

APPENDIX ITEMS

APPENDIX A

FINANCIAL CONSTRAINT AND RESOURCES

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraints						
Carbon Reduction - Tma	\$1,130,033	\$825,441	\$825,441	\$0	\$304,592	\$1,130,033
HIP - TMA	\$1,425,000	\$1,187,500	\$712,500	\$0	\$237,500	\$950,000
STP - Flexible - Urban Counties	\$1,621,258	\$1,327,000	\$1,327,000	\$0	\$294,258	\$1,621,258
STP - RTF Exchange - Urban Counties	\$300,000	\$0	\$1,100,000	\$0	\$300,000	\$1,400,000
STP - Rural - Urban Counties	\$1,400,000	\$991,000	\$991,000	\$0	\$409,000	\$1,400,000
STP - TMA	\$12,647,915	\$10,078,000	\$10,077,999	\$0	\$2,569,915	\$12,647,914
Stp Flex - Tma	\$1,387,500	\$1,068,000	\$1,068,000	\$0	\$319,500	\$1,387,500
TEDF Category C	\$2,076,614	\$0	\$0	\$1,656,614	\$420,000	\$2,076,614
Transit - STP - TMA - Flex	\$810,699	\$705,559	\$705,559	\$105,140	\$0	\$810,699
Transportation Alternatives - TMA	\$1,584,903	\$1,271,815	\$553,420	\$0	\$313,088	\$866,508
FY 2023, Local MPO Based Constraints Total	\$24,383,922	\$17,454,315	\$17,360,919	\$1,761,754	\$5,167,853	\$24,290,526
Fiscal Year - 2023, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,206,821	\$718,000	\$718,000	\$0	\$488,821	\$1,206,821
TEDF Category D	\$73,179	\$0	\$0	\$73,179	\$0	\$73,179
FY 2023, Local RTF Based Constraint Total	\$1,280,000	\$718,000	\$718,000	\$73,179	\$488,821	\$1,280,000
Fiscal Year - 2023, Local Projects from Statewide Sources						
CMAQ	\$1,711,076	\$1,406,102	\$1,406,102	\$24,860	\$280,114	\$1,711,076
HIP - Bridge	\$1,739,000	\$1,524,450	\$1,524,450	\$0	\$214,550	\$1,739,000
Safety	\$750,000	\$600,000	\$600,000	\$0	\$150,000	\$750,000
Transportation Alternatives	\$2,423,470	\$1,513,735	\$1,513,735	\$0	\$909,735	\$2,423,470
FY 2023, Local Projects from Statewide Sources Total	\$6,623,546	\$5,044,287	\$5,044,287	\$24,860	\$1,554,399	\$6,623,546
Fiscal Year - 2023, MDOT Project Templates						
Bridge Replacement and Preservation	\$8,790,996	\$7,870,464	\$7,870,464	\$920,532	\$0	\$8,790,996
Road - Capital Preventive Maintenance	\$2,111,001	\$1,727,854	\$1,727,854	\$383,147	\$0	\$2,111,001
Road - Rehabilitation and Reconstruction	\$50,750,000	\$8,898,875	\$8,898,875	\$41,849,174	\$1,951	\$50,750,000
Traffic & Safety	\$3,249,098	\$2,927,413	\$2,927,413	\$321,685	\$0	\$3,249,098
Other	\$5,283,194	\$4,324,294	\$4,324,294	\$958,900	\$0	\$5,283,194
FY 2023, MDOT Project Templates Total	\$70,184,289	\$25,748,900	\$25,748,900	\$44,433,438	\$1,951	\$70,184,289
Fiscal Year - 2023, Transit Project Categories						
5307	\$12,586,978	\$10,069,583	\$10,069,583	\$2,517,395	\$0	\$12,586,978
5339	\$1,263,205	\$1,010,564	\$1,010,564	\$252,641	\$0	\$1,263,205
FY 2023, Transit Project Categories Total	\$13,850,183	\$11,080,147	\$11,080,147	\$2,770,036	\$0	\$13,850,183
Fiscal Year - 2023 Grand Total	\$116,321,940	\$60,045,649	\$59,952,253	\$49,063,267	\$7,213,024	\$116,228,544
Fiscal Year - 2024						
Fiscal Year - 2024, Local MPO Based Constraints						

