

FY 2017-2020 Transportation Improvement Program

DOCUMENT

Approved September 28, 2017

**Grand Valley Metropolitan Council
Michigan Department of Transportation
Interurban Transit Partnership**

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Credit/ Disclaimer

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Introduction

This is the official Transportation Improvement Program (TIP) for the area served by the Grand Valley Metropolitan Council (GVMC) for fiscal year 2017, beginning October 1, 2016, through fiscal year 2020, ending September 30, 2020. The GVMC study area is encompasses all of Kent County; the City of Hudsonville; and Allendale, Georgetown, Jamestown and Tallmadge Townships. The Grand Valley Metropolitan Council (GVMC) is the designated Metropolitan Planning Organization (MPO) for the Greater Grand Rapids Area. See Map 1 on page 5 to view the Grand Valley Metropolitan Council study area.

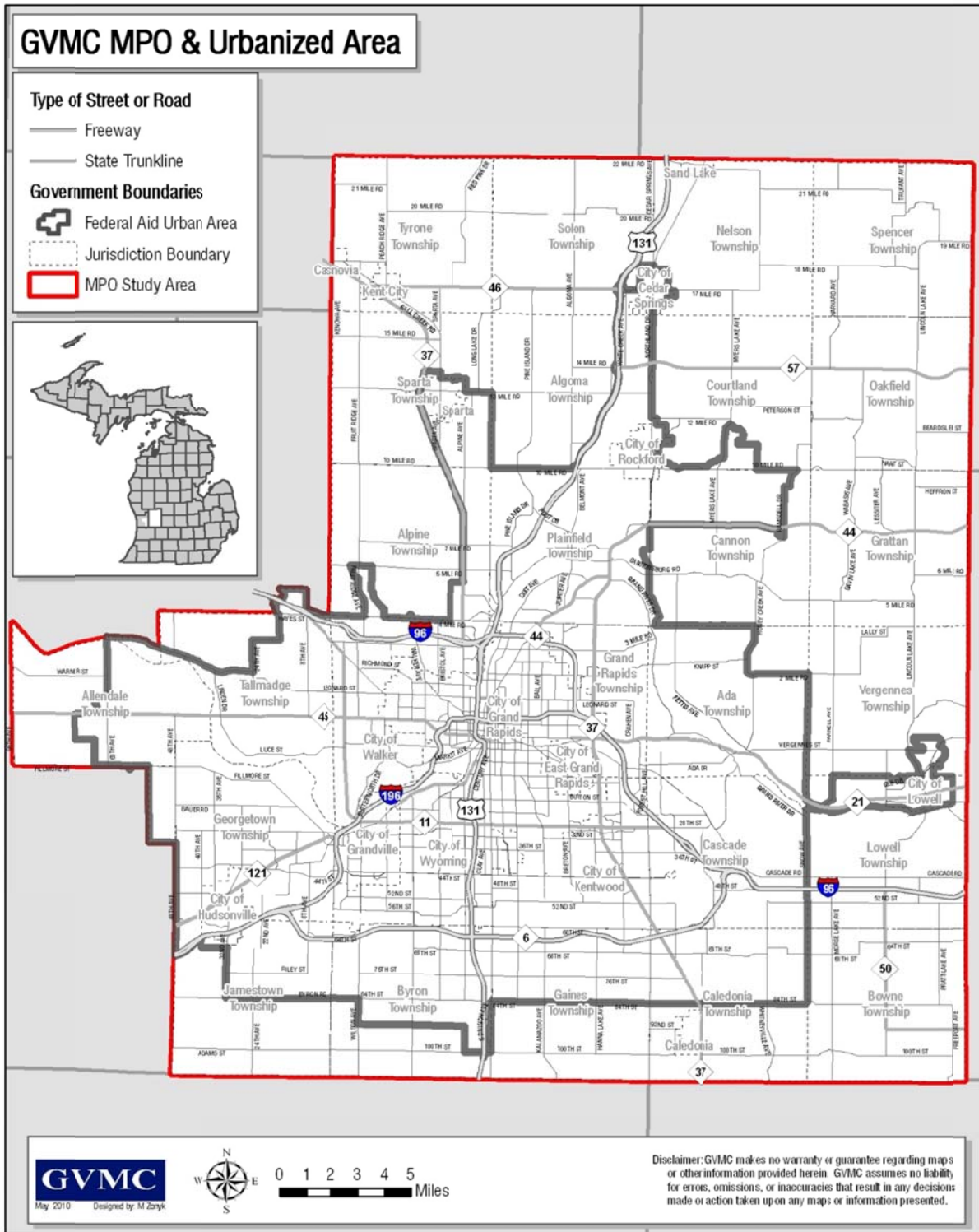
Currently, GVMC MPO area has an estimated population in excess of 690,000. The number of Federal Aid Urban roads is approximately 1,580 center lane miles.

The Interurban Transit Partnership (ITP)-The Rapid's current service area is approximately 185 square miles with a population of approximately 485,000. There are a variety of services provided by The Rapid, including 28 bus routes, GO!Bus paratransit service, ridesharing, carpooling services, PASS, and county connection.

The TIP is used to identify proposed projects developed in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All federal monies returned to the Grand Rapids area from the federal fuel tax are distributed through this process.

The annual process for selecting multi-modal transportation projects was developed based on locally determined transportation needs and helps to ensure that programmed transportation improvements are consistent with expected revenues from federal, state and local sources.

MAP 1 Map of GVMC Area



Chapter I 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. Appendix A contains a list of these programs. 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 agencies within GVMC receive approximately \$14.5 million in federal-aid highway funding each year. In addition, The Michigan Department of Transportation (MDOT) spends approximately \$46 million (average over 4 years) annually for capital needs on state-owned highways in the region (I-, US-, and M- roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Appendix A. Transit funds are distributed according to a complex set of distribution formulas. ITP The Rapid receives approximately \$11 million in federal-aid transit funding each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this

sales tax revenue goes to transportation. 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 current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$167 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year.¹

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 2017-FY 2020 TIP (see Appendix A).

Within GVMC, there are 21 jurisdictions and transportation providers. All jurisdictions are provided the funding targets for the years covered by the TIP. This controls the amount of federal-aid highway funding programmed. The large public transit agency (ITP The Rapid) is issued a similar target (developed by FTA and MDOT's OPT) with the amount of federal-aid transit funding expected. Each jurisdiction has developed a

¹ Hamilton, William E., Jim Stansell, and Kyle I. Jen. "Road Funding Package—Enacted Analysis." Lansing, MI, House Fiscal Agency, November 2015.

system for determining which projects are selected for funding. Criteria can include pavement condition, traffic volumes, and number of years since last repair, and/or other factors. MDOT has a similar project selection process. Agencies throughout the state use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), whose duties are prescribed by state law. Transit agencies each select projects based on internal assessment of capital and operations needs.

Year of Expenditure (YOE)

When MDOT, local jurisdictions, 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 jurisdiction has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2017-FY 2020 TIP cycle, they are five percent for FY 2017 and FY 2018, 4.5 percent for FY 2019, and four percent for FY 2020. See Appendix A for more details.

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

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system within GVMC over fiscal years 2017 through 2020. 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 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System within GVMC (millions of dollars).

| 2017 | 2018 | 2019 | 2020 |
|--------|--------|--------|--------|
| \$20.0 | \$19.1 | \$18.7 | \$19.4 |

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. Appendix A explains the method and assumptions used to formulate the estimate. Table 2 contains a summary O and M cost estimate for roads on the federal-aid highway system within GVMC. 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 (see Appendix A for a discussion of YOE adjustments).

Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid System within GVMC (millions of dollars).

| 2017 | 2018 | 2019 | 2020 |
|--------|--------|--------|--------|
| \$44.0 | \$46.2 | \$48.3 | \$50.3 |

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 GVMC 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 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Appendix A for more information on federal transit resources.

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 3 contains a summary of the predicted resources that will be available for capital needs (and some operations needs, depending on the program) for public transit agencies within GVMC during fiscal years 2017 through 2020. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies within GVMC is also included.

Table 3. Forecast of Resources Available for Public Transit Capital Needs within GVMC (millions of dollars).

| 2017 | 2018 | 2019 | 2020 |
|--------|--------|--------|--------|
| \$12.3 | \$12.5 | \$12.8 | \$13.0 |

Demonstration of Financial Constraint, FY 2017 through FY 2020

After determination of resources available for federal-aid highway and transit capital needs within GVMC from FY 2017 through FY 2020, 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 YOE factor and then fiscally constrained to available revenues (see Appendix A). Table 4 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 2017 through FY 2020 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 4. Demonstration of fiscal constraint, FY 2017 through FY 2020 TIP (millions of dollars).

| | 2017 | 2018 | 2019 | 2020 |
|--------------------|--------|--------|--------|--------|
| Highway Funding | \$20.0 | \$19.1 | \$18.7 | \$19.4 |
| Highway Programmed | \$20.0 | \$19.1 | \$18.7 | \$19.4 |
| Transit Funding | \$12.3 | \$12.5 | \$12.8 | \$13.0 |
| Transit Programmed | \$12.3 | \$12.5 | \$12.8 | \$13.0 |
| Total Funding | \$32.3 | \$31.6 | \$31.5 | \$32.4 |
| Total Programmed | \$32.3 | \$31.6 | \$31.5 | \$32.4 |
| Difference | \$0 | \$0 | \$0 | \$0 |

Chapter II Public Participation

Introduction

GVMC is required by the federal transportation legislation MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST (Fixing America's Surface Transportation) Act to explicitly set forth a Public Participation Plan (PPP) and process for transportation planning in order to receive transportation funds from the Federal Highway Administration and from the Federal Transit Administration. The actions and processes described in the PPP apply to transportation planning done by GVMC in conjunction with the work done by the transportation committees of the Council. The GVMC Public Participation Plan can be found at <http://www.gvmc.org/transportation/getinvolved.shtml>. The standards for this process are to be found in Title 23, Code of Federal Regulations, Part 450, and in Title 49, Code of Federal Regulations, Part 613 which requires that the public have reasonable opportunity to comment on transportation plans and programs.

TIP Public Participation Process

Opportunity for public participation in the development of the FY 2017-2020 Transportation Improvement Program (TIP) was in accordance with the GVMC Public Participation Plan.

Notification of TIP Development

The process began with an informational postcard mailing on December 31, 2015 (see Notification of TIP Development Postcard Appendix B) to the Interested Citizens/Agency list, made up of individuals interested in transportation planning related information and a host of agencies and organizations identified as important stakeholders in the planning process, including social service agencies, transit service providers, local land use and environmental organizations, economic development organizations, major employers, Native American tribes, and other interested parties. (See Interested Citizens and Agencies List Appendix B.) The postcard notified recipients that GVMC would begin developing the FY2017-2020 TIP in January 2016, and that additional information would be forthcoming. An ad with similar information was placed in the Wednesday, December 30 edition of El Vocero, a local Hispanic Spanish-language newspaper, and in the January 1 – January 7 edition of The Grand Rapids Times, a local newspaper that reaches the African American Community. Ads were placed in the Sunday, January 3 edition of the Advance newspaper and two of their affiliate papers: the Penasee Globe and the Cadence as well. Information was also posted on GVMC's website. (See Appendix B for examples.)

Notification of Transportation Programming Study Group (TPSG) Meetings

Notices of all TPSG meetings to program projects for the FY2017-2020 TIP were posted on GVMC's website in a timely manner. (See Appendix B.)

Notification of Public Comment Period (Project Lists) and Public Meeting #1

GVMC Staff sent a second mailing consisting of an informational postcard to the Interested Citizens/Agencies list on April 1, 2016 informing them that the draft Fiscal Year 2017-2020 TIP project lists were available for public comment and inviting them to a public meeting to discuss the draft TIP project lists on April 13. The same information included in the mailing was advertised in all area editions of the Advance newspaper on Sunday, April 3, including the Penasee Globe and the Cadence, and on Friday, April 1 in El Vocero, and in the April 1 – April 7 edition of The Grand Rapids Times. Concurrently, information pertaining to commenting on the project lists was posted on GVMC's website. A flyer about the public comment period and public meeting was developed and distributed for posting to all area libraries as well as all jurisdictions within the MPO area. Some of these entities highlighted the event on their own websites and newsletters. Those who wished to comment on the draft project lists were encouraged to do so by Monday, April 25, 2016. (See Appendix B for examples.)

Prior to this meeting, a separate informational postcard was sent to 12,623 people on March 14th as part of GVMC's Environmental Justice (EJ) review. This mailing informed the property resident/owner that their home or business may be impacted by a transportation improvement project scheduled to take place in their area between 2017 and 2020. The postcard also contained information about the public comment period, which concluded for EJ on Monday, April 4, 2016, and a public meeting, which took place on March 24th. (See Appendix B for examples.)

Notification of Public Comment Period (Entire Document)

GVMC staff placed a notice on gvmc.org advertising that an official public comment opportunity would be available at the Technical Committee meeting on May 4, the Policy Committee meeting on May 18, and at the GVMC Board meeting on June 2. Please see Appendix B to view the announcement.

Public Meetings

The public meetings were held at GVMC's Office (*678 Front Ave NW, Suite 200, Grand Rapids, MI 49504*), which is handicapped accessible, along a fixed Rapid transit system bus route, and within the delineated Environmental Justice area for the MPO. The meetings were held at 5:30 pm on March 24 and April 13. Public comment opportunities were also held at the Technical and Policy Committee meetings, which were located at the Kent County Road Commission (*1500 Scribner NW, Grand Rapids, MI 49504*), and the GVMC Board meeting, which was located at the Kent County Commission Chambers (*300 Monroe Ave NW, Grand Rapids, MI 49503*). These locations are also handicapped accessible, along a fixed Rapid transit system bus route, and within the delineated Environmental Justice area for the MPO.

March 24th Meeting (Meeting #1)

Eight members of the public and several GVMC staff members attended GVMC's March 24th meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, described the Environmental Justice process, and answered any questions

that were brought up. This meeting gave citizens the opportunity to provide input about specific transportation issues or areas of concern.

April 13 Meeting (Meeting #2)

Six members of the public and several members of GVMC's staff attended the April 13th public meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, and answered any questions that were brought up.

Technical Committee meeting (May 4), Policy Committee meeting (May 18) and GVMC Board meeting (June 2)

No members of the public attended any of these meetings.

Public Comment Periods

The official public comment period for the 2017-2020 TIP project lists was Monday, April 4 – Monday, April 25, or a total of 22 days. During this time staff accepted and recorded 60 public comments from e-mails/web inquires and phone calls. Some examples of public comments, along with staff responses, are listed in Appendix B under Public Comments. All public comments received were provided to GVMC Transportation Committees for consideration, and in many cases the inquirer was directed to the respective road agency for specific project details.

This public comment period was preceded by a public comment period for EJ which ran from Monday, March 14 until Monday, April 4, or a total of 22 days.

Additionally, GVMC undertook a public comment period for the entire 2017-2020 Transportation Improvement Program document from May 4 – June 2, a total of 30 days. No comments were received.

In addition to the public meetings on March 24 and April 13, opportunities for public comment were/are available at monthly Technical Committee, Policy Committee, ad hoc Transportation Programming Study Group meetings, and GVMC Board Meetings. Agendas and minutes for these meetings are regularly posted on the gvmc.org website.

Chapter III Consultation

There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with State, local, Indian Tribes and Tribal governments+, and private agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human Services Transportation Providers

The overarching goal of this process is to eliminate or minimize conflicts with other agencies' plans, programs or policies as they relate to the Transportation Improvement Program.

The consultation process that the Grand Valley Metro Council staff underwent was based on the recommendations of the Federal Highway Administration and the Michigan Department of Transportation.

The organizations listed in the Interested Citizens/Agencies list that GVMC maintains for transportation planning outreach was used as a starting point for the consultation process. This list was expanded upon to generate a Consultation List, with the specific types of organizations and agencies GVMC is required to contact during this process. (Appendix C.) It should be noted that this list is continuously updated to assure the most relevant organizations are contacted as part of the GVMC Consultation Process, and currently contains 209 individual and business contacts.

Information Sent

The consultation process that GVMC undertook began with mailing an introductory letter which contained a web link to the draft TIP list of projects as well as a link to a corresponding interactive map, and a GVMC background sheet. (See Sample Consultation Letter and GVMC Background Sheet in Appendix C.) This information was assembled and mailed to the organizations and agencies on the Consultation List on Friday, March 18, 2016.

This mailing was intended to generate a dialogue about the TIP document and project lists with the consulted organizations so that a cooperative understanding of potential

impacts from transportation projects can be developed along with mitigation options. The letter included an invitation for the consulted organizations to attend an open house on Monday, April 4 from 9:00 am – 12:00 pm at Grand Valley Metropolitan Council's office. The purpose of the open house was to compare the future plans of the consulted organizations with GVMC's draft project lists, identify potential conflicts and address areas of concern. Consulted organizations were also invited to contact GVMC staff to schedule an individual meeting if they were unable to attend the open house or if that was their preference. No one attended the open house or requested an individual meeting with staff.

The consultation period lasted a total of 20 days. Formal response from these agencies was requested by Wednesday, April 6. Two comments were received. It was noted in the letter that lack of comment will be viewed as endorsement of the proposed project lists and the TIP document.

Consultation comments are documented in Appendix C.

Chapter IV Environmental Justice

The roadway and transit projects in the TIP must meet the principles of the 1994 Presidential Executive Order 12898 relating to Environmental Justice (EJ): *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. 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. Based on the spirit and intent of Environmental Justice, GVMC strives to identify, inform and engage two major sectors of the population: minority populations and low income residents.

The methodology used to analyze that ensures these principles are being met necessitated mapping areas of low-income and minority population concentrations, overlaying the TIP's proposed projects, and visually analyzing the potential impacts. The Environmental Justice Area map (see Appendix D) later in this chapter was instrumental in this process.

Identification of Environmental Justice Areas

The Federal Office of Management and Budget's (OMB) 1997 Policy Directive 15, *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity*, established five minimum categories for data on race. The same Directive 15 defines low-income as "a person whose household income... is at or below the U.S. Department of Health Services poverty guidelines." Therefore, to conduct the EJ analysis, GVMC used the following categories:

- Black
- Hispanic
- Asian
- American Indian and Alaskan Native
- Native Hawaiian or Other Pacific Islander
- Low-Income

Census (2010) data and American Community Survey (ACS) 5-year estimates (2007-2011) were analyzed utilizing Geographic Information Systems software to determine the makeup and concentration of these minority groups at the Census Block Group level for race and at the Census Tract level for low income. Environmental Justice (EJ) areas were designated based on the population of the targeted population group as it compares to the overall population of the entire metropolitan area. In the case of ethnic minorities, if any census Block Group exceeded the average population percentage for that minority group throughout the region as a whole, then that Block was flagged. For low-income identification, the same methodology was used as for the population groups, but census tract geographies from the ACS data were used to determine the above-average-percentage areas. The indicator used for income from ACS estimates

was poverty status. In the ACS estimates, the population for whom poverty status is determined is broken up into four age groups. The age group that most applies for our EJ income analysis is that of those aged from 18 to 64 years since that is, most generally, the working class. The tabular data within the data sets are presented as percentages of individuals per census tract that are at, or below, the poverty level. From this, areas with higher than average low income populations at or above were flagged as EJ areas for low income. These defined areas were aggregated together to create a comprehensive geographic coverage constituting the “Environmental Justice” areas within the MPO. (See the GVMC Environmental Justice Area Map in Appendix D.)

