmeyer
Assistant City Manager
City of Zeeland
21 S Elm Street
Zeeland, MI 49464
(616) 748-5904
KPlockmeyer@cityofzeeland.com

Dan Callam
Greenway Manager
ODC Network
4214 56th St
Holland, MI 49423
(616) 368-7005
danc@outdoordiscovery.org

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 07/05/2022

Re: FY 2020-2023 TIP Amendments

JN: 212204

Location: 64th Ave. at CSC Transportation in Zeeland Twp.

Work Type: Widening South roadway approaches

Reason for amendment: Budget increase

Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Federal Amendment Type	Total Job Cost
2022	Local	212204	Ottawa County	64th Ave At CSX Transportation in Zeeland Township, Ottawa County		0.000	Railroad	widen south roadway approaches	CON	\$256,529	\$28,503	\$0	\$285,032	STRH	Phase Budget equal or over 24%	\$348,536.00
2022	Local	212204	Ottawa County	64th Ave At CSX Transportation in Zeeland Township, Ottawa County		0.000	Railroad	widen south roadway approaches	CON	\$25,654	\$2,850	\$0	\$28,504	STRH	Phase Budget equal or over 24%	\$348,536.00

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 07/05/2022

Re: FY 2023-2026 Extra Funding

Below is a spreadsheet of the MACC's Fiscal Constraint – I removed some items to make it easier to read. This shows each year's Carbon Reduction, STP, and STP Flex money available for the FY23-26 TIP. At this TAC Meeting, we will discuss what to do with these future funds that have yet to be allocated. I have also attached the Illustrative List that is included in the FY23-26 TIP.

Fund Source	Federal Revenue	Federal Commitment	Extra Funding
Fiscal Year - 2023			
Fiscal Year - 2023, Local MPO Based Constraints			
Carbon Reduction - Small Mpo	\$219,000	\$67,866	\$151,134
STP - Small MPO	\$1,767,000	\$1,662,000	\$105,000
Stp Flex - Small Mpo	\$65,000	\$0	\$65,000
FY 2023, Local MPO Based Constraints Total			\$321,134
Fiscal Year - 2024			
Fiscal Year - 2024, Local MPO Based Constraints			
Carbon Reduction - Small Mpo	\$131,787	\$0	\$131,787
STP - Small MPO	\$1,803,000	\$1,676,000	\$127,000
Stp Flex - Small Mpo	\$66,000	\$0	\$66,000
FY 2024, Local MPO Based Constraints Total			\$324,787
Fiscal Year - 2025			
Fiscal Year - 2025, Local MPO Based Constraints			
Carbon Reduction - Small Mpo	\$227,000	\$86,783	\$140,217
STP - Small MPO	\$1,839,000	\$1,707,000	\$132,000
Stp Flex - Small Mpo	\$68,000	\$0	\$68,000
FY 2025, Local MPO Based Constraints Total			\$340,217
Fiscal Year - 2026			
Fiscal Year - 2026, Local MPO Based Constraints			
Carbon Reduction - Small Mpo	\$149,735	\$0	\$149,735
STP - Small MPO	\$1,875,000	\$1,740,000	\$135,000
Stp Flex - Small Mpo	\$69,000	\$0	\$69,000
FY 2026, Local MPO Based Constraints Total			\$353,735

SUBMITTED PROJECTS CURRENTLY UNFUNDED IN THE FY2023-2026 TIP

Illustrative List

Project Name	Limits		Project Type	Total \$ Federal	Total \$ Local	Total Project Cost
Allegan County Road Commission						
146 th Ave. + 66 th St.	Ottogan St.	64 th St.	Resurface	\$300,000	\$136,500	\$436,500
City of Zeeland						
Main Ave.	State St.	Fairview	Resurface	\$988,000	\$247,050	\$1,235,050
Ottawa County Road Commission						
Butternut Dr.	Lakewood Blvd.	Riley St.	Resurface	\$640,000	\$160,000	\$800,000
City of Holland						
Ottawa Ave.	32 th St.	16 th St.	Resurface	\$800,000	\$1,200,000	\$2,000,000
32 th St.	Old Orchard Rd.	Lincoln Ave.	Resurface	\$1,000,000	\$1,500,000	\$2,500,000
Kollen Park / 11 th St.	16 th St.	Van Raalte Ave.	Reconstruction	\$750,000	\$500,000	\$1,250,000
6 th St.	River Ave.	Columbia Ave.	Reconstruction	\$2,000,000	\$1,000,000	\$3,000,000
17 th St.	S. South Dr.	Central Ave.	Resurface, Bike Lanes	\$600,000	\$600,000	\$1,200,000
City Wide			Traffic Signal Optimize	\$240,000	\$60,000	\$300,000
MAX Transit						
FY -2025 CMAQ: 2 Cutaway Busses + 1 Electric Pick Up Truck				\$312,000	\$78,000	\$390,000