Carbon Reduction - Tma	\$1,900,000	\$1,116,279	\$1,116,279	\$0	\$783,721	\$1,900,000
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Flexible - Urban Counties	\$2,700,000	\$1,353,000	\$1,353,000	\$0	\$1,347,000	\$2,700,000
STP - Rural - Urban Counties	\$1,400,000	\$1,011,000	\$1,011,000	\$0	\$389,000	\$1,400,000
STP - TMA	\$19,657,838	\$10,279,000	\$10,279,000	\$0	\$9,378,838	\$19,657,838
Stp Flex - Tma	\$2,617,545	\$1,090,000	\$1,090,000	\$0	\$1,527,545	\$2,617,545
TEDF Category C	\$1,100,000	\$0	\$0	\$880,000	\$220,000	\$1,100,000
Transit - STP - TMA - Flex	\$193,401	\$154,721	\$154,721	\$38,680	\$0	\$193,401
Transportation Alternatives - TMA	\$2,308,443	\$2,254,533	\$125,790	\$0	\$53,910	\$179,700
FY 2024, Local MPO Based Constraints Total	\$31,877,227	\$17,258,533	\$15,129,790	\$918,680	\$13,700,014	\$29,748,484
Fiscal Year - 2024, Local RTF Based Constraint						
STP - Rural/Flexible	\$991,077	\$718,000	\$718,000	\$0	\$273,077	\$991,077
TEDF Category D	\$58,923	\$0	\$0	\$58,923	\$0	\$58,923
FY 2024, Local RTF Based Constraint Total	\$1,050,000	\$718,000	\$718,000	\$58,923	\$273,077	\$1,050,000
Fiscal Year - 2024, Local Projects from Statewide Sources						
Bridge	\$365,000	\$255,500	\$255,500	\$0	\$109,500	\$365,000
CMAQ	\$1,770,483	\$1,446,386	\$1,446,386	\$0	\$324,097	\$1,770,483
STP - Flexible (Bridge)	\$1,612,000	\$1,289,600	\$1,289,600	\$0	\$322,400	\$1,612,000
STP - Small Urban	\$481,250	\$385,000	\$385,000	\$0	\$96,250	\$481,250
Transportation Alternatives	\$501,293	\$501,293	\$501,293	\$0	\$0	\$501,293
FY 2024, Local Projects from Statewide Sources Total	\$4,730,026	\$3,877,779	\$3,877,779	\$0	\$852,247	\$4,730,026
Fiscal Year - 2024, MDOT Project Templates						
Bridge Replacement and Preservation	\$455,001	\$372,418	\$372,418	\$73,293	\$9,290	\$455,001
Road - Capital Preventive Maintenance	\$2,040,002	\$1,669,741	\$1,669,741	\$370,261	\$0	\$2,040,002
Road - Rehabilitation and Reconstruction	\$58,339,001	\$47,968,892	\$47,968,892	\$9,966,854	\$403,255	\$58,339,001
Traffic & Safety	\$1,380,294	\$1,252,807	\$1,252,807	\$127,487	\$0	\$1,380,294
Other	\$7,307,231	\$5,980,969	\$5,980,969	\$1,326,262	\$0	\$7,307,231
FY 2024, MDOT Project Templates Total	\$69,521,529	\$57,244,827	\$57,244,827	\$11,864,157	\$412,545	\$69,521,529
Fiscal Year - 2024, Transit Project Categories						
5307	\$12,561,978	\$10,049,583	\$10,049,583	\$2,512,395	\$0	\$12,561,978
5339	\$1,317,003	\$1,053,602	\$1,053,602	\$263,401	\$0	\$1,317,003
FY 2024, Transit Project Categories Total	\$13,878,981	\$11,103,185	\$11,103,185	\$2,775,796	\$0	\$13,878,981
Fiscal Year - 2024 Grand Total	\$121,057,763	\$90,202,324	\$88,073,581	\$15,617,556	\$15,237,883	\$118,929,020
Fiscal Year - 2025						
Fiscal Year - 2025, Local MPO Based Constraints						
Carbon Reduction - Tma	\$3,645,625	\$900,192	\$900,192	\$0	\$2,745,433	\$3,645,625
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Flexible - Urban Counties	\$1,687,232	\$1,381,000	\$1,381,000	\$0	\$306,232	\$1,687,232