Analysis of Impacts

With the minority and low-income EJ areas delineated, an analysis of impacts could be completed. The analysis of potential impacts centers on three criteria:

- 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) Neglecting the transportation system in minority areas or otherwise reducing or delaying the receipt of benefits to those areas

Using the delineated Environmental Justice areas, GVMC was able to geographically overlay the 2017-2020 TIP projects on the EJ areas to determine what projects could have potential impacts based on our three defined criteria. The project was considered and flagged if it geographically intersected the EJ areas. There are 286 projects listed in the TIP document that had spatial reference characteristics and were used for EJ analysis. This figure also includes all illustrative projects presented in the plan.

Disproportionately high and adverse human health and environmental impacts to minority areas

Of the 286 TIP projects, 257 projects, or 90% of TIP projects, are in Environmental Justice areas. These projects included all project categories; however, the majority of the projects fall into three categories: roadway resurfacing, roadway reconstruction, and roadway improve/expand widening projects. Some of the improve/expand widening projects are in residential areas within EJ boundaries. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Therefore, it was determined that there are no disproportionately high or 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 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.

Neglecting the transportation system in minority areas or otherwise reducing or delaying the receipt of benefits to those areas

The GVMC MPO area is approximately 1,015.68 square miles. The EJ areas mapped are approximately 495.91 square miles, or 49% of the entire GVMC MPO area. The Environmental Justice analysis found that 90% of the TIP projects (257 out of the total 286 projects) are located within the Environmental Justice areas and 10% of the projects fall outside Environmental Justice areas. Of the 257 projects that were located within the Environmental Justice areas, 52% were road resurfacing, 21% were road reconstruction projects, 6% were improve/expand widening projects, and the rest were miscellaneous capacity, non-motorized, intersection, bridge, and yet-to-be-determined projects (from the illustrative list) that varied in scope of work. Access to public transit by residents in Environmental Justice areas was also analyzed. The public transit (ITP-The Rapid) service area, which primarily comprises the Cities of Grand Rapids, Walker, Kentwood, Wyoming, Grandville and East Grand Rapids, covers 28% of the MPO EJ areas. If we were to include together the fixed route area, the Go Bus demand response areas, and the Paratransit Service agreements, this coverage would total 45% within the MPO EJ areas. None of the projects contained in the TIP restrict residents' access 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 EJ areas.

Environmental Justice Notification

In addition to the regular Public Participation process, GVMC also distributed an Environmental Justice based mailing. Once the 257 projects in Environmental Justice areas were identified, staff was able to perform an analysis to extract address information for the parcels that physically intersected the Environmental Justice areas adjacent to the projects. Geographic Information software was used to do this in coordination with land parcel data sets provided from Kent and Ottawa counties. A postcard that explained that there was a proposed improvement was mailed to these flagged parcels. It informed them of the March 24th TIP public meeting at the GVMC office and provided information about how and where to access more information. Residents/occupants were encouraged to comment on the projects by Monday, April 4, 2016. In sum, 12,623 Environmental Justice postcards were mailed March 14th, 2016. A total of eight people attended the meeting.

Conclusion

The analyses of impacts on residents in Environmental Justice areas, as a result of implementing the projects contained in this TIP resulted in 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 or restriction of public access to public transit services

Within the FY2017-2020 TIP, 73% of the projects within Environmental Justice areas were road resurfacing/reconstruction, and the MPO is investing the majority (90%) of our federal transportation dollars in projects in areas with higher than average numbers of minorities or people of low income status. This means that the benefits of increased federal investment in the road infrastructure are directed toward residents that are typically underserved, people of minority status, and those with low income levels. GVMC strives to reach out especially to those citizens in EJ areas adjacent to TIP projects through direct mailings to assure a high level of engagement for minority and low-income groups.

Chapter V Air Quality Conformity

The Clean Air Act (CAA) was established to improve the air, protect public health, and protect the environment. The CAA has been amended over the years, most significantly in the 1990s. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), and particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometers in diameter (PM₁₀) and 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 is shown in Figure 1.

Figure 1
Air Pollution Sources



Source: MDOT Photography Unit

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 main transportation planning tools are the MTP and the 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 MTPs, TIPs, and all non-exempt federal projects that receive Federal Highway or Federal Transit Administration funding or approval. The conformity process ensures emissions from the MTP, 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 at 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 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 (VOCs) react with sunlight. Shown in Table 5 are the transportation pollutants and associated precursors. Pollutants can be both directly emitted and also 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 5
Transportation Pollutants and Precursor Emissions

| Transportation Pollutant | Direct Emissions | Precursor Emissions | | | |
|----------------------------------|------------------|---------------------|---------------------------|---------|----------------|
| | | Nitrogen Oxides | Volatile Organic Componds | Ammonia | Sulfur Dioxide |
| Ozone | | X | X | | |
| Particulate Mater _{2.5} | X | X | X | | |
| Particulate Mater 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 and then to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutants than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirements are the same as for an attainment area) or maintenance (an area was nonattainment, but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance.

In October 2015, the EPA lowered the ozone NAAQS to 0.070 parts per million (ppm). The state of Michigan is currently in the process of recommending nonattainment areas to the EPA around five monitors which are exceeding the 2015 ozone standard as measured by the most current three years (2013 – 2015) of data. Allegan, Muskegon, Berrien, St. Clair, and Macomb counties each have one monitor exceeding the NAAQS. The nonattainment area boundaries surrounding each monitor will be determined by analyzing five factors; monitor data, location of sources contributing to ozone, meteorology, geography/topography, and jurisdictional boundaries. The MDEQ has until October 1, 2016 to make nonattainment boundary recommendations. EPA will make final official designations by October 1, 2017, using the most current available three years of data for that time (2014 – 2016). Consequently, state recommended areas could be different than the EPA's final designations because of the additional years of data being analyzed. Therefore, areas currently exceeding the standard might drop out while other areas could become nonattainment.

MPOs that are designated nonattainment for ozone on October 1, 2017 must

demonstrate conformity of the MTP and TIP within one year. Currently, the MPO is in attainment for all transportation pollutants.

Chapter VI Project Selection

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

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems. (See Appendix E.) This effort produced a list of facilities in need of either congestion relief (taken directly from the 2040 MTP) or pavement condition improvements. Staffs from each local jurisdiction were then asked to develop a list of projects from these deficiency lists that could be implemented in the years 2017 through 2020. These potential projects were collected by staff and a pool of projects was developed.

The final step in the development of the TIP list of projects involved the MPO members prioritizing a financially constrained project list as required by federal regulations. In January 2016, the TPSG Committee met and selected projects from the TIP pool of projects. The TIP project selection process included factors such as regional equity, deficiency (condition, safety, or capacity), air quality improvement and connectivity. Using this approach, it can be assured that all of the projects programmed in the FY 2017-2020 TIP will improve an identified transportation system deficiency. The result of that programming effort is reflected in the proposed FY 2017-2020 Projects List. The list comprises all of the projects recommended and approved (Local, ITP and MDOT) by the TPSG, Technical and Policy Committees for inclusion in the FY 2017-2020 Transportation Improvement Program.

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

In regards to Environmental Justice, GVMC, after consultation with MDOT and the Federal Highway Administration (FHWA) officials, has chosen to address environmental

justice by identifying ethnicity, low income, and those areas with concentrations of traditionally underserved populations, namely minority and low income residents. Chapter IV further explains how staff performed the task of Environmental Justice analysis.

Performance-Based Planning

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

Performance Measures

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

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

On March 15, 2016 FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules. With an effective date of April 15, 2016, the Safety PM Final Rule established five performance measures to carry out the HSIP: the five-year rolling averages for

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

FHWA has also published Notices for Proposed Rulemaking for the other performance measure areas – pavement and bridge conditions, system performance, freight movement, and CMAQ.

Performance Targets

State Targets

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

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

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

MPO Targets

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

Performance-Based Planning in GVMC

In regard to performance based transportation planning, GVMC employs several different management systems (Congestion Management, Pavement Management, Safety Conscious Planning, to name a few) which may address some of the soon-to-be requirements of MAP-21/FAST Act.

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2017 through 2020 in the Grand Rapids Metropolitan Area. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and non-motorized projects. The projects are listed by year and then by jurisdiction. Following the project listings section is a map (see map 2) showing the locations of local and MDOT projects geographically placed on the map within the MPO area. Because the transit projects are capital improvement type projects with no associated specific locations, they were not geographically illustrated. A list of acronyms for funding categories is available in the Appendix M.

This four-year program has been updated every three years as required by MAP-21/FAST Act and can be amended by majority vote from the GVMC TPSG, Technical, and Policy Committees.

After the 2015 project status, also included is an illustrative list of projects that were nominated to receive federal funding through various federal funding sources but was not programmed due to funding limitations for the projects in this current TIP. These projects will remain on these lists until: 1.) more funding becomes available in a particular year: 2.) a currently programmed project drops completely out of the TIP: 3.) the development of the next TIP (FY2020 – FY2023), where these projects could potentially be programmed: or 4.) the maintenance jurisdiction chooses to build the project with local funds.

Draft FY2017-2020 TIP Projects

FY2017

| FY2017 STP-U (74.5%/25.5%) | | | | | | | | |
|--------------------------------|--------------------------------------|---------------------------------|--------------|--------|------------------------|------------------------|-------------------------|--------------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| GVMC | Planning Studies | Studies | GVMC | n/a | \$ 150,000.00 | \$ 37,500.00 | \$ 187,500.00 | Exempt |
| Capital Preventive Maintenance | Regionwide | GPA | KCRC | TBD | \$ 720,000.00 | \$ 180,000.00 | \$ 900,000.00 | Exempt |
| 44th Street* | M-37 to Patterson Avenue | Rotomill/resurface | Kentwood | 0.75 | \$ 957,040.00 | \$ - | \$ 957,040.00 | ACC, AC FY16 |
| 44th Street | Shaffner to East Beltline | Rotomill/resurface | Kentwood | 1.25 | \$ 1,043,000.00 | \$ 357,000.00 | \$ 1,400,000.00 | Exempt |
| 28th Avenue | Baldwin Street to Bauer Road | Resurface | OCRC | 1 | \$ 298,000.00 | \$ 102,000.00 | \$ 400,000.00 | Exempt |
| Byron Center | 84th to 76th | Resurface | KCRC | 1 | \$ 596,000.00 | \$ 204,000.00 | \$ 800,000.00 | Exempt |
| Byron Center | 76th to 68th | Resurface | KCRC | 1 | \$ 745,000.00 | \$ 255,000.00 | \$ 1,000,000.00 | Exempt |
| 68th Avenue | Fillmore Street to M-45 | Resurface + Shoulder 2 lanes | OCRC | 2 | \$ 270,000.00 | \$ 550,000.00 | \$ 750,000.00 | Exempt |
| Turner Avenue | West River Drive to US-131 SB Ramps | Resurface | Walker | 0.65 | \$ 596,000.00 | \$ 204,000.00 | \$ 800,000.00 | Exempt |
| Wealthy Street | Commerce Avenue to Division Avenue | Reconstruct Existing | Grand Rapids | 0.18 | \$ 389,109.00 | \$ 133,185.00 | \$ 522,294.00 | Exempt |
| Leonard Street | Fuller Avenue to Ball Avenue | Reconstruct Existing | Grand Rapids | 0.48 | \$ 360,793.00 | \$ 123,493.00 | \$ 484,286.00 | Exempt |
| Belmont Avenue | South Of 10 Mile Road | Relocation & Signal Elimination | KCRC | 0 | \$ 260,750.00 | \$ 89,250.00 | \$ 350,000.00 | Exempt |
| 32nd Street | Kalamazoo Avenue to East City Limits | Rotomill/resurface | Grand Rapids | 0 | \$ 245,209.00 | \$ 83,931.00 | \$ 329,140.00 | Exempt |
| Monroe Avenue | I-196 to 6th/ Newberry Street | Rotomill/resurface | Grand Rapids | 0 | \$ 212,858.00 | \$ 72,857.00 | \$ 285,715.00 | Exempt |
| Alpine Avenue* | Richmond Street to Nason Street | Rotomill/resurface | Grand Rapids | 1 | \$ 219,729.00 | \$ - | \$ 219,729.00 | ACC, AC FY16 |
| Fuller Avenue | Alexander Street to Franklin Street | Rotomill/resurface | Grand Rapids | 0 | \$ 163,473.00 | \$ 55,954.00 | \$ 219,427.00 | Exempt |
| Michigan Street | Monroe Avenue to Ionia Avenue | Reconstruct Existing | Grand Rapids | 0.17 | \$ 677,405.00 | \$ 692,722.00 | \$ 1,370,127.00 | ACC, AC FY16 |
| TOTAL: | | | | | \$ 7,904,366.00 | \$ 3,140,892.00 | \$ 10,975,258.00 | |

| FY2017 FLEX | | | | | | | | |
|----------------|-----------------------|---------------------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| Kalamazoo | 76th to 84th | Reconstruct Existing | KCRC | 1 | \$ 1,034,976.00 | \$ 456,024.00 | \$ 1,500,000.00 | Exempt |
| Belmont Avenue | South Of 10 Mile Road | Relocation & Signal Elimination | KCRC | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| TOTAL: | | | | | \$ 1,274,976.00 | \$ 516,024.00 | \$ 1,800,000.00 | |

| FY2017 NHPP | | | | | | | | |
|----------------|---------------------------------|----------------------|--------------|--------|----------------------|----------------------|----------------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| Leonard Street | Ashland Street to Fuller Avenue | Reconstruct Existing | Grand Rapids | 0.66 | \$ 707,362.00 | \$ 176,841.00 | \$ 884,203.00 | Exempt |
| TOTAL: | | | | | \$ 707,362.00 | \$ 176,841.00 | \$ 884,203.00 | |

| FY2017 EDFC | | | | | | | | |
|---------------|------------------------------------|---------------------------------------|--------------|--------|------------------------|----------------------|------------------------|-------------------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| 56th St. | Byron Center Ave. to Ivanrest Ave. | Reconstruct 2 to 3 lanes & bike lanes | Wyoming | 1 | \$ 1,600,000.00 | \$ 400,000.00 | \$ 2,000,000.00 | ACC From 14 to 17 |
| TOTAL: | | | | | \$ 1,600,000.00 | \$ 400,000.00 | \$ 2,000,000.00 | |

| FY2017 STP-Rural | | | | | | | | |
|------------------|----------------------|----------------------|----------------------|--------|----------------------|----------------------|------------------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| Lincoln Lake | 7-Mile to Belding Rd | Reconstruct Existing | KCRC | 0.80 | \$ 534,033.00 | \$ 365,967.00 | \$ 900,000.00 | Exempt |
| Lake Street | 5th Street to Richey | Reconstruct Existing | Village of Sand Lake | 0.80 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| TOTAL: | | | | | \$ 774,033.00 | \$ 425,967.00 | \$ 1,200,000.00 | |

| FY2017 CMAQ | | | | | | | | |
|-------------------------------|--|-------------------------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| Fiber Communications | Fiber runs on Burton Street, east of Division | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| Signal Optimization | Signal optimization at up to 120 locations on Federal Aid Roads (P. 2017 Phase 12) | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| Rideshare Program | Areawide | Rideshare Program | ITP | 0 | \$ 143,000.00 | \$ - | \$ 143,000.00 | Exempt |
| Replacement Buses | Areawide | 2 Replacement Buses | ITP | 0 | \$ 656,000.00 | \$ 164,000.00 | \$ 820,000.00 | Exempt |
| Clean Air Action Days | Areawide | Free Rides On Clean Air Action Days | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Replacement VanPool Vans (4) | Areawide | 4 Replacement VanPool Vans | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Clean Air Action Days | Areawide | Areawide | GVMC | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| College and Michigan | Design and implementation of capacity improvements through geometric alteration to the Michigan and College intersection | 0 | Grand Rapids | 0 | \$ 288,731.00 | \$ 72,183.00 | \$ 360,914.00 | Exempt |
| 28th Street @ Kraft Avenue | Intersection | Turn Lanes | KCRC | 0 | \$ 400,000.00 | \$ 100,000.00 | \$ 500,000.00 | Exempt |
| Belmont Avenue @ 10 Mile Road | Intersection | Signal upgrade | KCRC | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Crahen @ M-21 | Intersection | Dual Lt-Turn Lanes & Signal Upgrade | KCRC | 0 | \$ 264,000.00 | \$ 86,000.00 | \$ 350,000.00 | Exempt |
| TOTAL: | | | | | \$ 2,551,731.00 | \$ 622,183.00 | \$ 3,173,914.00 | |

| 2017 CMAQ MDOT | | | | | | | | |
|----------------|--------|--|--------------|--------|---------------|-------------|-------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| N/A | N/A | (Repayments for US-131 W/M Lanes and I-96 @ Cascade Road DDI projects from previous years) | MDOT | | \$ - | \$ - | \$ - | - |
| TOTAL: | | | | | \$ - | \$ - | \$ - | |

| 2017 ITS Set-Aside | | | | | | | | |
|-----------------------------------|---------------------------------------|---------------------------------------|--------------|--------|---------------------|-------------------|---------------------|----------|
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
| WMTOC Operations | Areawide | ITS Control Room Operations | MDOT | | \$ 440,000 | \$ 110,000 | \$ 550,000 | Exempt |
| ITS Device Operations and Mainten | Areawide | ITS Device Operations and Maintenance | MDOT | | \$ 632,000 | \$ 158,000 | \$ 790,000 | Exempt |
| ITS Operations | Regional Signal System TMS Operations | Regional Signal System TMS Operations | Grand Rapids | | \$ 432,489 | \$ 108,122 | \$ 540,611 | Exempt |
| TOTAL: | | | | | \$ 1,504,489 | \$ 376,122 | \$ 1,880,611 | |

Draft FY2017-2020 TIP Projects

FY2018

FY2018 STP-U (76.7%/23.3%)

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|--------------------------------|--|--------------------------|-------------------|--------|------------------------|------------------------|-------------------------|----------|
| Burton Street | Bretton Avenue to East Beltline | Rotomill/resurface | Grand Rapids | 1.23 | \$ 659,620.00 | \$ 200,380.00 | \$ 860,000.00 | Exempt |
| Kinney Avenue | Three Mile to Waldorf | Reconstruct | Walker | 0.5 | \$ 882,050.00 | \$ 267,950.00 | \$ 1,150,000.00 | Exempt |
| Cottonwood Drive | Baldwin Street to Bauer Road | Reconstruct to 5 Lanes | OCRC | 1.44 | \$ 1,500,000.00 | \$ 900,000.00 | \$ 2,400,000.00 | Exempt |
| Bretton Road | Hall to Lake | Rotomill/resurface | East Grand Rapids | 0.37 | \$ 651,796.00 | \$ 198,003.00 | \$ 849,800.00 | Exempt |
| 10 Mile Rd | Alpine Ave to Pine Island Dr | Reconstruct | KCRC | 2 | \$ 1,534,000.00 | \$ 466,000.00 | \$ 2,000,000.00 | Exempt |
| 32nd Avenue | City limits to Corporate Grove Drive | resurfacing and widening | Hudsonville | 0.2 | \$ 237,770.00 | \$ 72,230.00 | \$ 310,000.00 | Exempt |
| Bretton Avenue | 44th to 32nd | Pulverize and repave | Kentwood/GR | 1.5 | \$ 1,687,400.00 | \$ 512,600.00 | \$ 2,200,000.00 | Exempt |
| GVMC | Planning Studies | Studies | GVMC | n/a | \$ 150,000.00 | \$ 37,500.00 | \$ 187,500.00 | Exempt |
| Alpine Avenue | Stocking Avenue to Leonard Street | Rotomill/resurface | Grand Rapids | 0 | \$ 252,450.00 | \$ 76,690.00 | \$ 329,140.00 | Exempt |
| Grandville Avenue | Franklin Street to Barlett Street | Rotomill/resurface | Grand Rapids | 0 | \$ 252,450.00 | \$ 76,690.00 | \$ 329,140.00 | Exempt |
| Coit Avenue, North Park Street | North Park Street to 4 Mile Road, Monroe Avenue to Coit Avenue | Rotomill/resurface | Grand Rapids | 0 | \$ 252,450.00 | \$ 76,690.00 | \$ 329,140.00 | Exempt |
| TOTAL: | | | | | \$ 8,059,986.00 | \$ 2,884,733.00 | \$ 10,944,720.00 | |

FY2018 FLEX

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|---------------------------------|------------------|--------------|--------|------------------------|----------------------|------------------------|-------------------|
| Knapp Street | The Grand River to w. of Pettis | Widen to 3 Lanes | KCRC | 0.5 | \$ 640,000.00 | \$ 160,000.00 | \$ 800,000.00 | |
| Knapp Street | Dunnigan Ave to Grand River Dr | Widen to 3 Lanes | KCRC | 2 | \$ 660,475.00 | \$ 165,119.00 | \$ 825,594.00 | Dual funded, EDFC |
| TOTAL: | | | | | \$ 1,300,475.00 | \$ 325,119.00 | \$ 1,625,594.00 | |

FY2018 NHPP

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|--|--------------------|--------------|--------|----------------------|----------------------|----------------------|----------|
| Fulton Street | 250' W. of Somerset Dr to Maryland Ave | Rotomill/resurface | Grand Rapids | 0 | \$ 341,509.00 | \$ 85,377.00 | \$ 426,886.00 | Exempt |
| 10 Mile | US-131 to Meijer/ childsdale to river | Resurface | KCRC | 0.4 | \$ 380,000.00 | \$ 95,000.00 | \$ 475,000.00 | Exempt |
| TOTAL: | | | | | \$ 721,509.00 | \$ 180,377.00 | \$ 901,886.00 | |

FY2018 EDF-C

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|--------------------------------|------------------|--------------|--------|----------------------|----------------------|------------------------|-----------------------|
| Knapp Street | Dunnigan Ave to Grand River Dr | Widen to 3 Lanes | KCRC | 2 | \$ 981,644.00 | \$ 245,411.00 | \$ 1,227,055.00 | Dual funded, STP-Flex |
| TOTAL: | | | | | \$ 981,644.00 | \$ 245,411.00 | \$ 1,227,055.00 | |

FY2018 STP-Rural

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|------------------------------------|----------------------|--------------|--------|----------------------|----------------------|------------------------|----------|
| 13 Mile Road | Fruit Ridge Ave to Peach Ridge Ave | Reconstruct Existing | KCRC | 1.00 | \$ 789,514.00 | \$ 410,486.00 | \$ 1,200,000.00 | Exempt |
| TOTAL: | | | | | \$ 789,514.00 | \$ 410,486.00 | \$ 1,200,000.00 | |

FY2018 CMAQ

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------------------------|--|---|--------------|--------|------------------------|----------------------|------------------------|----------|
| I-96 Eastbound Ramp at Walker | Intersection | Intersection Modification and Signalization | Walker/MDOT | 1000' | \$ 160,000.00 | \$ 40,000.00 | \$ 200,000.00 | Exempt |
| Spaulding Avenue @ Cascade Road | from Cascade Rd to 800 ft south | Add Rt-turn Lane | KCRC | 0.15 | \$ 280,000.00 | \$ 70,000.00 | \$ 350,000.00 | Exempt |
| Signal Optimization | Signal optimization at up to 120 locations on Federal Aid Roads (2018 P. 13) | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| Signal Detection | Signal detection installation or upgrades at various locations | 0 | Grand Rapids | 0 | \$ 160,000.00 | \$ 40,000.00 | \$ 200,000.00 | Exempt |
| Clean Air Action Days | Areawide | Areawide | GVMC | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Replacement 40' Buses/CNG | Areawide | Replacement buses (3) | ITP | 0 | \$ 1,240,000.00 | \$ 360,000.00 | \$ 1,600,000.00 | Exempt |
| Rideshare | Areawide | Rideshare program | ITP | 0 | \$ 120,120.00 | \$ 30,030.00 | \$ 150,150.00 | Exempt |
| Replacement VanPool Vans | Areawide | 4 Replacement VanPool Vans | ITP | 0 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Exempt |
| Clean Air Action Days | Areawide | Free Rides On Clean Air Action Days | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Buttermilk Creek Pathway | Oak Street to Prospect Street | Shared Use Path | Hudsonville | 0 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Exempt |
| TOTAL: | | | | | \$ 2,560,120.00 | \$ 690,030.00 | \$ 3,250,150.00 | |

FY2018 CMAQ MDOT

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|--------------------------|---|--------------|--------|---------------------|-------------------|---------------------|----------|
| M-44 | At Leonard Street | Extend Dual Left Turn Lanes | MDOT | | \$ 409,250 | \$ 90,750 | \$ 500,000 | Exempt |
| I-96 WB | At M-21 | Weave-Merge lane and add M-21 WB Off ramp | MDOT | | \$ 450,175 | \$ 99,825 | \$ 550,000 | Exempt |
| I-96 WB | At M-21 | Weave-Merge lane and add M-21 WB Off ramp | MDOT | | \$ 245,550 | \$ 54,450 | \$ 300,000 | Exempt |
| I-96 EB | At M-21 | Weave-Merge lane and add M-21 EB On Ramp | MDOT | | \$ 245,550 | \$ 54,450 | \$ 300,000 | Exempt |
| I-196 EB | At Fuller Avenue | Fuller Avenue On-Ramp Extension | MDOT | | \$ 634,338.00 | \$ 140,662.00 | \$ 775,000.00 | Exempt |
| I-196 WB | At M-11 East to I-196 BR | Extension of the WB Decel Off Ramp | MDOT | | \$ 119,550.00 | \$ 26,510.00 | \$ 146,060.00 | Exempt |
| I-196 WB | At M-11 East to I-196 BR | Extension of the WB Decel Off Ramp | MDOT | | \$ 44,150.00 | \$ 9,790.00 | \$ 53,940.00 | Exempt |
| TOTAL: | | | | | \$ 2,148,563 | \$ 476,437 | \$ 2,625,000 | |

FY2018 ITS Set-Aside

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|-----------------------------------|---------------------------------------|---------------------------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| WMTOC Operations | Areawide | ITS Control Room Operations | MDOT | | \$ 440,000 | \$ 110,000 | \$ 550,000 | Exempt |
| ITS Device Operations and Mainten | Areawide | ITS Device Operations and Maintenance | MDOT | | \$ 632,000 | \$ 158,000 | \$ 790,000 | Exempt |
| ITS Operations | Regional Signal System TMS Operations | Regional Signal System TMS Operations | Grand Rapids | | \$ 480,000 | \$ 120,000 | \$ 600,000 | Exempt |
| TOTAL: | | | | | \$ 2,032,000.00 | \$ 508,000.00 | \$ 2,540,000.00 | |

Draft FY2017-2020 TIP Projects

| FY2019 | | | | | | | | | |
|---------------------------------------|--|---|---------------|--------|-----------------|-----------------|------------------|---|--|
| FY2019 STP-U (78.5%/21.5%) | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| 32nd Avenue | Byron Road to Quincy Street | Resurface & construct various left turn lanes | OOCR | 2.1 | \$ 824,250.00 | \$ 225,750.00 | \$ 1,050,000.00 | Exempt | |
| Ivanrest Ave | Prairie to 44th | Full depth overlay ADA ramp upgrades | Grandville | 1.49 | \$ 1,020,500.00 | \$ 279,500.00 | \$ 1,300,000.00 | Exempt | |
| North Main St. | Lewis to Division | Mill & Fill | Rockford | 3150' | \$ 121,675.00 | \$ 33,325.00 | \$ 155,000.00 | Exempt | |
| Sparks/Forest Hill | East Paris to Burton | Pulverize and Repave | Kentwood | 0.8 | \$ 588,750.00 | \$ 161,250.00 | \$ 750,000.00 | 2 CMAQ projects associated | |
| Van Buren Street | Balsam Drive to 36th Avenue | reconstruction | Hudsonville | 0.49 | \$ 293,590.00 | \$ 80,410.00 | \$ 374,000.00 | Exempt | |
| GVMC | Planning Studies | Studies | GVMC | n/a | \$ 150,000.00 | \$ 37,500.00 | \$ 187,500.00 | Exempt | |
| Kraft Ave | 36th St to 28th St | Resurface | KCRC | 1 | \$ 785,000.00 | \$ 215,000.00 | \$ 1,000,000.00 | Exempt | |
| 6 Mile Rd | Walker Ave to Alpine Ave | Resurface | KCRC | 2 | \$ 471,000.00 | \$ 129,000.00 | \$ 600,000.00 | Exempt | |
| 7 Mile Rd | Fruit Ridge Ave to Bristol Ave | Resurface | KCRC | 3 | \$ 706,500.00 | \$ 193,500.00 | \$ 900,000.00 | Exempt | |
| Byron Center Ave | 92nd St to 84th St | Resurface | KCRC | 1 | \$ 628,000.00 | \$ 172,000.00 | \$ 800,000.00 | Exempt | |
| Michigan Street | Leffingwell Avenue to Greenwich Road | Rotomill/resurface | Grand Rapids | 0.37 | \$ 215,875.00 | \$ 59,125.00 | \$ 275,000.00 | Exempt | |
| Eastern Avenue | Hall Street to Franklin Street | Rotomill/resurface | Grand Rapids | 0.63 | \$ 294,375.00 | \$ 80,625.00 | \$ 375,000.00 | Exempt | |
| Alger Street | Kalamazoo Avenue to Plymouth Avenue | Rotomill/resurface | Grand Rapids | 0.48 | \$ 255,125.00 | \$ 69,875.00 | \$ 325,000.00 | Exempt | |
| 7th Street | Collindale Avenue to Covell Avenue | Rotomill/resurface | Grand Rapids | 0.61 | \$ 447,450.00 | \$ 122,550.00 | \$ 570,000.00 | Exempt | |
| Broadway Avenue | Bridge Street to Leonard Street | Rotomill/resurface | Grand Rapids | 0.991 | \$ 439,600.00 | \$ 120,400.00 | \$ 560,000.00 | Exempt | |
| Alger Street | Eastern Avenue to Kalamazoo Avenue | Reconstruction | Grand Rapids | 0.73 | \$ 981,250.00 | \$ 268,750.00 | \$ 1,250,000.00 | Exempt | |
| TOTAL: | | | | | \$ 8,222,940.00 | \$ 2,248,560.00 | \$ 10,471,500.00 | | |
| FY2019 FLEX | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| 54th St | Haughey Ave to US-131 | Add 3rd WB Lane | Wyoming | 0.6 | \$ 1,326,485.00 | \$ 331,621.00 | \$ 1,658,106.00 | Exempt | |
| TOTAL: | | | | | \$ 1,326,485.00 | \$ 331,621.00 | \$ 1,658,106.00 | | |
| FY2019 NHPP | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| Division Avenue | Wealthy Street to Cherry Street | Reconstruction | Grand Rapids | 0.25 | \$ 735,939.00 | \$ 183,985.00 | \$ 919,924.00 | Exempt | |
| TOTAL: | | | | | \$ 735,939.00 | \$ 183,985.00 | \$ 919,924.00 | | |
| FY2019 EDF-C | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| 54th St - US-131 Intersection | 54th St Offramp & Meijer Access Dr | Construct Access Dr into Meijer | Wyoming | 0.1 | \$ 1,001,277.00 | \$ 250,319.00 | \$ 1,251,596.00 | Exempt | |
| TOTAL: | | | | | \$ 1,001,277.00 | \$ 250,319.00 | \$ 1,251,596.00 | | |
| FY2019 STP-Rural | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| 13 Mile Road | Kenowa Avenue to Fruit Ridge Ave | Reconstruct Existing | KCRC | 1 | \$ 805,304.00 | \$ 394,696.00 | \$ 1,200,000.00 | Exempt | |
| TOTAL: | | | | | \$ 805,304.00 | \$ 394,696.00 | \$ 1,200,000.00 | | |
| FY2019 CMAQ | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| Patterson Avenue & 44th Street | 750 feet north and west | Dual Lt-Turn Lanes | KCRC/Kentwood | 0.33 | \$ 600,000.00 | \$ 150,000.00 | \$ 750,000.00 | split the funding half paid by each | |
| Add 2 right turn lanes on Forest Hill | Burton Intersection | Add 2 right turn lanes on Forest Hill | Kentwood | 0.1 | \$ 200,000.00 | \$ 50,000.00 | \$ 250,000.00 | Construct with Sparks/Forest Hill STP project | |
| Add 1 right turn lane on East Paris | Sparks Intersection | Add 1 right turn lane on East Paris | Kentwood | 0.1 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Construct with Sparks/Forest Hill STP project | |
| Signal Optimization | Signal optimization at up to 120 locations on Federal Aid Roads (2019 P. 14) | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt | |
| Signal Communications | Signal communication upgrades, including fiber, at various locations | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt | |
| Clean Air Action Days | Areawide | Areawide | GVMC | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt | |
| Replacement 40' Buses/CNG | Areawide | Replacement buses (3) | ITP | 0 | \$ 720,000.00 | \$ 180,000.00 | \$ 900,000.00 | Exempt | |
| Rideshare | Areawide | Rideshare program | ITP | 0 | \$ 126,060.00 | \$ 31,515.00 | \$ 157,575.00 | Exempt | |
| Replacement VanPool Vans | Areawide | 4 Replacement VanPool Vans | ITP | 0 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Exempt | |
| Clean Air Action Days | Areawide | Free Rides On Clean Air Action Days | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt | |
| Go Buses | Areawide | 1 Replacement Go Bus | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt | |
| TOTAL: | | | | | \$ 2,566,060.00 | \$ 641,515.00 | \$ 3,207,575.00 | | |
| FY2019 CMAQ MDOT | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| I-96 EB | At M-21 | Weave-Merge lane and add M-21 EB On Ramp | MDOT | | \$ 286,475.00 | \$ 63,525.00 | \$ 350,000.00 | Exempt | |
| TOTAL: | | | | | \$ 286,475.00 | \$ 63,525.00 | \$ 350,000.00 | | |
| FY2019 ITS Set-Aside | | | | | | | | | |
| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS | |
| WMTOC Operations | Areawide | ITS Control Room Operations | MDOT | | \$ 460,000 | \$ 115,000 | \$ 575,000 | Exempt | |
| ITS Device Operations and Maintenance | Areawide | ITS Device Operations and Maintenance | MDOT | | \$ 664,000 | \$ 166,000 | \$ 830,000 | Exempt | |
| ITS Operations | Regional Signal System | Regional Signal System TMS Operations | Grand Rapids | | \$ 512,000.00 | \$ 128,000.00 | \$ 640,000.00 | Exempt | |
| TOTAL: | | | | | \$ 1,636,000.00 | \$ 409,000.00 | \$ 2,045,000.00 | | |

Draft FY2017-2020 TIP Projects

FY2020

FY2020 STP-U (80%/20%)

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|-----------------------------------|--|---------------------------------------|--------------|--------|------------------------|------------------------|-------------------------|--------------------------|
| Lake Drive | Carlton Avenue to ECL | Rotomill/resurface | Grand Rapids | 0.37 | \$ 400,000.00 | \$ 100,000.00 | \$ 500,000.00 | Exempt |
| Eastern Avenue | Ardmore Street to Oakdale Street | Rotomill/resurface | Grand Rapids | 0.63 | \$ 500,000.00 | \$ 125,000.00 | \$ 625,000.00 | Exempt |
| Market Avenue | Frontage Street to 200' W. of Plaster Creek and Coit Avenue to Market Avenue | Rotomill/resurface | Grand Rapids | 0.96 | \$ 600,000.00 | \$ 150,000.00 | \$ 750,000.00 | Exempt |
| Madison Avenue | Franklin Street to Wealthy Street | Rotomill/resurface | Grand Rapids | 0.5 | \$ 384,000.00 | \$ 100,000.00 | \$ 480,000.00 | Exempt |
| Ottawa Avenue | Franklin Street to Michigan Street | Rotomill/resurface; Remove slip lane | Grand Rapids | 0.53 | \$ 284,000.00 | \$ 75,000.00 | \$ 355,000.00 | Exempt |
| Alger Street | Madison Avenue to Eastern Avenue | Reconstruction/rotomill/resurface | Grand Rapids | 0.25 | \$ 532,000.00 | \$ 135,000.00 | \$ 665,000.00 | Exempt |
| Madison Avenue | 28th Street to Alger Street | Rotomill/resurface | Grand Rapids | 0.32 | \$ 284,000.00 | \$ 75,000.00 | \$ 355,000.00 | Exempt |
| Walker Avenue | Stocking Avenue to Leonard Street | Rotomill/resurface | Grand Rapids | 1.07 | \$ 580,000.00 | \$ 150,000.00 | \$ 725,000.00 | Exempt |
| Hall Street | Kalamazoo Avenue to Fuller Avenue | Reconstruction | Grand Rapids | 0.29 | \$ 400,000.00 | \$ 100,000.00 | \$ 500,000.00 | Exempt |
| Hall Street | Division Avenue to Jefferson Avenue | Rotomill/resurface | Grand Rapids | 0.17 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Exempt |
| Hall Street | Fuller Avenue to Colorado Avenue | Reconstruction | Grand Rapids | 0.3 | \$ 400,000.00 | \$ 100,000.00 | \$ 500,000.00 | Exempt |
| 44th Street/Port Sheldon Street | Chicago Drive to 8th Avenue | Resurface existing 55' and 44' widths | OCRC | 1.69 | \$ 400,000.00 | \$ 440,000.00 | \$ 840,000.00 | Exempt |
| 14th Ave/ Port Sheldon Street | 44th Street to Main Street | Resurface existing 30' width | OCRC | 2.38 | \$ 600,000.00 | \$ 450,000.00 | \$ 1,050,000.00 | Exempt |
| 84th St | Kalamazoo Ave to Breton Ave | Reconstruct | KCRC | 1 | \$ 1,120,000.00 | \$ 280,000.00 | \$ 1,400,000.00 | Exempt |
| 52nd | Broadmoor to Patterson | Mill and Fill | Kentwood | 0.93 | \$ 500,000.00 | \$ 125,000.00 | \$ 625,000.00 | Exempt |
| Byron Center Ave | South City Limit to 44th St | Rotomill/Resurface | Wyoming | 2 | \$ 440,000.00 | \$ 110,000.00 | \$ 550,000.00 | split fund source - NHPP |
| Leonard Street - Wilson to Kinney | South City Limit to Kinney | resurface | Walker | 0.5 | \$ 320,000.00 | \$ 80,000.00 | \$ 400,000.00 | Exempt |
| GVMC | Planning Studies | Studies | GVMC | n/a | \$ 150,000.00 | \$ 37,500.00 | \$ 187,500.00 | Exempt |
| TOTAL: | | | | | \$ 7,994,000.00 | \$ 2,657,500.00 | \$ 10,632,500.00 | |