STP - Rural - Urban Counties	\$1,400,000	\$1,031,000	\$1,031,000	\$0	\$369,000	\$1,400,000
STP - TMA	\$16,369,599	\$10,485,000	\$10,485,000	\$0	\$5,884,599	\$16,369,599
Stp Flex - Tma	\$1,295,500	\$1,111,000	\$1,111,000	\$0	\$184,500	\$1,295,500
TEDF Category C	\$1,700,000	\$0	\$0	\$1,360,000	\$340,000	\$1,700,000
Transit - STP - TMA - Flex	\$496,010	\$396,808	\$396,808	\$99,202	\$0	\$496,010
Transportation Alternatives - TMA	\$1,504,000	\$1,504,000	\$0	\$0	\$0	\$0
FY 2025, Local MPO Based Constraints Total	\$28,097,966	\$16,809,000	\$15,305,000	\$1,459,202	\$9,829,764	\$26,593,966
Fiscal Year - 2025, Local Projects from Statewide Sources						
CMAQ	\$1,784,473	\$1,457,578	\$1,457,578	\$70,895	\$256,000	\$1,784,473
Transportation Alternatives	\$3,458,000	\$2,197,851	\$2,197,851	\$0	\$1,260,149	\$3,458,000
FY 2025, Local Projects from Statewide Sources Total	\$5,242,473	\$3,655,429	\$3,655,429	\$70,895	\$1,516,149	\$5,242,473
Fiscal Year - 2025, MDOT Project Templates						
Bridge Replacement and Preservation	\$36,601,180	\$30,126,864	\$30,126,864	\$6,316,933	\$157,383	\$36,601,180
Road - Rehabilitation and Reconstruction	\$47,862,001	\$40,649,464	\$40,649,464	\$6,995,791	\$216,746	\$47,862,001
Traffic & Safety	\$5,313,795	\$5,058,245	\$5,058,245	\$255,550	\$0	\$5,313,795
Other	\$7,589,400	\$6,211,925	\$6,211,925	\$1,362,333	\$15,142	\$7,589,400
FY 2025, MDOT Project Templates Total	\$97,366,376	\$82,046,498	\$82,046,498	\$14,930,607	\$389,271	\$97,366,376
Fiscal Year - 2025, Transit Project Categories						
5307	\$12,561,978	\$10,049,582	\$10,049,582	\$2,512,396	\$0	\$12,561,978
5339	\$1,317,003	\$1,053,602	\$1,053,602	\$263,401	\$0	\$1,317,003
FY 2025, Transit Project Categories Total	\$13,878,981	\$11,103,184	\$11,103,184	\$2,775,797	\$0	\$13,878,981
Fiscal Year - 2025 Grand Total	\$144,585,796	\$113,614,111	\$112,110,111	\$19,236,501	\$11,735,184	\$143,081,796
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Tma	\$1,690,000	\$1,323,000	\$1,323,000	\$0	\$367,000	\$1,690,000
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Flexible - Urban Counties	\$1,720,219	\$1,408,000	\$1,408,000	\$0	\$312,219	\$1,720,219
STP - Rural - Urban Counties	\$1,500,000	\$1,052,000	\$1,052,000	\$0	\$448,000	\$1,500,000
STP - TMA	\$17,453,830	\$10,695,000	\$10,694,999	\$0	\$6,758,830	\$17,453,829
Stp Flex - Tma	\$1,466,707	\$1,134,000	\$1,134,000	\$0	\$332,707	\$1,466,707
TEDF Category C	\$2,100,000	\$0	\$0	\$1,680,000	\$420,000	\$2,100,000
Transportation Alternatives - TMA	\$1,535,000	\$1,535,000	\$0	\$0	\$0	\$0
FY 2026, Local MPO Based Constraints Total	\$27,465,756	\$17,147,000	\$15,611,999	\$1,680,000	\$8,638,756	\$25,930,755
Fiscal Year - 2026, Local Projects from Statewide Sources						
CMAQ	\$1,817,084	\$1,483,667	\$1,483,667	\$115,417	\$218,000	\$1,817,084
FY 2026, Local Projects from Statewide Sources Total	\$1,817,084	\$1,483,667	\$1,483,667	\$115,417	\$218,000	\$1,817,084
Fiscal Year - 2026, MDOT Project Templates						
Bridge Replacement and Preservation	\$14,400,006	\$11,786,403	\$11,786,403	\$2,518,390	\$95,213	\$14,400,006