FY2020 FLEX

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|-------------------|---------------------------------------|-------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| Spaulding | Ada to Cascade | Reconstruct/Widen | KCRC | 0.5 | \$ 640,000.00 | \$ 160,000.00 | \$ 800,000.00 | Exempt |
| Alden Nash Avenue | South of Segwun Ave to Grand River Dr | Widen to 3 Lanes | KCRC | 0.5 | \$ 713,014.00 | \$ 178,254.00 | \$ 891,268.00 | Exempt |
| TOTAL: | | | | | \$ 1,353,014.00 | \$ 338,254.00 | \$ 1,691,268.00 | |

FY2020 NHPP

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|------------------|-----------------------------|--------------------|--------------|--------|----------------------|----------------------|----------------------|---------------------------|
| Byron Center Ave | South City Limit to 44th St | Rotomill/Resurface | Wyoming | 2 | \$ 750,658.00 | \$ 187,665.00 | \$ 938,323.00 | Split fund source - STP-U |
| TOTAL: | | | | | \$ 750,658.00 | \$ 187,665.00 | \$ 938,323.00 | |

FY2020 EDF-C

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|-----------------------------|-----------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| 84th St | Division Ave to Eastern Ave | Reconstruct to 3 lane | KCRC | 1 | \$ 1,021,303.00 | \$ 255,326.00 | \$ 1,276,629.00 | Exempt |
| TOTAL: | | | | | \$ 1,021,303.00 | \$ 255,326.00 | \$ 1,276,629.00 | |

FY2020 STP-Rural

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|--------------------|----------------------------|----------------------|--------------|--------|----------------------|----------------------|------------------------|----------|
| Fruit Ridge Avenue | 6 Mile Road to 7 Mile Road | Reconstruct Existing | KCRC | 1.00 | \$ 821,410.00 | \$ 378,590.00 | \$ 1,200,000.00 | Exempt |
| TOTAL: | | | | | \$ 821,410.00 | \$ 378,590.00 | \$ 1,200,000.00 | |

FY2020 CMAQ

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---|--|---|--------------|--------|------------------------|------------------------|------------------------|----------|
| Byron Center Ave | 44th Street | Add NB RT Only Lane | Wyoming | 0.1 | \$ 160,000.00 | \$ 40,000.00 | \$ 200,000.00 | Exempt |
| 2 right turn lanes at Burton/East Paris | Burton/East Paris Intersection | Add right turn lanes on NE and NW quads | Kentwood | 0.1 | \$ 208,000.00 | \$ 52,000.00 | \$ 260,000.00 | Exempt |
| Signal Optimization | Signal optimization at up to 120 locations on Federal Aid Roads (2020 P. 14) | 0 | Grand Rapids | 0 | \$ 240,000.00 | \$ 60,000.00 | \$ 300,000.00 | Exempt |
| Signal Detection | Signal detection installation or upgrades at various locations | 0 | Grand Rapids | 0 | \$ 160,000.00 | \$ 40,000.00 | \$ 200,000.00 | Exempt |
| Clean Air Action Days | Areawide | Areawide | GVMC | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Replacement 40' Buses/CNG | Areawide | Replacement buses (3) | ITP | 0 | \$ 1,070,000.00 | \$ 360,000.00 | \$ 1,430,000.00 | Exempt |
| Rideshare | Areawide | Rideshare program | ITP | 0 | \$ 132,363.00 | \$ 33,091.00 | \$ 165,454.00 | Exempt |
| Replacement VanPool Vans | Areawide | 4 Replacement VanPool Vans | ITP | 0 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 | Exempt |
| Clean Air Action Days | Areawide | Free Rides On Clean Air Action Days | ITP | 0 | \$ 80,000.00 | \$ 20,000.00 | \$ 100,000.00 | Exempt |
| Three Mile at Walker - Dual Left | Three Mile & Walker Ave | Construct dual left turns for eastbound to northbound | Walker | 0 | \$ 320,000.00 | \$ 480,000.00 | \$ 800,000.00 | Exempt |
| TOTAL: | | | | | \$ 2,550,363.00 | \$ 1,130,091.00 | \$ 3,680,454.00 | |

FY2020 CMAQ MDOT

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------|---------|---|--------------|--------|------------------------|----------------------|------------------------|----------|
| I-96 WB | At M-21 | Weave-Merge lane and add M-21 WB Off ramp | MDOT | | \$ 1,526,503.00 | \$ 338,497.00 | \$ 1,865,000.00 | |
| TOTAL: | | | | | \$ 1,526,503.00 | \$ 338,497.00 | \$ 1,865,000.00 | |

FY2020 ITS Set-Aside

| PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION | LENGTH | FEDERAL/STATE | NON-FED | TOTAL | COMMENTS |
|---------------------------------------|---------------------------------------|---------------------------------------|--------------|--------|------------------------|----------------------|------------------------|----------|
| WMTOC Operations | Areawide | ITS Control Room Operations | MDOT | | \$ 460,000 | \$ 115,000 | \$ 575,000 | Exempt |
| ITS Device Operations and Maintenance | Areawide | ITS Device Operations and Maintenance | MDOT | | \$ 664,000 | \$ 166,000 | \$ 830,000 | Exempt |
| ITS Operations | Regional Signal System TMS Operations | Regional Signal System TMS Operations | Grand Rapids | | \$ 528,000.00 | \$ 132,000.00 | \$ 660,000.00 | Exempt |
| TOTAL: | | | | | \$ 1,652,000.00 | \$ 413,000.00 | \$ 2,065,000.00 | |

ILLUSTRATIVE LIST

STP-U Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|--|---|--|--------------------|
| | Cottonwood Drive | Taylor Street to Baldwin Street | Resurface | OCRC |
| | 36th Avenue | Port Sheldon St to Fillmore St | Resurface | OCRC |
| | Port Sheldon Street | 44th Street to Main Street | Resurface | OCRC |
| | Byron Road | 24th Avenue to Kenowa Avenue | Resurface | OCRC |
| | 68th Avenue | M-45 to Grand River | Resurface | OCRC |
| | Leonard Street | 48th Avenue to 24th Avenue | Resurface | OCRC |
| | Whitneyville | 68th to 84th | Resurface | KCRC |
| | 10 Mile Rd. | Pine Island to Algoma | Reconstruct | KCRC |
| | Whitneyville Ave. | Cascade Rd. to 68th St. | Resurface | KCRC |
| | Byron Center | 68th to City Limit | Resurface | KCRC |
| | 3 Mile Road | East Beltline to Grand River Drive | Resurface | KCRC |
| | Rogue River Road | West River Dr to Belmont Ave | Resurface | KCRC |
| | Rogue River Road | Belmont Avenue to Wolverine Blvd | Resurface | KCRC |
| | Cascade Road | Whitneyville Avenue to Snow Ave | Resurface | KCRC |
| | Burton Street | Kraft Avenue to Cascade Road | Resurface | KCRC |
| | West River Drive | Laramie Drive to Pine Island Drive | Resurface | KCRC |
| | Kalamazoo Avenue | 68th Street to 60th Street | Resurface | KCRC |
| | 76th Street | Clyde Park Ave to Division Avenue | Resurface | KCRC |
| | Fruit Ridge Avenue | 4 Mile Road to 6 Mile Road | Resurface | KCRC |
| | Wolverine BLVD. | 10 Mile Road to 11 Mile Road | Resurface | KCRC |
| | Knapp Street | E. City limits to East Beltline | Resurface | KCRC |
| | Fruit Ridge Avenue | 4 Mile Road to 6 Mile Road | Resurface | KCRC |
| | Lamoreaux Dr | Alpine Ave to W. River Dr | Resurface | KCRC |
| | 5 Mile Rd | Sawkaw Dr and East Beltline Ave | Resurface | KCRC |
| | Wolverine Blvd | 11 Mile Rd to 12 Mile Rd | Resurface | KCRC |
| | 40th Avenue | New Holland Street to Van Buren Street | Resurface/reconstruction | Hudsonville |
| | Van Buren Street | 40th Avenue to 36th Avenue | Reconstruction | Hudsonville |
| | Burton Street | Patterson to F. Hill Avenue | Rotomill/resurface with re-design lane striping | Kentwood |
| | Burton Street | F. Hill Avenue to East Paris Avenue | Rotomill/resurface with re-design lane striping | Kentwood |
| | 29th Street | East Paris Ave to Lake Eastbrook Blvd | Rotomill/resurface | Kentwood |
| | 29th Street | M-37 to Shaffer Avenue | Rotomill/resurface | Kentwood |
| | 29th Street | Radcliff Avenue to the City Limits | Rotomill/resurface | Kentwood |
| | 29th Street | Shaffer Avenue to Radcliff Avenue | Rotomill/resurface | Kentwood |
| | 32nd Street | Shaffer Avenue to Breton Avenue | Rotomill/resurface | Kentwood |
| | 48th Street | Division Avenue to Eastern Avenue | Rotomill/resurface | Kentwood |
| | 52nd Street | East Paris Ave to M-37 (Broadmoor) | Rotomill/resurface | Kentwood |
| | 52nd Street | Kalamazoo Ave to Breton Ave | Rotomill/resurface | Kentwood |
| | East Paris Avenue | 28th Street to 29th Street | Rotomill/resurface | Kentwood |
| | East Paris Avenue | M-37 to 40th Street | Rotomill/resurface | Kentwood |
| | Jefferson Avenue | 44th Street to the City Limits | Rotomill/resurface | Kentwood |
| | Radcliff Avenue | 28th Street to 29th Street | Rotomill/resurface | Kentwood |
| | Shaffer Avenue | 32nd Street to North of 36th Street | Rotomill/resurface | Kentwood |
| | East Paris | 28th to 29th including intersection | Full depth concrete | Kentwood |
| | Division Avenue | 28th Street to Burton Street | Rotomill/resurface | City of GR/Wyoming |
| | Eastern Avenue | 36th Street to 28th Street | Rotomill/resurface | City of GR/Wyoming |
| | I-196 EB OFF-Ramp | At Ottawa Avenue | Intersection modifications | City of GR & MDOT |
| | I-196 WB OFF-Ramp | Ottawa Avenue | Intersection modifications | City of GR & MDOT |
| | Division Avenue/Ionia Avenue | At I-196 On-Ramp | New intersection & ramp extension | City of GR & MDOT |
| | Butterworth Avenue Realignment and Reconfiguration Project | Veteran's Memorial Drive to Garfield Avenue/ Wealthy Street | Preliminary design engineering services | City of GR |
| | Ionia Avenue/Division Avenue Cycle Track | Fulton Street to Coldbrook Street | Construction of a bi-directional Bicycle Track | City of GR |
| | Hastings Street | Livingston Street to Fairbanks Stairs & Hastings, Coit to College | Purchase ROW to reconfigure Hastings Street at the intersection of College Avenue, landscaping, lighting, benches, a lookout at Livingston Ave, elevated walkway | City of GR |
| | Division Avenue | I-196 to Newberry Street Stairs | Elevated Walkway with railing at the I-196 overpass, replacement of Newberry stairs, new sidewalk, curb and gutter etc. | City of GR |
| | Michigan Street | Lafayette Avenue to Plymouth Avenue | 4 new buses and eight bus stopes | City of GR |
| | Division Avenue | Franklin Street to Wealthy Street | Rotomill/resurface | City of GR |
| | Hall Street | Steele Avenue to Buchanan Avenue | Concrete Slab Replacement | City of GR |
| | Leonard Street | Remembrance Road to Collindale Avenue | Rotomill/resurface | City of GR |
| | Michigan Street | Greenwich to East Beltline | Rotomill/resurface | City of GR |
| | Lyon Street | Monroe Avenue to Division Avenue | Rotomill/resurface | City of GR |
| | Market Avenue | I-196 to Freeman Avenue | Rotomill/resurface | City of GR |
| | Ottawa Avenue | Oakes Street to Fulton Street | Rotomill/resurface | City of GR |
| | Ottawa Avenue | Fairbanks Street to Monroe Avenue | Reconstruction | City of GR |
| | Ottawa Avenue | Michigan St to Fairbanks St | | |
| | Richmond Street | WCL to Bristol Avenue | Reconstruction/rotomill/resurface | City of GR |
| | State Street | Lafayette Avenue to Madison Avenue | Reconstruction | City of GR |
| | Wealthy Street | Fuller Avenue to ECL | Reconstruction | City of GR |
| | Knapp Street | Plainfield Avenue to Fuller Avenue | Reconstruction | City of GR |
| | Hall Street | Colorado Avenue to Sylvan Avenue | Reconstruction | City of GR |
| | 3 Mile Road | Coit Avenue to ECL | Reconstruction | City of GR |
| | Alger Street | Division Avenue to Madison Avenue | Rotomill/resurface | City of GR |
| | Ann Street | Monroe Avenue to Plainfield Avenue | Reconstruction | City of GR |
| | Bridge Street | Mt. Mercy Drive to Valley Avenue | Reconstruction | City of GR |
| | Century Avenue | Burton Street to Hall Street | Reconstruction | City of GR |
| | Collindale Avenue | Lake Michigan Drive to Leonard Street | Reconstruction | City of GR |
| | Covell Avenue | Fulton Street to Bridge Street | Rotomill/resurface | City of GR |
| | Godfrey Avenue | WCL to Market Avenue | Reconstruction | City of GR |
| | Lake Eastbrook Boulevard | East Beltline to 28th Street | Reconstruction | City of GR |
| | Walker Avenue | NCL to Sharp Drive | Rotomill/resurface | City of GR |
| | 29th Street | Breton Avenue to ECL | Rotomill/resurface | City of GR |
| | Boston Street | Fuller Avenue to Plymouth Avenue | Rotomill/resurface | City of GR |
| | Buchanan Avenue | Burton Street to Hall Street | Reconstruction | City of GR |
| | Cherry Street | Madison Avenue to Eastern Avenue | Rotomill/resurface | City of GR |

| | | | |
|-------------------------------|---|--------------------------------------|-------------------|
| Dean Lake Avenue | Knapp Street to NCL | Rotomill/resurface | City of GR |
| Diamond Avenue | Michigan Street to Leonard Street | Rotomill/resurface/reconstruction | City of GR |
| Franklin Street | Fuller Avenue to ECL | Rotomill/resurface | City of GR |
| Leffingwell Avenue | Leonard Street to NCL | Rotomill/resurface | City of GR |
| Maryland Avenue | I-196 to Leonard Street | Rotomill/resurface | City of GR |
| Newberry Street | Monroe Avenue to Division Avenue | Reconstruction | City of GR |
| Oakleigh Avenue | Lake Michigan Drive to Leonard Street | Reconstruction | City of GR |
| Perkins Avenue | Leonard Street to Knapp Street | Reconstruction | City of GR |
| Robinson Road | Lake Drive to ECL | Rotomill/resurface | City of GR |
| Scribner Avenue | Pearl Street to Michigan Street | Rotomill/resurface | City of GR |
| Scribner Avenue | 4th Street to Leonard Street | Rotomill/resurface | City of GR |
| Valley Avenue | Butterworth Street to Lake Michigan Drive | Reconstruction | City of GR |
| Lafayette Avenue | Fulton Street to Michigan Street | Reconstruction | City of GR |
| Mt. Vernon Avenue | Fulton Street to Bridge Street | Reconstruction/rotomill/resurface | City of GR |
| Jefferson Avenue | Highland Street to Logan Street | Reconstruction/rotomill/resurface | City of GR |
| Diamond Avenue | Leonard Street to Aberdeen Street | Reconstruction/rotomill/resurface | City of GR |
| Diamond Avenue | Wealthy Street to Lake Drive | Reconstruction | City of GR |
| Michigan Street | Ottawa Avenue to Barclay Avenue | CPM | City of GR |
| Scribner Avenue | 6th Street to 11th Street | Rotomill/resurface | City of GR |
| Ball Avenue and Olson Street | Michigan St to Olson St and Ball Ave to Plymouth Ave | Rotomill/resurface | City of GR |
| Ball Avenue and Service Drive | Service Drive to Mason Street and Cedar Street to Leonard Street and from | | |
| Ionia Avenue | Ball Avenue to Plymouth Avenue | Rotomill/resurface | City of GR |
| Butterworth Drive | Michigan Street to I-196 WB On-Ramp | Reconstruction | City of GR |
| Center& Weatherfor Roundabout | Vet's Memorial to Wilson | Resurface | City of Walker |
| 3 Mile Road | Center Drive / Weatherford Drive | Construct roundabout / remove signal | City of Walker |
| Alpine Avenue | Bristol Ave to West of Walker Ave | TBD | City of Walker |
| Alpine Avenue | Ann Street to Hillside Drive | TBD | City of Walker |
| Center Drive | Hillside Drive to 3 Mile Road | TBD | City of Walker |
| Fruit Ridge Avenue | M-37 to M-37 | TBD | City of Walker |
| Hillside Drive | 3 Mile Road to 4 Mile Road | TBD | City of Walker |
| Leonard Street | Alpine Avenue to West River Drive | TBD | City of Walker |
| North Park Street | Kinney Avenue to Remembrance Rd | TBD | City of Walker |
| Remembrance Road | City Limits to West River Drive | TBD | City of Walker |
| Remembrance Road | Richmond St to Walker Village Dr | TBD | City of Walker |
| Walker Avenue | Wilson Avenue to Richmond Street | TBD | City of Walker |
| Walker Avenue | 3 Mile Road to I-96 EB Ramps | TBD | City of Walker |
| Walker Avenue | North Ridge Drive to 4 Mile Road | TBD | City of Walker |
| West River Drive | Sharp Drive to Waldorf Street | TBD | City of Walker |
| West River Drive | Hillside Drive to Turner Avenue | TBD | City of Walker |
| Wilson Avenue | Turner Avenue to Bertha Avenue | TBD | City of Walker |
| Plymouth Avenue | Remembrance Road to 3 Mile Road | TBD | City of Walker |
| Lake Drive | Hall Street to Franklin | Rotomill/resurface | East Grand Rapids |
| Franklin Street/San Lu Rae Dr | Hall Street to ECL | Rotomill/resurface | East Grand Rapids |
| Wealthy Street | WCL to Lake Drive | Rotomill/resurface | East Grand Rapids |
| Lake Drive | Sherman to Lovett | Rotomill/resurface | East Grand Rapids |
| Lake Drive | WCL to Plymouth | Rotomill/resurface | East Grand Rapids |
| Lakeside Drive | Plymouth to Bagley | Rotomill/resurface | East Grand Rapids |
| Breton Road | Wealthy to Lake | Rotomill/resurface | East Grand Rapids |
| Hall Street | SCL to Hall | Rotomill/resurface | East Grand Rapids |
| Hall Street | Sylvan Avenue to Hutchinson Avenue (extended) | Rotomill/resurface | EGR/Grand Rapids |
| 44th Street | Plymouth to Breton | Rotomill/resurface | East Grand Rapids |
| Eastern Avenue | West City Limit to Clyde Park Ave | Rotomill/resurface | Wyoming |
| Michael Avenue | 400' North of 44th Street to 36th Street | Rotomill/resurface | Wyoming/GR |
| 36th Street | 36th Street to Prairie Parkway | Resurface | Wyoming |
| Canal Ave | WCL to Clyde Park Avenue | Resurface | Wyoming |
| 36th Street | 44th to South C/L | Overlay, ADA ramp upgrades | Grandville |
| Wilson Ave | Canal to Kenowa | Overlay, ADA ramp upgrades | Grandville |
| East Main St. | Rivertown PKWY to South C/L | Overlay, ADA ramp upgrades | Grandville |
| Northland Dr. | East Main St. from Northland Dr. to Lewis | Mill & Fill | Rockford |
| | Northland Dr. to Lincoln st. | Mill & Fill | Rockford |

CMAQ Pool of Unfunded Projects

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|---------------------------------|---|--|------------------|
| | 54th Street @ US-131 AC | Intersection | Interchange/ramp/intersection modifications | Wyoming |
| | East Paris Avenue @ 28th Street | Intersection | Right Turn Lane to NB East Paris to EB 28th Street | Kentwood |
| | Non Motorized Facility | Over I-96 near existing Forest Hill Bridge - separate structure | Construction of Non-Motorized facility | City of Kentwood |

NHPP Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|----------------------|------------------|------------------------------|--------------|
| | Fruitridge over I-96 | Bridge over I-96 | Reconstruct and widen bridge | Walker/MDOT |

EDF-C Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|-------------|---------------------------------------|--------------------------|--------------|
| | Cascade Rd. | Hall St. to Burton St. | Reconstruct 4 to 5 lanes | KCRC |
| | 68th St. | Plaza Center Ave to Leisure Creek Dr. | Reconstruct 4 to 5 lanes | KCRC |

STP-Rural Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|--------------|-----------------------|---------------|--------------|
| | Lincoln Lake | 6-Mile to 7-Mile | Reconstruct | KCRC |
| | 6 Mile | Walker to Fruit Ridge | Resurface | KCRC |
| | 7 Mile | Alpine to Bristol | Resurface | KCRC |
| | Lincoln Lake | 5-Mile to 6-Mile | Resurface | KCRC |

TAP Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|-----------------------------------|---|---|--------------|
| | Grand River Walkway | Canal Street Park to Leonard Street and east to Monroe Ave. | Non Motorized path | Grand Rapids |
| | Lyon Street Bikeway | Grand River to Plymouth Ave | Two way bicycle track and other | Grand Rapids |
| | Plaster Creek Non-Motorized Trail | Division to Buchanan | Non-motorized on street bike facilities | Grand Rapids |
| | Myers Lake Rd Recreation Trail | 10 Mile to 12 Mile Road | Non-Motorized Trail | KCRC |
| | Courtland Connector | White Pine Tr. To Luton Park | Non-motorized Trail | KCRC |
| | White Pine Tail Surfacing | M-46 | Limestone paving, bridge and culvert improvements | DNR |

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

| Fiscal Year | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$1000s) | Federal Fund Source | State Cost (\$1000s) | State Fund Source | Local Cost (\$1000s) | Local Fund Source | Total Phase Cost (\$1000s) | MDOT Job No. | Total Project Cost (\$1000s) | Let Date | GPA |
|-------------|-------------|--------------------|--------------|---|--------|-----------------------------------|---|-------|------------------------|---------------------|----------------------|-------------------|----------------------|-------------------|----------------------------|--------------|------------------------------|----------|--|
| 2017 | KENT | MDOT | US-131 NB | over White Creek Avenue | 0.28 | Restore & rehabilitate | Deep Overlay, Rail Replace, Pin & Hanger Replace | CON | 668 | NH | 148 | M | 0 | | 817 | 123141 | 907 | 02/03/17 | Trunkline Bridge 3R |
| 2017 | KENT | MDOT | US-131 SB | over White Creek Avenue | 0.44 | Restore & rehabilitate | Deep Overlay, Barrier Repair, Pin & Hanger Replace | CON | 663 | NH | 147 | M | 0 | | 810 | 123142 | 900 | 02/03/17 | Trunkline Bridge 3R |
| 2017 | KENT | MDOT | US-131 | under 84th Street | 0.11 | Bridge - other | Deck Patch, Epoxy Overlay, Joints | CON | 273 | NH | 60 | M | 0 | | 333 | 123137 | 430 | 01/13/17 | Trunkline Bridge Preservation |
| 2017 | KENT | MDOT | US-131 | under M-46 (17 Mile Road) | 0.35 | Bridge - other | Deck Patch, Epoxy Overlay, Pin & Hangers | CON | 534 | NH | 118 | M | 0 | | 652 | 123139 | 744 | 02/03/17 | Trunkline Bridge Preservation |
| 2017 | KENT | MDOT | M-44 | Wolverine Blvd east to Blakely Dr | 1.04 | Reconstruct | Reconstruct | CON | 1,941 | ST | 431 | M | 0 | | 2,372 | 112067 | 2,630 | 12/02/16 | Trunkline Highway 3R |
| 2017 | KENT | MDOT | M-21 | M-37 east to I-96 | 0.87 | Restore & rehabilitate | Concrete Joint Repairs & Diamond Grinding | CON | 642 | NH | 142 | M | 0 | | 784 | 105481 | 904 | 11/03/17 | Trunkline Highway 3R |
| 2017 | KENT | MDOT | M-21 | M-37 east to I-96 | 0.87 | Restore & rehabilitate | Concrete Joint Repairs & Diamond Grinding | PE | 98 | NH | 22 | M | 0 | | 120 | 105481 | 904 | 11/03/17 | Trunkline Highway 3R |
| 2017 | KENT | MDOT | M-37 | Sparta Avenue north to M-46/M-37 Roundabout | 10.08 | Resurface | Micro-Cold Milling, Chip Seal & HMA Overlay | CON | 2,842 | ST | 630 | M | 0 | | 3,472 | 122658 | 3,497 | 02/03/17 | Trunkline Highway Preservation |
| 2017 | KENT | MDOT | US-131 SB | M-11 North to I-96 WB / M-45 East to Fuller | 10.74 | Miscellaneous | Upgrade Luminaire Heads to LED | CON | 545 | NH | 121 | M | 0 | | 666 | 123339 | 783 | 02/03/17 | Trunkline Roadside Infrastructure Improvement |
| 2017 | KENT | MDOT | M-44 | Blakely Drive east to Myers Lake Avenue | 1.61 | Traffic ops/safety | Add Center Left Turn Lane | CON | 1,556 | HSIP | 173 | M | 0 | | 1,729 | 118178 | 1,879 | 12/02/16 | Trunkline Traffic Operations or Safety |
| 2017 | KENT | MDOT | M-11 | Various | 0.30 | Traffic ops/safety | Signal Modernization for 15 Signals in Grand Rapids | CON | 2,024 | STG | 0 | | 0 | | 2,024 | 119771 | 2,552 | 09/01/17 | Trunkline Traffic Operations or Safety (TOS) |
| 2017 | KENT | MDOT | US-131 | M-57 to White Creek Avenue | 3.25 | Reconstruct | Reconstruction | CON | 36,000 | NH | 9,000 | M | 0 | | 45,000 | 119012 | 45,000 | 02/03/17 | TIP Line Item |
| 2017 | KENT | MDOT | M-44 | I-96 to 3 Mile Road | 2.80 | Resurface | Mill/Resurface & ADA Sidewalk Ramps | CON | 1,351 | ST | 299 | M | 0 | | 1,650 | 130802 | 2,000 | | Trunkline Hwy Preservation |
| 2017 | KENT | MDOT | US-131 | 76th Street to 44th Street | 4.00 | Restore & rehabilitate | Concrete Joint Reseal | CON | 940 | NH | 235 | M | 0 | | 1,175 | 129877 | | | Trunkline Hwy Preservation |
| 2017 | Kent/Ottawa | MDOT | Various | GR TSC Area | | N/A | HMA Crack Treatment | CON | | ST | | | | | 500 | 128671 | | | Trunkline Hwy Preservation |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Bridge Preservation | Var | | | | | | | 2,500 | | | | Trunkline Bridge Preservation |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Bridge Rehab & Reconstruct (3R) | Var | | | | | | | 3,000 | | | | Trunkline Bridge Rehab & Reconstruct (3R) |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Highway 3R | Var | | | | | | | 4,200 | | | | Trunkline Highway 3R |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Highway Preservation | Var | | | | | | | 9,000 | | | | Trunkline Highway Preservation |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Highway Traffic Operation/Safety (TOS) | Var | | | | | | | 6,000 | | | | Trunkline Highway Traffic Operation/Safety (TOS) |
| 2017 | Kent/Ottawa | MDOT | Various | Areawide - GPA | | GPA | Trunkline Roadside Infrastructure Improvement | Var | | | | | | | 800 | | | | Trunkline Roadside Infrastructure Improvement |
| 2017 | KENT | MDOT | Various | Regionwide | | Traffic ops/safety | ITS Control Room Operations | CON | 440 | CM | 110 | M | | | 550 | 124623 | | 5/18/16 | Trunkline TOS |
| 2017 | KENT | MDOT | Various | Regionwide | | Traffic ops/safety | ITS Operations and Maintenance | CON | 632 | CM | 158 | M | | | 790 | 124624 | | 5/18/16 | Trunkline TOS |
| 2018 | KENT | MDOT | US-131 NB | over Cedar Springs Avenue | 0.23 | Restore & rehabilitate | Deep overlay, pin and hangers, full paint | CON | 1,433 | NH | 318 | M | 0 | | 1,751 | 126676 | 1,994 | 12/01/17 | Trunkline Bridge 3R |
| 2018 | KENT | MDOT | I-96 EB | under I-196 WB | 0.30 | Widen - major (capacity increase) | Replace Bridge and Widen Shoulders | CON | 10,800 | IM | 1,200 | M | | | 12,000 | 126499 | 12,000 | 11/02/18 | TIP Line Item |
| 2018 | KENT | MDOT | M-6 | under Patterson Avenue | 0.11 | Bridge - other | Sleeper Slab Replacement | CON | 225 | NH | 50 | M | 0 | | 275 | 118904 | 317 | 12/01/17 | Trunkline Bridge Preservation |
| 2018 | KENT | MDOT | M-11 | over the CSX RR & Chicago Drive | | Bridge - other | Deck patching, epoxy overlay | CON | 423 | NH | 94 | M | 0 | | 517 | 128597 | 598 | 02/02/18 | Trunkline Bridge Preservation |
| 2018 | KENT | MDOT | I-96 EB/WB | West River Drive to the Grand River | 0.47 | Reconstruct | Reconstruction | CON | 3,763 | IM | 418 | M | 0 | | 4,181 | 122575 | 4,481 | 01/12/18 | Trunkline Highway 3R |

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

| Fiscal Year | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$1000s) | Federal Fund Source | State Cost (\$1000s) | State Fund Source | Local Cost (\$1000s) | Local Fund Source | Total Phase Cost (\$1000s) | MDOT Job No. | Total Project Cost (\$1000s) | Let Date | GPA |
|-------------|-------------|--------------------|-----------------|--|--------|-----------------------------------|---|-------|------------------------|---------------------|----------------------|-------------------|----------------------|-------------------|----------------------------|--------------|------------------------------|----------|--|
| 2018 | KENT | MDOT | M-44 | At Leonard Street | 0.23 | Traffic ops/safety | Extend the dual left turn lanes from south of Leonard Street to the existing | CON | 409 | CM | 91 | M | 0 | | 500 | 113387 | 566 | 03/02/18 | Trunkline Traffic Operations or Safety |
| 2018 | KENT | MDOT | I-96 WB On Ramp | At M-44 Connector (Plainfield Ave) | | Miscellaneous | Widen and extend WB on-ramp | CON | 1,349 | HSIP | 150 | M | 0 | | 1,499 | 117335 | 1,700 | 01/12/18 | Trunkline TOS |
| 2018 | KENT | MDOT | US-131 | M-57 to White Creek Avenue | 3.25 | Reconstruct | Reconstruction | CON | 37,600 | NH | 9,400 | M | 0 | | 47,000 | 117992 | 47,000 | 12/01/17 | TIP Line Item |
| 2018 | KENT | MDOT | I-196 | I-196 WB over Plymouth Avenue | 0.33 | Bridge replacement | Bridge replacement, widen, appor repl | CON | 2,026 | IM | 225 | M | 0 | | 2,251 | 118558 | 2,724 | 11/02/18 | TIP Line Item |
| 2018 | KENT | MDOT | I-96 WB | At M-21 | | Widen - major (capacity increase) | Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp. | ROW | 450 | CM | 100 | M | 0 | | 550 | 123324 | 2,849 | 02/07/20 | Trunkline TOS |
| 2018 | KENT | MDOT | I-96 WB | At M-21 | | Widen - major (capacity increase) | Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp. | PE | 246 | CM | 54 | M | 0 | | 300 | 123324 | 2,849 | 02/07/20 | Trunkline TOS |
| 2018 | KENT | MDOT | I 96 EB | At M-21 | | Widen - major (capacity increase) | Complete I-96 EB Weave-Merge lane between M-21 and Cascade Road and add M-21 EB on ramp. | PE | 246 | CM | 54 | M | 0 | | 300 | 123325 | 2,665 | 02/05/21 | Trunkline TOS |
| 2018 | KENT | MDOT | I-196 WB | I-196/US-131 Ramps | | Miscellaneous | Apply High Friction Surface | PE | 23 | HSIP | 3 | M | 0 | | 25 | 123922 | 225 | 03/01/19 | Trunkline TOS |
| 2018 | KENT | MDOT | I-196 | Fuller Avenue to I-196 EB | 0.85 | Widen - major (capacity increase) | Project will extend the freeway on ramp from Fuller Avenue to I-196 EB | CON | 634 | CM | 141 | M | 0 | | 775 | 127354 | 775 | 11/02/18 | Trunkline TOS |
| 2018 | KENT | MDOT | I-196 | M-11 East 0.74 Miles | 1.78 | Widen - major (capacity increase) | Extension of the off ramp | PE | 120 | CM | 27 | M | 0 | | 146 | 127477 | 2,950 | 02/01/22 | Trunkline TOS |
| 2018 | KENT | MDOT | I-196 | M-11 East 0.74 Miles | 1.78 | Widen - major (capacity increase) | Extension of the off ramp | SUB | 44 | CM | 10 | M | 0 | | 54 | 127477 | 2,950 | 02/01/22 | Trunkline TOS |
| 2018 | KENT | MDOT | I-96 EB/WB | over the Grand River | 0.38 | Restore & rehabilitate | Deep overlay, steel repairs, full paint | CON | 5,934 | IM | 577 | M | 82 | OLF | 6,594 | 128601 | 7,094 | 01/12/18 | TIP Line Item |
| 2018 | OTTAWA | MDOT | I-196 WB | 32nd Avenue east to Ottawa/Kent County Line | 4.87 | Reconstruct | Temporary median cross-overs and shoulder widening | CON | 1,350 | IM | 150 | M | 0 | | 1,500 | 123333 | 18,500 | 03/02/18 | TIP Line Item |
| 2018 | Kent | MDOT | I-96EB/WB | Over W. River Dr., US-131, Monroe and Coit Avenues | | Restore & rehabilitate | Deck Patch, Painting, & Related Work | CON | 880 | NH | 220 | M | | | 1,100 | 129949 | | | Trunkline Bridge Preservation |
| 2018 | Kent/Ottawa | MDOT | M-6 | Jackson Street - Wilson Avenue | | Restore & rehabilitate | Restore & Rehab Concret Inlay | CON | 8,550 | NH | 950 | M | | | 9,500 | 128123 | | | TIP Line Item |
| 2019 | KENT | MDOT | I-196 (EB) | Fuller Ave to I-96 | 2.05 | Reconstruct | Reconstruction | CON | 18,000 | IM | 2,000 | M | | | 20,000 | 45790 | 21,382 | 11/02/18 | TIP Line Item |
| 2019 | KENT | MDOT | M-21 | At Carl Drive | 0.13 | Traffic ops/safety | Extension of left turn lane | CON | 315 | HSIP | 35 | M | 0 | | 350 | 113685 | 413 | 01/11/19 | Trunkline Traffic Operations or Safety |
| 2019 | KENT | MDOT | I 96 EB | At M-21 | | Widen - major (capacity increase) | Complete I-96 EB Weave-Merge lane between M-21 and Cascade Road and add M-21 EB on ramp. | ROW | 286 | CM | 64 | M | 0 | | 350 | 123325 | 2,665 | 02/05/21 | Trunkline TOS |
| 2019 | KENT | MDOT | I-196 WB | I-196/US-131 Ramps | | Miscellaneous | Apply High Friction Surface | CON | 180 | HSIP | 20 | M | 0 | | 200 | 123922 | 225 | 03/01/19 | Trunkline TOS |
| 2019 | KENT | MDOT | I-96 | Thornapple River Dr east to W/ Whitneyville Ave | 2.16 | Restore & rehabilitate | Concrete Inlay | PE | 810 | IM | 90 | M | 0 | | 900 | 128093 | 14,900 | 01/08/21 | TIP Line Item |
| 2019 | KENT | MDOT | I-96 | Thornapple River Drive east to Whitneyville Road | 2.73 | Reconstruct | Maintenance of Traffic | CON | 1,350 | IM | 150 | M | 0 | | 1,500 | 128096 | 14,900 | 11/01/19 | TIP Line Item |
| 2019 | OTTAWA | MDOT | I-196 (WB) | 32nd Avenue east to Ottawa/Kent County Line | 5.00 | Reconstruct | Reconstruction | CON | 13,230 | IM | 1,470 | M | 0 | | 14,700 | 118618 | 18,500 | 01/11/19 | TIP Line Item |
| 2019 | OTTAWA | MDOT | M-6 | Jackson Street east to The East Branch Rush Creek | 3.67 | Restore & rehabilitate | Concrete Inlay | PE | 409 | NH | 91 | M | 0 | | 500 | 128123 | 10,000 | 12/04/20 | TIP Line Item |
| 2019 | Kent | MDOT | I-196EB | Over M-45 WB Ramp | | Restore and Rehabilitate | Shallow Overlay | CON | | IM | | | | | 1,700 | 109866 | | | Trunkline Bridge 3R |

PROPOSED MDOT PROJECTS GVMC FY-2017-2020 TIP

| Fiscal Year | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$1000s) | Federal Fund Source | State Cost (\$1000s) | State Fund Source | Local Cost (\$1000s) | Local Fund Source | Total Phase Cost (\$1000s) | MDOT Job No. | Total Project Cost (\$1000s) | Let Date | GPA |
|-------------|--------|--------------------|--------------|---|--------|-----------------------------------|---|-------|------------------------|---------------------|----------------------|-------------------|----------------------|-------------------|----------------------------|--------------|------------------------------|----------|---|
| 2019 | Kent | MDOT | I-196EB | Over M-45 | | Restore and Rehabilitate | Shallow Overlay | CON | | IM | | | | | 1,700 | 115798 | | | Trunkline Bridge 3R |
| 2019 | Kent | MDOT | M-6 | I-196 to I-96 | | Miscellaneous | Sign Upgrade | CON | 1,800 | HSIP | 200 | M | | | 2,000 | 129569 | | | Trunkline TOS |
| 2020 | KENT | MDOT | I-96 | I-96: M-37 east to M-44; I-196 @ M-11 Interchange | 4.40 | Traffic ops/safety | Upgrade to LED | PE | 5 | IM | 1 | M | 0 | | 6 | 128768 | 73 | 01/08/21 | Trunkline Roadside Infrastructure Improvement |
| 2020 | KENT | MDOT | I-96 WB | At M-21 | | Widen - major (capacity increase) | Complete I-96 WB Weave-Merge lane between Cascade Road and M-21 and add M-21 WB off ramp. | CON | 1,527 | CM | 338 | M | 0 | | 1,865 | 123324 | 2,849 | 02/07/20 | Trunkline TOS |
| 2020 | OTTAWA | MDOT | I-196EB | 32nd Avenue east to Ottawa/Kent County Line | | Reconstruct | Reconstruct | CON | 12,690 | IM | 1,410 | M | | | 14,100 | 118616 | | | TIP Line Item |

Five Year Capital Plan
ITP/The Rapid
24-Feb-16

| Section 5307 | Description | Federal FY2017 | | | Federal FY2018 | | | Federal FY2019 | | | Federal FY2020 | | | | |
|---|-------------|--------------------|--------------------|---------------------|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|---------|-----------|
| | | State | Total | State | Total | State | Total | State | Total | State | Total | | | | |
| A&E | | 88,000 | 22,000 | 110,000 | 89,760 | 22,440 | 112,200 | 91,555 | 22,889 | 114,444 | 93,386 | 23,347 | 116,733 | | |
| Associated Capital Maintenance | | 770,440 | 192,610 | 963,050 | 785,849 | 196,462 | 982,311 | 801,566 | 200,391 | 1,001,957 | 817,597 | 204,399 | 1,021,996 | | |
| Bus Stop Signs | | 8,800 | 2,200 | 11,000 | 8,976 | 2,244 | 11,220 | 9,155 | 2,289 | 11,444 | 9,338 | 2,335 | 11,673 | | |
| Bus Tire Lease | | 362,560 | 90,640 | 453,200 | 369,811 | 92,453 | 462,264 | 377,207 | 94,302 | 471,509 | 384,751 | 96,188 | 480,939 | | |
| Capital Cost of Contracting | | 670,736 | 167,684 | 838,420 | 684,150 | 171,038 | 855,188 | 697,834 | 174,458 | 872,292 | 711,790 | 177,948 | 889,738 | | |
| Computer Hardware | | 120,000 | 30,000 | 150,000 | 122,400 | 30,600 | 153,000 | 124,848 | 31,212 | 156,060 | 127,345 | 31,836 | 159,181 | | |
| Computer Software | | 80,000 | 20,000 | 100,000 | 81,600 | 20,400 | 102,000 | 83,232 | 20,808 | 104,040 | 84,897 | 21,224 | 106,121 | | |
| CNG Fueling Station | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Accounting/Purchasing Software | | 280,000 | 70,000 | 350,000 | 285,600 | 71,400 | 357,000 | 291,312 | 72,828 | 364,140 | 297,138 | 74,285 | 371,423 | | |
| Facility Equipment | | 88,000 | 22,000 | 110,000 | 89,760 | 22,440 | 112,200 | 91,555 | 22,889 | 114,444 | 93,386 | 23,347 | 116,733 | | |
| Informational Displays | | 8,000 | 2,000 | 10,000 | 8,160 | 2,040 | 10,200 | 8,323 | 2,081 | 10,404 | 8,490 | 2,122 | 10,612 | | |
| ITS(smart cards) | | 12,000 | 3,000 | 15,000 | 12,240 | 3,060 | 15,300 | 12,485 | 3,121 | 15,606 | 12,734 | 3,184 | 15,918 | | |
| Misc. Contingencies | | 45,320 | 11,330 | 56,650 | 46,226 | 11,557 | 57,783 | 47,151 | 11,788 | 58,939 | 48,094 | 12,023 | 60,117 | | |
| Misc. Support Equipment | | 60,000 | 15,000 | 75,000 | 61,200 | 15,300 | 76,500 | 62,424 | 15,606 | 78,030 | 63,673 | 15,918 | 79,591 | | |
| Office Furniture/ Equipment | | 36,000 | 9,000 | 45,000 | 36,720 | 9,180 | 45,900 | 37,454 | 9,364 | 46,818 | 38,203 | 9,551 | 47,754 | | |
| Partransit Replacement Buses | | 660,834 | 165,209 | 826,043 | 674,051 | 168,513 | 842,564 | 687,532 | 171,883 | 859,415 | 701,282 | 175,321 | 876,603 | | |
| Passenger Shelters | | 48,000 | 12,000 | 60,000 | 48,960 | 12,240 | 61,200 | 49,939 | 12,485 | 62,424 | 50,938 | 12,734 | 63,672 | | |
| Planning Funds | | 360,000 | 90,000 | 450,000 | 367,200 | 91,800 | 459,000 | 374,544 | 93,636 | 468,180 | 382,035 | 95,509 | 477,544 | | |
| Preventive Maintenance | | 1,200,000 | 300,000 | 1,500,000 | 1,224,000 | 306,000 | 1,530,000 | 1,248,480 | 312,120 | 1,560,600 | 1,273,457 | 318,364 | 1,591,821 | | |
| Rehab Admin Maint Facility/CNG | | 272,264 | 68,066 | 340,330 | 277,710 | 69,427 | 347,137 | 283,263 | 70,816 | 354,079 | 288,929 | 72,232 | 361,161 | | |
| Replacement 40' Buses | 13 | 4,430,734 | 1,107,684 | 5,538,418 | 4,519,349 | 1,129,837 | 5,649,186 | 4,609,736 | 1,152,434 | 5,762,170 | 4,701,930 | 1,175,483 | 5,877,413 | | |
| Service Vehicles | | 60,000 | 15,000 | 75,000 | 61,200 | 15,300 | 76,500 | 62,424 | 15,606 | 78,030 | 63,673 | 15,918 | 79,591 | | |
| Shop Equipment | | 60,000 | 15,000 | 75,000 | 61,200 | 15,300 | 76,500 | 62,424 | 15,606 | 78,030 | 63,673 | 15,918 | 79,591 | | |
| Storage/Shelving Units | | 8,000 | 2,000 | 10,000 | 8,160 | 2,040 | 10,200 | 8,323 | 2,081 | 10,404 | 8,490 | 2,122 | 10,612 | | |
| Surveillance/Security Equipment | | 79,493 | 19,873 | 99,366 | 81,083 | 20,271 | 101,354 | 82,705 | 20,676 | 103,381 | 84,358 | 21,090 | 105,448 | | |
| Total | | \$9,809,182 | \$2,452,295 | \$12,261,477 | \$10,005,366 | \$2,501,341 | \$12,506,707 | \$10,205,472 | \$2,551,368 | \$12,756,840 | \$10,409,588 | \$2,602,397 | \$13,011,985 | | |
| Section 5339 - Total Dollars | | | | | | | | | | | | | | | |
| Bus and Bus Facility | | 1,030,367 | 257,592 | 1,287,959 | 1,159,122 | 289,780 | 1,448,902 | 1,370,975 | 342,744 | 1,713,719 | 1,416,772 | 354,193 | 1,770,965 | | |
| Rural STP Total Dollars | | | | | | | | | | | | | | | |
| Replacement 40' Buses | | 0 | | | 0 | | | 0 | | | 0 | | | | |
| Replacement Paratransit Buses | | | | | | | | | | | | | | | |
| CMAQ Funds Total Dollars | | | | | | | | | | | | | | | |
| Replacement 40' Buses/CNG | 2 | 656,000 | 164,000 | 820,000 | 4 | 1,280,000 | 320,000 | 1,600,000 | 720,000 | 180,000 | 900,000 | 4 | 1,144,000 | 286,000 | 1,430,000 |
| Rideshare | | 143,000 | 0 | 143,000 | | 150,150 | 0 | 150,150 | 157,575 | 0 | 157,575 | | 165,454 | 0 | 165,454 |
| Replacement Paratransit <30ft | | | | | 2 | 80,000 | 20,000 | 100,000 | | | | | | | |
| Replacement VanPool Vans | 4 | 80,000 | 20,000 | 100,000 | 4 | 100,000 | 25,000 | 125,000 | 4 | 100,000 | 25,000 | 4 | 100,000 | 25,000 | 125,000 |
| Clean Air Action Days | 10 | 80,000 | 20,000 | 100,000 | 10 | 80,000 | 20,000 | 100,000 | 10 | 80,000 | 20,000 | 10 | 80,000 | 20,000 | 100,000 |
| Total | | \$959,000 | \$204,000 | \$1,163,000 | \$1,690,150 | \$385,000 | \$2,075,150 | \$1,057,575 | \$225,000 | \$1,282,575 | \$1,489,454 | \$331,000 | \$1,820,454 | | |

FY 2017-2020 Section 5310 Requests - Hope Network

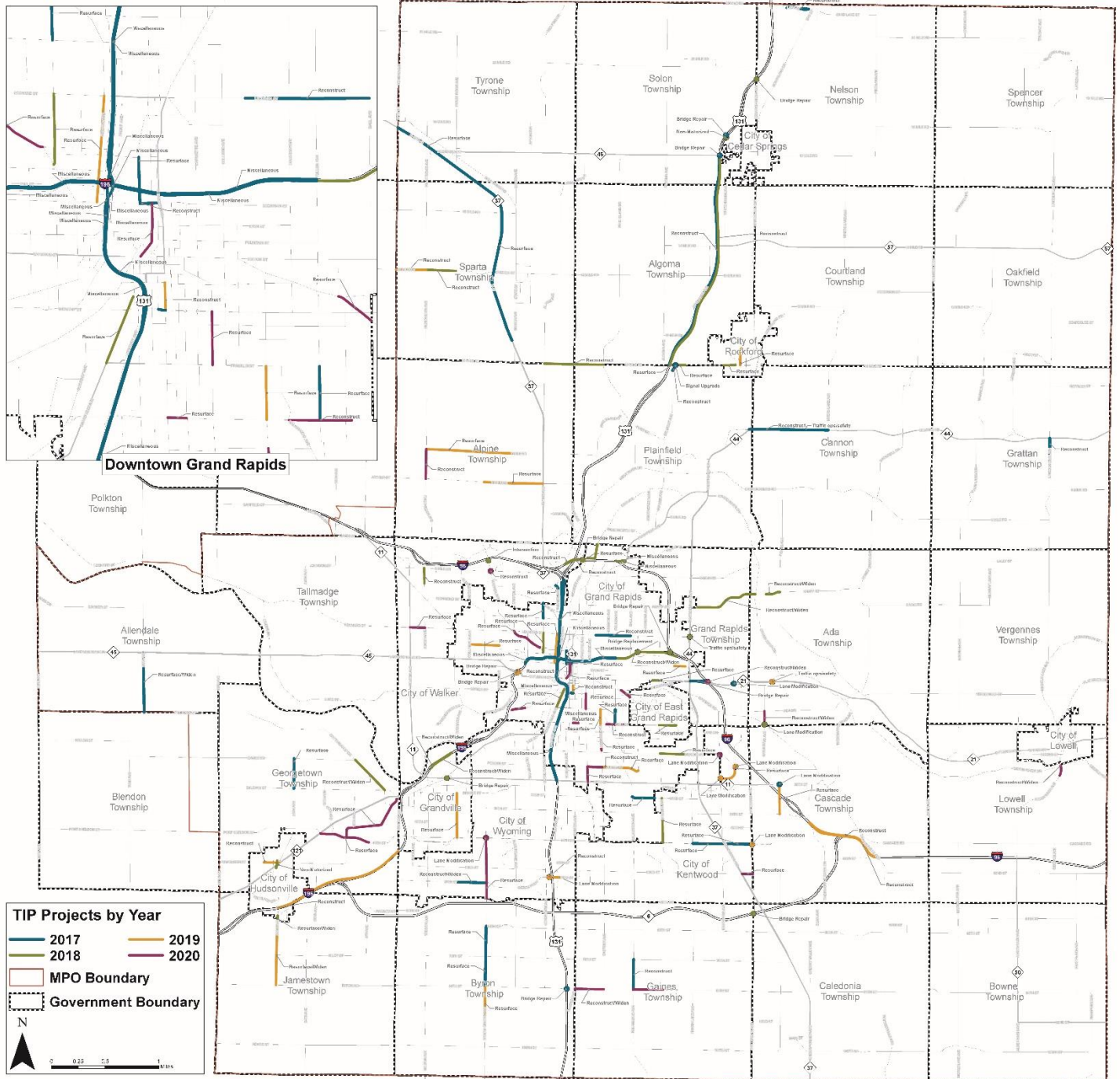
| Req. Yr. | Requested | Program | Priority | Item Description | Federal Amount | State Amount | Local Amount | Total Amount | Action | Status |
|----------|-----------|-----------|----------|---|----------------|--------------|--------------|--------------|---------|---------------|
| 2017 | 1 | Vehicle | 3 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2017 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2017 | 1 | Vehicle | 3 | Medium Class 1, 29' w/lift | \$75,200 | \$18,800 | \$0 | \$94,000 | Replace | Pre-Requested |
| 2017 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane Asset Management and Fleet Maintenance | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2017 | 1 | Equipment | 11 | Software | \$132,000 | \$33,000 | \$0 | \$165,000 | Expand | Pre-Requested |
| 2017 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2017 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2018 | 1 | Equipment | 11 | Replace (1) one Supervisor/Admin vehicle used to conduct business for agency | \$44,000 | \$11,000 | \$0 | \$55,000 | Replace | Pre-Requested |
| 2018 | 1 | Equipment | 11 | Mobile Data Terminals | \$32,000 | \$8,000 | \$0 | \$40,000 | Replace | Pre-Requested |
| 2018 | 1 | Equipment | 11 | Ergonomic chairs, desks, walking computer stations | \$16,000 | \$4,000 | \$0 | \$2,000 | Expand | Pre-Requested |
| 2018 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2018 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2018 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2018 | 1 | Vehicle | 1 | Medium Class 1, 26' with lift-gas engine | \$66,400 | \$16,600 | \$0 | \$83,000 | Replace | Pre-Requested |
| 2018 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane Driver Training simulator hardware and software | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2019 | 1 | Equipment | 11 | software | \$148,000 | \$37,000 | \$0 | \$185,000 | Expand | Pre-Requested |
| 2019 | 1 | Vehicle | 1 | Medium class 1, 29' with lift-Gas | \$69,600 | \$17,400 | \$0 | \$87,000 | Replace | Pre-Requested |
| 2020 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2020 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2020 | 1 | Vehicle | 1 | Small bus 176" wheelbase, w/lift, Propane | \$64,800 | \$16,200 | \$0 | \$81,000 | Replace | Pre-Requested |
| 2020 | 1 | Equipment | 11 | Replacement Mobile Data Terminals | \$32,000 | \$8,000 | \$0 | \$40,000 | Replace | Pre-Requested |

FY 2017-2020 Section 5310 Requests - Georgetown Seniors

| Req. Yr. | Requested | Program | Item Description | Federal Amount | State Amount | Local Amount | Total Amount | Action | Status |
|----------|-----------|-----------|---|----------------|--------------|--------------|--------------|---------|---------------|
| 2018 | 1 | Equipment | Transportation Scheduling Software for upgrade/renewal | \$20,000 | \$5,000 | \$0 | \$25,000 | Replace | Pre-Requested |
| 2019 | 1 | Vehicle | Mini Van with Lift | \$42,000 | \$10,500 | \$0 | \$52,500 | Replace | Pre-Requested |
| 2020 | 1 | Vehicle | Cutaway Gas Bus | \$80,000 | \$20,000 | \$0 | \$100,000 | Replace | Pre-Requested |

Map 2 Fiscal Year 2017- 2020 Projects

Staff has placed this map on the GVMC web site. Individuals looking for more details or the ability to print this map at a larger scale can do so from here: <http://www.gvmc.org/transportation/tip.shtml>



FY 2015 TIP PROJECT STATUS

23 CFR 450.324(l)(2) states that the TIP should list major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. Included in this section are all federal, state and locally funded projects built or planned to be built in FY2015. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by jurisdiction.

After a review of all projects listed in FY2015 (of the FY2014-2017 TIP), it was determined that MDOT, local jurisdictions, and ITP-The Rapid's projects are (have been) proceeding forward and will be built and open to traffic as they were originally planned by FY2015.

As this document is released during FY2016, the status of those projects is not provided. After FY2016 has ended, a separate list of projects obligated in FY 2016 will be added to this document.

Obligated FY2015 Federally Funded Transportation Projects

December 2015

| Respon-sible Agency | Project Name | Limits | Project Description | Phase | Programmed Federal Cost | Federal Fund Source | Total Phase Cost | Federal Funds Obligated | Federal Funds Remaining |
|-----------------------------------|------------------------------|---|---|-------|-------------------------|---------------------|------------------|-------------------------|-------------------------|
| AMR | Five (5) replacement SUV's | Areawide | Five (5) replacement SUV's | T-Cap | \$105,262 | 5311 | \$141,043 | \$105,262 | \$0 |
| Grand Rapids | Walker Avenue | over Indian Mill Creek | Preventative Maintenance | CON | \$129,600 | ST | \$162,000 | \$89,902 | \$39,698 |
| Grand Rapids | Turner Ave NW | Richmond to Ann Street, DDIR 18 | Resurface road | CON | \$26,726 | ER | \$33,407 | \$27,366 | -\$640 |
| Grand Rapids | Fuller Ave NE | Leonard Street to Knapp Street | Rotomill/resurface | CON | \$626,000 | STU | \$857,000 | \$688,285 | -\$62,285 |
| Grand Rapids | Kalamazoo Ave SE | Burton Street to Fuller Avenue | Rotomill/resurface | CON | \$243,000 | STU | \$721,000 | \$267,666 | -\$24,666 |
| Grand Rapids | E Fulton St | Woodward Avenue to Lakeside Avenue | Rotomill/resurface | CON | \$261,000 | STU | \$590,000 | \$286,785 | -\$25,785 |
| Grand Rapids | Leonard St NE | Plainfield Avenue to Lafayette Avenue | Rotomill/Resurface | CON | \$134,000 | STU | \$272,000 | \$147,321 | -\$13,321 |
| Grand Rapids | Watson Street | At Grand Elk Railroad, City of Grand Rapids | Relocate spur track to eliminate multiple crossing | CON | \$0 | | \$202,123 | \$0 | \$0 |
| Grand Rapids | M-45 | At CSX Transportation, City of Grand Rapids | Upgrade spur track, remove turnout, revise circuit | CON | \$0 | | \$521,951 | \$0 | \$0 |
| Grand Rapids | Citywide | Up to 60 locations, city of Grand Rapids | Traffic signal GPS module installation and connection and controller procurement. | CON | \$160,000 | CM | \$200,000 | \$160,000 | \$0 |
| Grand Rapids | Leonard St NE | Leonard Street at College Avenue | Modernize traffic signal, install ADA ramps | CON | \$80,000 | HSIP | \$100,000 | \$83,828 | -\$3,828 |
| Grand Rapids | Bostwick Ave NE and State St | Lyon to Crescent | Reconstruct | CON | \$479,713 | STU | \$1,294,500 | \$527,684 | -\$47,971 |
| Grand Rapids | Pearl St NW | Mt. Vernon Avenue to Front Avenue | Reconstruct | CON | \$443,000 | STU | \$923,000 | \$487,535 | -\$44,535 |
| Grand Rapids | Leonard St and Lafayette Ave | Lafayette to Ashland | Reconstruct | CON | \$1,157,573 | STU | \$1,446,966 | \$1,273,330 | -\$115,757 |
| Grand Rapids | Areawide | Kent County TMC | ITS Operations - Regional Signal System TMS Operations FY 2016 | CON | \$392,280 | CM | \$490,350 | \$392,280 | \$0 |
| Grand Valley Metropolitan Council | Areawide | Areawide | 2016 Clean Air Action Days Promotions | EPE | \$80,000 | CM | \$100,000 | \$80,000 | \$0 |
| Grand Valley Metropolitan Council | Areawide | Areawide | 2015 Clean Air Action Days Promotions | EPE | \$80,000 | CM | \$100,000 | \$80,000 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | GVMC | Congestion Management | EPE | \$57,295 | STU | \$70,000 | \$57,295 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | GVMC | GIS Maintenance | EPE | \$35,400 | STU | \$43,250 | \$35,400 | \$0 |
| Grand Valley Metropolitan Council | GVMC | Grand Valley Metro Council | Pavement Management | EPE | \$57,295 | STU | \$70,000 | \$57,295 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | GVMC | Congestions Management | EPE | \$57,295 | STU | \$70,000 | \$57,295 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | Grand Valley Metro Council | Pavement Management | EPE | \$57,295 | STU | \$70,000 | \$57,295 | \$0 |
| Grand Valley Metropolitan Council | Area Wide | GVMC AREA | GIS Maintenance | EPE | \$35,400 | STU | \$43,250 | \$35,400 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | Grand Valley Metropolitan Council | Geographic Information System | EPE | \$35,400 | STU | \$43,250 | \$35,400 | \$0 |
| Grand Valley Metropolitan Council | Grand Valley Metro Council | Grand Valley Metropolitan Council | Pavement Management System | EPE | \$57,295 | STU | \$70,000 | \$57,295 | \$0 |

Obligated FY2015 Federally Funded Transportation Projects

December 2015

| Respon-sible Agency | Project Name | Limits | Project Description | Phase | Programmed Federal Cost | Federal Fund Source | Total Phase Cost | Federal Funds Obligated | Federal Funds Remaining |
|---------------------|--|--------------------------------|--|-------|-------------------------|---------------------|------------------|-------------------------|-------------------------|
| | | | | | \$4,685,567 | | \$8,494,047 | \$4,984,658 | |
| Hope Network | Up to ten <30ft replacement buses w/ lifts | Areawide | Up to ten <30ft replacement buses w/ lifts | T-Cap | \$586,744 | 5311 | \$733,430 | \$586,744 | \$0 |
| Hope Network | Up to three <30ft replacement buses w/ lifts | Areawide | Up to three <30ft replacement buses w/ lifts | T-Cap | \$270,987 | 5311 | \$338,734 | \$270,987 | \$0 |
| Hope Network | Six (6) 6-passenger minivans - replacement | Areawide | Six (6) 6-passenger minivans - replacement | T-Cap | \$112,608 | 5311 | \$140,760 | \$112,608 | \$0 |
| Hope Network | Two (2) 12 passenger accessible van w/raised roof and lift - replacement | Areawide | Two (2) 12 passenger accessible van w/raised roof and lift - replacement | T-Cap | \$92,208 | 5311 | \$115,260 | \$92,208 | \$0 |
| Hope Network | Four APVs with ramp | Areawide | Four APVs with ramp | T-Cap | \$132,217 | 5311 | \$165,272 | \$132,217 | \$0 |
| Hope Network | Interactive Voice Response System - expansion | Areawide | Interactive Voice Response System - expansion | T-Cap | \$132,000 | 5311 | \$165,000 | \$132,000 | \$0 |
| | | | | | \$1,326,764 | | \$1,658,456 | \$1,326,764 | |
| Hudsonville | New Holland St | Creekview Drive to 40th Avenue | Resurface | CON | \$207,000 | STU | \$284,000 | \$227,700 | -\$20,700 |
| ITP | Paratransit Vehicle Replacement (5) | Areawide | 5 Paratransit Vehicle Replacements | T-Cap | \$1,000,000 | 5307 | \$1,250,000 | \$1,000,000 | \$0 |
| ITP | Replacement 40' Bus (3) | Areawide | 3 Replacement 40' Low Floor Buses | T-Cap | \$969,790 | 5339 | \$1,212,238 | \$969,790 | \$0 |
| ITP | Replacement 40' Buses (1) | Regionwide | Replacement 40' Buses (1) | T-Cap | \$212,718 | 5307 | \$265,898 | \$212,718 | \$0 |
| ITP | Associated Capital Maintenance Items | Regionwide | Associated Capital Maintenance Items | T-Cap | \$700,400 | 5307 | \$875,500 | \$700,400 | \$0 |
| ITP | Bus Tire Lease | Regionwide | Bus Tire Lease | T-Cap | \$329,600 | 5307 | \$412,000 | \$329,600 | \$0 |
| ITP | Office Furniture/Equipment | Regionwide | Office Furniture/Equipment | T-Cap | \$32,960 | 5307 | \$41,200 | \$32,960 | \$0 |
| ITP | Shop Equipment | Regionwide | Shop Equipment | T-Cap | \$82,400 | 5307 | \$103,000 | \$82,400 | \$0 |
| ITP | Storage/Shelving Units | Regionwide | Storage/Shelving Units | T-Cap | \$12,360 | 5307 | \$15,450 | \$12,360 | \$0 |

Obligated FY2015 Federally Funded Transportation Projects

December 2015

| Respon-sible Agency | Project Name | Limits | Project Description | Phase | Programmed Federal Cost | Federal Fund Source | Total Phase Cost | Federal Funds Obligated | Federal Funds Remaining |
|---------------------|------------------------------------|-----------------------|---|-------|-------------------------|---------------------|------------------|-------------------------|-------------------------|
| ITP | Computer Software | Regionwide | Computer Software | T-Cap | \$291,957 | 5307 | \$364,946 | \$291,957 | \$0 |
| ITP | Service Vehicles (2) | Regionwide | Service Vehicles | T-Cap | \$60,564 | 5307 | \$75,705 | \$60,564 | \$0 |
| ITP | Misc. Support Equipment | Regionwide | Misc. Support Equipment | T-Cap | \$38,069 | 5307 | \$47,586 | \$38,069 | \$0 |
| ITP | Preventive Maintenance | Regionwide | Preventive Maintenance | T-Cap | \$78,667 | 5307 | \$98,334 | \$78,667 | \$0 |
| ITP | Capital Costs of Contracting | Regionwide | Capital Costs of Contracting | T-Cap | \$609,760 | 5307 | \$762,200 | \$609,760 | \$0 |
| ITP | Misc. Contingencies | Regionwide | Misc. Contingencies | T-Cap | \$41,200 | 5307 | \$51,500 | \$41,200 | \$0 |
| ITP | Passenger Shelters/Bench | Regionwide | Passenger Shelters/Bench | T-Cap | \$160,000 | 5307 | \$200,000 | \$160,000 | \$0 |
| ITP | Information Displays | Regionwide | Information Displays | T-Cap | \$8,240 | 5307 | \$10,300 | \$8,240 | \$0 |
| ITP | Planning Funds | Regionwide | Planning Funds | T-Ops | \$316,760 | 5307 | \$395,950 | \$316,760 | \$0 |
| ITP | Replacement Buses (2) | Areawide | Replace 2 linehaul 40' low floor Buses | T-Cap | \$640,000 | CM | \$800,000 | \$640,000 | \$0 |
| ITP | Replacement VanPool Vans (6) | Areawide | 6 Replacement VanPool Vans | T-Cap | \$100,000 | CM | \$125,000 | \$100,000 | \$0 |
| ITP | Surveillance/Security Equipment | Regionwide | Surveillance/Security Equipment | T-Cap | \$89,161 | 5307 | \$111,451 | \$89,161 | \$0 |
| ITP | A&E | Regionwide | A&E | T-Cap | \$80,000 | 5307 | \$100,000 | \$80,000 | \$0 |
| ITP | Facility Equipment | Regionwide | Facility Equipment | T-Cap | \$160,000 | 5307 | \$200,000 | \$160,000 | \$0 |
| ITP | Computer Hardware | Regionwide | Computer Hardware | T-Cap | \$48,720 | 5307 | \$60,900 | \$48,720 | \$0 |
| ITP | Intelligent Transportation System | Regionwide | Intelligent Transportation System | T-Cap | \$766,219 | 5307 | \$957,774 | \$766,219 | \$0 |
| ITP | Rehab Adm/Maint Facility | Regionwide | Rehab Adm/Maint Facility | T-Cap | \$640,000 | 5307 | \$800,000 | \$640,000 | \$0 |
| ITP | Bus Stop Signs | Regionwide | Bus Stop Signs | T-Cap | \$8,000 | 5307 | \$10,000 | \$8,000 | \$0 |
| ITP | Laker Line Project Development | Regionwide | Laker Line Project Development | T-Cap | \$2,019,870 | 5307 | \$2,524,838 | \$2,019,870 | \$0 |
| ITP | Rideshare Program | Areawide | Rideshare Program | T-Ops | \$130,000 | CMG | \$130,000 | \$130,000 | \$0 |
| ITP | Free Fare on Clean Air Action Days | Areawide | Free bus rides on Clean Air Action Days | T-Ops | \$80,000 | CM | \$100,000 | \$80,000 | \$0 |
| | | | | | \$9,707,415 | | \$12,101,770 | \$9,707,415 | \$0 |
| Kent County | 84th Street | over Thornapple River | Preventative Maintenance | CON | \$0 | | \$0 | \$0 | \$0 |

Obligated FY2015 Federally Funded Transportation Projects

December 2015

| Respon-sible Agency | Project Name | Limits | Project Description | Phase | Programmed Federal Cost | Federal Fund Source | Total Phase Cost | Federal Funds Obligated | Federal Funds Remaining |
|---------------------|-------------------|--|---|-------|-------------------------|---------------------|------------------|-------------------------|-------------------------|
| Kent County | Prairie | Wilson Avenue to Chicago Drive | Resurface | CON | \$131,400 | STU | \$330,000 | \$144,540 | -\$13,140 |
| Kent County | Finney Ave | Goodrich to Williams, Market to Grandville, GR | Reconstruction | CON | \$0 | | \$0 | \$0 | \$0 |
| Kent County | Martindale Street | At Marquette Rail, Village of Sparta | Upgrade circuitry and flashers | CON | \$198,000 | STR | \$220,000 | \$132,396 | \$65,604 |
| Kent County | 12 Mile Road | At Marquette Rail, Sparta Township | Install flashing signals and half-roadway gates | CON | \$135,000 | STR | \$225,000 | \$97,398 | \$37,602 |
| Kent County | M-37 | Lameroux Dr to Wheaton Dr, Alpine Township | Sidewalk construction | CON | \$118,845 | TAU | \$169,778 | \$118,845 | \$0 |
| Kent County | Plainfield Ave | 3 Mile Rd to I-96, city of Grand Rapids | Sidewalk construction | CON | \$227,865 | TAU | \$350,562 | \$218,524 | \$9,341 |
| Kent County | Burroughs St | Burroughs St Bridge over Flat River; Kent County | Historic Bridge Preservation | CON | \$262,480 | TA | \$328,100 | \$262,480 | \$0 |
| Kent County | Reeds Lake Blvd | Lakeside Dr to Reeds Lake Blvd North Arm | Nonmotorized path & bridge replacement | CON | \$475,611 | TA | \$679,444 | \$475,611 | \$0 |
| Kent County | Division St | 108th to 100th | Reconstruct | CON | \$759,000 | STL | \$1,491,880 | \$759,000 | \$0 |
| Kent County | Various | 24 locations | 25 miles of capital preventive maintenance | CON | \$720,000 | STU | \$900,000 | \$792,000 | -\$72,000 |
| Kent County | 52nd St SE | Patterson to Kraft | Widen - major | CON | \$0 | | \$0 | \$0 | \$0 |
| Kent County | Wolverine Blvd NE | Belding to 10 mile | Resurface | CON | \$1,022,000 | NH | \$1,400,000 | \$1,124,200 | -\$102,200 |
| Kent County | Cascade Rd SE | East Paris to Forest Hill | Resurface | CON | \$438,000 | STU | \$600,000 | \$481,800 | -\$43,800 |
| Kent County | 36th St SE | Patterson to Kraft | Resurface | CON | \$803,000 | STU | \$1,100,000 | \$883,300 | -\$80,300 |
| Kent County | 4 Mile Rd NW | Fruitridge to Walker | Resurface | CON | \$876,000 | STU | \$1,200,000 | \$887,023 | -\$11,023 |
| Kentwood | S Division Ave | 54th Street to 60th Street | Widen - major | CON | \$1,387,000 | STU | \$1,900,000 | \$1,525,700 | -\$138,700 |
| | | | | | \$7,554,201 | | \$10,894,764 | \$7,902,818 | |
| MDOT | I-96 EB | under I-196 WB | Deep overlay, partial paint, beam repair | SUB | \$130,666 | IM | \$145,184 | \$130,666 | \$0 |
| MDOT | I-96 EB | under I-196 WB | Deep overlay, partial paint, beam repair | PE | \$94,334 | IM | \$104,816 | \$94,334 | \$0 |
| MDOT | M-46 | M-37 & M-46 with MQT and M-120 with MMRR | Road approach paving and MOT at RR crossing | CON | \$116,348 | STR | \$129,275 | \$151,004 | -\$34,656 |
| MDOT | M-11 | At Remembrance Road | Construct Roundabout | CON | \$400,000 | CM | \$500,000 | \$400,000 | \$0 |
| MDOT | I-196 | I-196 EB over M-45 WB ramp | Shallow ovrl, beam rprs | CON | \$1,530,000 | IM | \$1,700,000 | \$709 | \$1,529,291 |
| MDOT | I-196 EB | I-196 EB over M-45 | Shallow ovrl, substr repr | CON | \$1,530,000 | IM | \$1,700,000 | \$44 | \$1,529,956 |
| MDOT | US-131 | R03 of 41131 | Railroad oversight | CON | \$32,044 | ST | \$39,150 | \$32,046 | -\$2 |
| MDOT | I-196 | Kent Trail to Butterworth | Deck patch, approach repl | CON | \$675,001 | IM | \$750,000 | \$0 | \$675,001 |
| MDOT | I-96 EB | West River Drive to the Grand River | Reconstruction | PE | \$270,000 | IM | \$300,000 | \$270,000 | \$0 |
| MDOT | M-44 | Wolverine Blvd east to Blakely Dr | Reconstruct | ROW | \$24,555 | ST | \$30,000 | \$24,555 | \$0 |
| MDOT | M-11 | Hayes St to Wilson Ave | Mill, Det 8 Repairs, HMA Resurfacing | CON | \$3,191,366 | NH | \$3,899,042 | \$3,191,775 | -\$409 |
| MDOT | US-131 | White Creek Ave north to the Kent/Montcalm Co Line | Cold Milling, HMA Overlay | PE | \$12,278 | NH | \$15,000 | \$12,278 | \$1 |
| MDOT | US-131 (BR) | I-196 north and west to US-131 | Cold Mill, HMA Overlay and ADA Ramp Upgrades | PE | \$12,278 | NH | \$15,000 | \$12,278 | \$1 |
| MDOT | US-131 (SB) | Pearl Street north to Richmond Street | Concrete Pavement Repairs and Diamond Grinding | PE | \$4,093 | NH | \$5,000 | \$4,093 | \$1 |
| MDOT | US-131 (SB) | Pearl Street north to Richmond Street | Concrete Pavement Repairs and Diamond Grinding | CON | \$771,028 | NH | \$942,000 | \$688,395 | \$82,633 |
| MDOT | M-121 (EB) | Rush Creek east to Ottawa/Kent County Line | Cold Mill, HMA Overlay and ADA Ramp Upgrades | PE | \$4,093 | NH | \$5,000 | \$4,093 | \$1 |
| MDOT | M-121 (EB) | Rush Creek east to Ottawa/Kent County Line | Cold Mill, HMA Overlay and ADA Ramp Upgrades | CON | \$0 | | \$1,474,000 | \$0 | \$0 |
| MDOT | W I-196/28th Ramp | I-196 (WB) Off-Ramp to M-11 | Concrete Reconstruction | PE | \$54,000 | IM | \$60,000 | \$54,000 | \$0 |

Obligated FY2015 Federally Funded Transportation Projects

December 2015

| Respon-sible Agency | Project Name | Limits | Project Description | Phase | Programmed Federal Cost | Federal Fund Source | Total Phase Cost | Federal Funds Obligated | Federal Funds Remaining |
|---------------------|---------------------------------|---|---|-------|-------------------------|---------------------|------------------|-------------------------|-------------------------|
| MDOT | M-37 | Alpenhorn Drive north to Sparta Avenue | Cold mill, HMA overlay, ADA ramps | PE | \$16,370 | NH | \$20,000 | \$16,370 | \$0 |
| MDOT | Grand Rapids TSC Wide | Grand Rapids TSC Wide | Concrete Joint Re-Sealing | CON | \$1,473,301 | NH | \$1,800,000 | \$1,473,709 | -\$408 |
| MDOT | Grand Rapids TSC Wide | Grand Rapids TSC Wide | HMA Crack Treatment | CON | \$470,638 | ST | \$575,000 | \$471,047 | -\$409 |
| MDOT | M-37 NB | between Patterson Avenue & 52nd Street | Construct SES Type 2 | PE | \$28,648 | ST | \$35,000 | \$16,557 | \$12,091 |
| MDOT | M-37 NB | between 9 Mile Rd and 10 Mile Rd | Construct SES Type 2 | PE | \$28,648 | ST | \$35,000 | \$28,648 | \$1 |
| MDOT | M-21 | M-37 east to Alden Nash Avenue | Road Scoping FY 2015 | EPE | \$20,463 | ST | \$25,000 | \$20,463 | \$1 |
| MDOT | US-131 | Various Structures | Bridge Scoping FY 2015 | EPE | \$81,850 | NH | \$100,000 | \$81,850 | \$0 |
| MDOT | I-96 | Thornapple River Dr east to Whitneyville Rd | Road and Bridge Scoping FY 2015 | EPE | \$90,160 | IM | \$100,178 | \$90,160 | \$0 |
| MDOT | M-11 | Church Ave east to Burlingame Ave | Road Scoping FY 2015 | EPE | \$20,463 | NH | \$25,000 | \$20,463 | \$1 |
| MDOT | M-6 | I-196 east to the Ottawa/Kent County Line | Road Scoping FY 2015 | EPE | \$65,480 | NH | \$80,000 | \$65,480 | \$0 |
| MDOT | M-46 | M-46 & M-37 with MARQ | Crossing Reconstruction | CON | \$238,140 | STRH | \$264,600 | \$203,555 | \$34,585 |
| MDOT | M-11 | At Remembrance Road | Construct Roundabout | CON | \$1,068,650 | HSIP | \$1,454,577 | \$853,570 | \$215,080 |
| MDOT | Regionwide | Grand Region | 2015 ITS device maintenance and operations in multiple counties in Grand Region. | EPE | \$605,690 | CM | \$740,000 | \$605,690 | \$0 |
| MDOT | Cemetery Drive | GRHV Cemetery Drive over Lamberton Creek | Bridge Replacement | PE | \$0 | | \$87,600 | \$0 | \$0 |
| MDOT | US-131 (NB) | 10 Mile Rd to M-46 (S Junction) | Temporary median cross-overs and shoulder widening | CON | \$2,029,880 | NH | \$2,480,000 | \$2,029,920 | -\$40 |
| MDOT | M-21 | over the GTW Railroad | Superstruct Rplcmnt, Widen for Non-Motorized Path | CON | \$3,695,096 | ST | \$4,514,473 | \$3,511,132 | \$183,964 |
| MDOT | I-96 (WB) | The Grand River east to Cascade Road | Cold mill, Det 8 joints, and HMA overlay | CON | \$3,753,900 | IM | \$4,171,000 | \$3,376,131 | \$377,769 |
| MDOT | I-296 SB (US-131 SB) | Leonard St north to Ann St | Addition of weave merge lane on SB between Leonard Street and Ann Street. CMAQ Grant # 10100 | CON | \$6,548,000 | CM | \$8,000,000 | \$6,458,201 | \$89,799 |
| MDOT | I-96 | Under Cascade Road | Right/Left Turn Lanes and related CMAQ eligible Diverging Diamond Interchange (DDI) elements. | CON | \$4,671,180 | CM | \$5,707,000 | \$4,575,411 | \$95,769 |
| MDOT | I-96 | I-96 under Cascade Road | Bridge Replacement and Related DDI Elements | CON | \$8,420,399 | IM | \$9,418,000 | \$10,001,584 | -\$1,581,185 |
| | | | | | \$42,179,040 | | \$51,445,895 | \$38,970,207 | |
| Ottawa County | Oak Street | over Buttermilk Creek | Replacement | CON | \$553,200 | BRO | \$691,500 | \$567,567 | -\$14,367 |
| Ottawa County | Fruitport Rd | M-104 to Apple Drive | Resurface | CON | | STUL | | \$700,000 | -\$700,000 |
| Ottawa County | Port Sheldon St | 40th Avenue to Chicago | Resurface | CON | \$876,000 | STU | \$1,200,000 | \$775,520 | \$100,480 |
| | | | | | \$1,429,200 | | \$1,891,500 | \$2,043,087 | |
| Senior Neighbors | Two (2) Ford Edge - replacement | Areawide | Two (2) Ford Edge - replacement | T-Cap | \$36,795 | 5311 | \$45,994 | \$36,795 | \$0 |
| Sparta | Alpine Avenue | At Marquette Rail, Sparta Township | Upgrade flashers and install half-roadway gates | CON | \$157,500 | STR | \$175,000 | \$143,123 | \$14,377 |
| Sparta | Schultz Road | At Marquette Rail, Sparta Township | Upgrade flashers and install half-roadway gates | CON | \$157,500 | STR | \$175,000 | \$142,752 | \$14,748 |
| Wyoming | Division Ave | Interurban Trail to Division Ave/Kentwood Trail | Nonmotorized path | CON | \$54,033 | TAU | \$72,800 | \$54,033 | \$0 |
| Wyoming | Roger B Chaffee Blvd SE | 44th Street to 32nd Street | Resurface | CON | \$0 | STU | \$1,200,000 | \$970,883 | -\$970,883 |
| | | | | | \$369,033 | | \$1,622,800 | \$1,310,791 | |
| Cities/RC | | | | | \$14,245,001 | | \$23,187,111 | \$16,469,053 | |
| MDOT | | | | | \$42,179,040 | | \$51,445,895 | \$38,970,207 | |
| ITP | | | | | \$11,176,236 | | \$13,947,263 | \$11,176,236 | |
| | | | | | \$68,300,277 | | \$98,398,754 | \$66,615,496 | |

Illustrative Projects

The TIP can include a prioritized list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP. Furthermore the TIP may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

ILLUSTRATIVE LIST

STP-U Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|--|---|--|--------------------|
| | Cottonwood Drive | Taylor Street to Baldwin Street | Resurface | OCRC |
| | 36th Avenue | Port Sheldon St to Fillmore St | Resurface | OCRC |
| | Port Sheldon Street | 44th Street to Main Street | Resurface | OCRC |
| | Byron Road | 24th Avenue to Kenowa Avenue | Resurface | OCRC |
| | 68th Avenue | M-45 to Grand River | Resurface | OCRC |
| | Leonard Street | 48th Avenue to 24th Avenue | Resurface | OCRC |
| | Whitneyville | 68th to 84th | Resurface | KCRC |
| | 10 Mile Rd. | Pine Island to Algoma | Reconstruct | KCRC |
| | Whitneyville Ave. | Cascade Rd. to 68th St. | Resurface | KCRC |
| | Byron Center | 68th to City Limit | Resurface | KCRC |
| | 3 Mile Road | East Beltline to Grand River Drive | Resurface | KCRC |
| | Rogue River Road | West River Dr to Belmont Ave | Resurface | KCRC |
| | Rogue River Road | Belmont Avenue to Wolverine Blvd | Resurface | KCRC |
| | Cascade Road | Whitneyville Avenue to Snow Ave | Resurface | KCRC |
| | Burton Street | Kraft Avenue to Cascade Road | Resurface | KCRC |
| | West River Drive | Laramie Drive to Pine Island Drive | Resurface | KCRC |
| | Kalamazoo Avenue | 68th Street to 60th Street | Resurface | KCRC |
| | 76th Street | Clyde Park Ave to Division Avenue | Resurface | KCRC |
| | Fruit Ridge Avenue | 4 Mile Road to 6 Mile Road | Resurface | KCRC |
| | Wolverine BLVD. | 10 Mile Road to 11 Mile Road | Resurface | KCRC |
| | Knapp Street | E. City limits to East Beltline | Resurface | KCRC |
| | Fruit Ridge Avenue | 4 Mile Road to 6 Mile Road | Resurface | KCRC |
| | Lamoreaux Dr | Alpine Ave to W. River Dr | Resurface | KCRC |
| | 5 Mile Rd | Sawkaw Dr and East Beltline Ave | Resurface | KCRC |
| | Wolverine Blvd | 11 Mile Rd to 12 Mile Rd | Resurface | KCRC |
| | 40th Avenue | New Holland Street to Van Buren Street | Resurface/reconstruction | Hudsonville |
| | Van Buren Street | 40th Avenue to 36th Avenue | Reconstruction | Hudsonville |
| | Burton Street | Patterson to F. Hill Avenue | Rotomill/resurface with re-design lane striping | Kentwood |
| | Burton Street | F. Hill Avenue to East Paris Avenue | Rotomill/resurface with re-design lane striping | Kentwood |
| | 29th Street | East Paris Ave to Lake Eastbrook Blvd | Rotomill/resurface | Kentwood |
| | 29th Street | M-37 to Shaffer Avenue | Rotomill/resurface | Kentwood |
| | 29th Street | Radcliff Avenue to the City Limits | Rotomill/resurface | Kentwood |
| | 29th Street | Shaffer Avenue to Radcliff Avenue | Rotomill/resurface | Kentwood |
| | 32nd Street | Shaffer Avenue to Breton Avenue | Rotomill/resurface | Kentwood |
| | 48th Street | Division Avenue to Eastern Avenue | Rotomill/resurface | Kentwood |
| | 52nd Street | East Paris Ave to M-37 (Broadmoor) | Rotomill/resurface | Kentwood |
| | 52nd Street | Kalamazoo Ave to Breton Ave | Rotomill/resurface | Kentwood |
| | East Paris Avenue | 28th Street to 29th Street | Rotomill/resurface | Kentwood |
| | East Paris Avenue | M-37 to 40th Street | Rotomill/resurface | Kentwood |
| | Jefferson Avenue | 44th Street to the City Limits | Rotomill/resurface | Kentwood |
| | Radcliff Avenue | 28th Street to 29th Street | Rotomill/resurface | Kentwood |
| | Shaffer Avenue | 32nd Street to North of 36th Street | Rotomill/resurface | Kentwood |
| | East Paris | 28th to 29th including intersection | Full depth concrete | Kentwood |
| | Division Avenue | 28th Street to Burton Street | Rotomill/resurface | City of GR/Wyoming |
| | Eastern Avenue | 36th Street to 28th Street | Rotomill/resurface | City of GR/Wyoming |
| | I-196 EB OFF-Ramp | At Ottawa Avenue | Intersection modifications | City of GR & MDOT |
| | I-196 WB OFF-Ramp | Ottawa Avenue | Intersection modifications | City of GR & MDOT |
| | Division Avenue/Ionia Avenue | At I-196 On-Ramp | New intersection & ramp extension | City of GR & MDOT |
| | Butterworth Avenue Realignment and Reconfiguration Project | Veteran's Memorial Drive to Garfield Avenue/ Wealthy Street | Preliminary design engineering services | City of GR |
| | Ionia Avenue/Division Avenue Cycle Track | Fulton Street to Coldbrook Street | Construction of a bi-directional Bicycle Track | City of GR |
| | Hastings Street | Livingston Street to Fairbanks Stairs & Hastings, Coit to College | Purchase ROW to reconfigure Hastings Street at the intersection of College Avenue, landscaping, lighting, benches, a lookout at Livingston Ave, elevated walkway | City of GR |
| | Division Avenue | I-196 to Newberry Street Stairs | Elevated Walkway with railing at the I-196 overpass, replacement of Newberry stairs, new sidewalk, curb and gutter etc. | City of GR |
| | Michigan Street | Lafayette Avenue to Plymouth Avenue | 4 new buses and eight bus stopes | City of GR |
| | Division Avenue | Franklin Street to Wealthy Street | Rotomill/resurface | City of GR |
| | Hall Street | Steele Avenue to Buchanan Avenue | Concrete Slab Replacement | City of GR |
| | Leonard Street | Remembrance Road to Collindale Avenue | Rotomill/resurface | City of GR |
| | Michigan Street | Greenwich to East Beltline | Rotomill/resurface | City of GR |
| | Lyon Street | Monroe Avenue to Division Avenue | Rotomill/resurface | City of GR |
| | Market Avenue | I-196 to Freeman Avenue | Rotomill/resurface | City of GR |
| | Ottawa Avenue | Oakes Street to Fulton Street | Rotomill/resurface | City of GR |
| | Ottawa Avenue | Fairbanks Street to Monroe Avenue | Reconstruction | City of GR |
| | Ottawa Avenue | Michigan St to Fairbanks St | | |
| | Richmond Street | WCL to Bristol Avenue | Reconstruction/rotomill/resurface | City of GR |
| | State Street | Lafayette Avenue to Madison Avenue | Reconstruction | City of GR |
| | Wealthy Street | Fuller Avenue to ECL | Reconstruction | City of GR |
| | Knapp Street | Plainfield Avenue to Fuller Avenue | Reconstruction | City of GR |
| | Hall Street | Colorado Avenue to Sylvan Avenue | Reconstruction | City of GR |
| | 3 Mile Road | Coit Avenue to ECL | Reconstruction | City of GR |
| | Alger Street | Division Avenue to Madison Avenue | Rotomill/resurface | City of GR |
| | Ann Street | Monroe Avenue to Plainfield Avenue | Reconstruction | City of GR |
| | Bridge Street | Mt. Mercy Drive to Valley Avenue | Reconstruction | City of GR |
| | Century Avenue | Burton Street to Hall Street | Reconstruction | City of GR |
| | Collindale Avenue | Lake Michigan Drive to Leonard Street | Reconstruction | City of GR |
| | Covell Avenue | Fulton Street to Bridge Street | Rotomill/resurface | City of GR |
| | Godfrey Avenue | WCL to Market Avenue | Reconstruction | City of GR |
| | Lake Eastbrook Boulevard | East Beltline to 28th Street | Reconstruction | City of GR |
| | Walker Avenue | NCL to Sharp Drive | Rotomill/resurface | City of GR |
| | 29th Street | Breton Avenue to ECL | Rotomill/resurface | City of GR |
| | Boston Street | Fuller Avenue to Plymouth Avenue | Rotomill/resurface | City of GR |
| | Buchanan Avenue | Burton Street to Hall Street | Reconstruction | City of GR |
| | Cherry Street | Madison Avenue to Eastern Avenue | Rotomill/resurface | City of GR |

| | | | |
|-------------------------------|---|--------------------------------------|-------------------|
| Dean Lake Avenue | Knapp Street to NCL | Rotomill/resurface | City of GR |
| Diamond Avenue | Michigan Street to Leonard Street | Rotomill/resurface/reconstruction | City of GR |
| Franklin Street | Fuller Avenue to ECL | Rotomill/resurface | City of GR |
| Leffingwell Avenue | Leonard Street to NCL | Rotomill/resurface | City of GR |
| Maryland Avenue | I-196 to Leonard Street | Rotomill/resurface | City of GR |
| Newberry Street | Monroe Avenue to Division Avenue | Reconstruction | City of GR |
| Oakleigh Avenue | Lake Michigan Drive to Leonard Street | Reconstruction | City of GR |
| Perkins Avenue | Leonard Street to Knapp Street | Reconstruction | City of GR |
| Robinson Road | Lake Drive to ECL | Rotomill/resurface | City of GR |
| Scribner Avenue | Pearl Street to Michigan Street | Rotomill/resurface | City of GR |
| Scribner Avenue | 4th Street to Leonard Street | Rotomill/resurface | City of GR |
| Valley Avenue | Butterworth Street to Lake Michigan Drive | Reconstruction | City of GR |
| Lafayette Avenue | Fulton Street to Michigan Street | Reconstruction | City of GR |
| Mt. Vernon Avenue | Fulton Street to Bridge Street | Reconstruction/rotomill/resurface | City of GR |
| Jefferson Avenue | Highland Street to Logan Street | Reconstruction/rotomill/resurface | City of GR |
| Diamond Avenue | Leonard Street to Aberdeen Street | Reconstruction/rotomill/resurface | City of GR |
| Diamond Avenue | Wealthy Street to Lake Drive | Reconstruction | City of GR |
| Michigan Street | Ottawa Avenue to Barclay Avenue | CPM | City of GR |
| Scribner Avenue | 6th Street to 11th Street | Rotomill/resurface | City of GR |
| Ball Avenue and Olson Street | Michigan St to Olson St and Ball Ave to Plymouth Ave | Rotomill/resurface | City of GR |
| Ball Avenue and Service Drive | Service Drive to Mason Street and Cedar Street to Leonard Street and from | | |
| Ionia Avenue | Ball Avenue to Plymouth Avenue | Rotomill/resurface | City of GR |
| Butterworth Drive | Michigan Street to I-196 WB On-Ramp | Reconstruction | City of GR |
| Center& Weatherfor Roundabout | Vet's Memorial to Wilson | Resurface | City of Walker |
| 3 Mile Road | Center Drive / Weatherford Drive | Construct roundabout / remove signal | City of Walker |
| Alpine Avenue | Bristol Ave to West of Walker Ave | TBD | City of Walker |
| Alpine Avenue | Ann Street to Hillside Drive | TBD | City of Walker |
| Center Drive | Hillside Drive to 3 Mile Road | TBD | City of Walker |
| Fruit Ridge Avenue | M-37 to M-37 | TBD | City of Walker |
| Hillside Drive | 3 Mile Road to 4 Mile Road | TBD | City of Walker |
| Leonard Street | Alpine Avenue to West River Drive | TBD | City of Walker |
| North Park Street | Kinney Avenue to Remembrance Rd | TBD | City of Walker |
| Remembrance Road | City Limits to West River Drive | TBD | City of Walker |
| Remembrance Road | Richmond St to Walker Village Dr | TBD | City of Walker |
| Walker Avenue | Wilson Avenue to Richmond Street | TBD | City of Walker |
| Walker Avenue | 3 Mile Road to I-96 EB Ramps | TBD | City of Walker |
| Walker Avenue | North Ridge Drive to 4 Mile Road | TBD | City of Walker |
| West River Drive | Sharp Drive to Waldorf Street | TBD | City of Walker |
| West River Drive | Hillside Drive to Turner Avenue | TBD | City of Walker |
| Wilson Avenue | Turner Avenue to Bertha Avenue | TBD | City of Walker |
| Plymouth Avenue | Remembrance Road to 3 Mile Road | TBD | City of Walker |
| Lake Drive | Hall Street to Franklin | Rotomill/resurface | East Grand Rapids |
| Franklin Street/San Lu Rae Dr | Hall Street to ECL | Rotomill/resurface | East Grand Rapids |
| Wealthy Street | WCL to Lake Drive | Rotomill/resurface | East Grand Rapids |
| Lake Drive | Sherman to Lovett | Rotomill/resurface | East Grand Rapids |
| Lake Drive | WCL to Plymouth | Rotomill/resurface | East Grand Rapids |
| Lakeside Drive | Plymouth to Bagley | Rotomill/resurface | East Grand Rapids |
| Breton Road | Wealthy to Lake | Rotomill/resurface | East Grand Rapids |
| Hall Street | SCL to Hall | Rotomill/resurface | East Grand Rapids |
| Hall Street | Sylvan Avenue to Hutchinson Avenue (extended) | Rotomill/resurface | EGR/Grand Rapids |
| 44th Street | Plymouth to Breton | Rotomill/resurface | East Grand Rapids |
| Eastern Avenue | West City Limit to Clyde Park Ave | Rotomill/resurface | Wyoming |
| Michael Avenue | 400' North of 44th Street to 36th Street | Rotomill/resurface | Wyoming/GR |
| 36th Street | 36th Street to Prairie Parkway | Resurface | Wyoming |
| Canal Ave | WCL to Clyde Park Avenue | Resurface | Wyoming |
| 36th Street | 44th to South C/L | Overlay, ADA ramp upgrades | Grandville |
| Wilson Ave | Canal to Kenowa | Overlay, ADA ramp upgrades | Grandville |
| East Main St. | Rivertown PKWY to South C/L | Overlay, ADA ramp upgrades | Grandville |
| Northland Dr. | East Main St. from Northland Dr. to Lewis | Mill & Fill | Rockford |
| | Northland Dr. to Lincoln st. | Mill & Fill | Rockford |

CMAQ Pool of Unfunded Projects

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|---------------------------------|---|--|------------------|
| | 54th Street @ US-131 AC | Intersection | Interchange/ramp/intersection modifications | Wyoming |
| | East Paris Avenue @ 28th Street | Intersection | Right Turn Lane to NB East Paris to EB 28th Street | Kentwood |
| | Non Motorized Facility | Over I-96 near existing Forest Hill Bridge - separate structure | Construction of Non-Motorized facility | City of Kentwood |

NHPP Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|----------------------|------------------|------------------------------|--------------|
| | Fruitridge over I-96 | Bridge over I-96 | Reconstruct and widen bridge | Walker/MDOT |

EDF-C Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|-------------|---------------------------------------|--------------------------|--------------|
| | Cascade Rd. | Hall St. to Burton St. | Reconstruct 4 to 5 lanes | KCRC |
| | 68th St. | Plaza Center Ave to Leisure Creek Dr. | Reconstruct 4 to 5 lanes | KCRC |

STP-Rural Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|--------------|-----------------------|---------------|--------------|
| | Lincoln Lake | 6-Mile to 7-Mile | Reconstruct | KCRC |
| | 6 Mile | Walker to Fruit Ridge | Resurface | KCRC |
| | 7 Mile | Alpine to Bristol | Resurface | KCRC |
| | Lincoln Lake | 5-Mile to 6-Mile | Resurface | KCRC |

TAP Pool of Projects Unfunded

| Year Proposed | PROJECT | LIMITS | PROJECT SCOPE | JURISDICTION |
|---------------|-----------------------------------|---|---|--------------|
| | Grand River Walkway | Canal Street Park to Leonard Street and east to Monroe Ave. | Non Motorized path | Grand Rapids |
| | Lyon Street Bikeway | Grand River to Plymouth Ave | Two way bicycle track and other | Grand Rapids |
| | Plaster Creek Non-Motorized Trail | Division to Buchanan | Non-motorized on street bike facilities | Grand Rapids |
| | Myers Lake Rd Recreation Trail | 10 Mile to 12 Mile Road | Non-Motorized Trail | KCRC |
| | Courtland Connector | White Pine Tr. To Luton Park | Non-motorized Trail | KCRC |
| | White Pine Tail Surfacing | M-46 | Limestone paving, bridge and culvert improvements | DNR |