Road - Rehabilitation and Reconstruction	\$5,900,002	\$4,829,151	\$4,829,151	\$1,070,851	\$0	\$5,900,002
Traffic & Safety	\$4,373,748	\$4,041,861	\$4,041,861	\$331,887	\$0	\$4,373,748
Other	\$35,111,775	\$28,738,988	\$28,738,988	\$6,372,787	\$0	\$35,111,775
FY 2026, MDOT Project Templates Total	\$59,785,531	\$49,396,403	\$49,396,403	\$10,293,915	\$95,213	\$59,785,531
Fiscal Year - 2026, Transit Project Categories						
5307	\$12,561,978	\$10,049,583	\$10,049,583	\$2,512,395	\$0	\$12,561,978
5339	\$1,317,003	\$1,053,602	\$1,053,602	\$263,401	\$0	\$1,317,003
FY 2026, Transit Project Categories Total	\$13,878,981	\$11,103,185	\$11,103,185	\$2,775,796	\$0	\$13,878,981
Fiscal Year - 2026 Grand Total	\$102,947,352	\$79,130,255	\$77,595,254	\$14,865,128	\$8,951,969	\$101,412,351

INFRASTRUCTURE INVESTMENT AND JOBS ACT, BI-PARTISAN INFRASTRUCTURE LAW

The Infrastructure Investment and Jobs Act (IIJA), Bi-Partisan Infrastructure Law was signed by President Biden, November 15, 2021. This historic legislation provides reauthorization for the Federal Aid Highway Program (FAHP) for FY 2022 - 2026 at funding levels 24% above FY 2021 funding and an additional \$112 million in bridge infrastructure and \$22 million in electric vehicle infrastructure annually for Michigan. Beyond the initial funding increase, IIJA includes annual 2% increases in federal aid and many new competitive grant programs. IIJA also includes two new core FAHPs, to support climate resiliency and reduce carbon emissions.

The Carbon Reduction Program, one of two new FAHP core programs, will provide Michigan \$32.4 million in FY 2022 to reduce transportation emissions. 65% of these funds are sub-allocated by urbanized area. Eligible projects include traffic monitoring, management, control facilities; public transportation; non-motorized transportation; advanced transportation, congestion management; Intelligent transportation systems (ITS) capital improvements; replacing street lighting and traffic control devices with energy-efficient alternatives; and development of a carbon reduction strategy. There are new federal requirements for states to develop carbon reduction plans including how the projects selected in these programs will support the state's carbon reduction goals.

The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) program will provide Michigan with \$36.8 million in funding for FY 2022 for resiliency improvements. There is both a FAHP formula fund and additional competitive grants for these funds which are for projects that improve resiliency of natural infrastructure such as wetlands, floodplains, and aquatic ecosystems. Funds can also be used for planning to help evaluate vulnerabilities to current and future weather events or natural disasters and to enhance transportation assets such as ports and port infrastructure. Resiliency improvement grants can also be used to relocate infrastructure out of the floodplain and restore aquatic ecosystems connected to a transportation improvement.

IIJA also provides increases in transit funding for Michigan. We anticipate \$200 million per fiscal year in transit funding will be provided to Michigan transit providers, an increase of \$47 million per year over FY 2021 FAST Act funding. This will allow for transit agencies to plan for more sustainable transit improvements and fill gaps in service.

IIJA provides funding for other modes of transportation and infrastructure needs. Nationally, Amtrack and other passenger rail program funds will be receiving \$13 billion annually. Aviation program funds of \$5 billion nationally are also included in this legislation. Water infrastructure and broadband internet are also key new components of this legislation. Federal Highway Administration has developed a website for IIJA to provide a one stop location for more information please visit <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

SOURCES OF FEDERAL HIGHWAY FUNDING

National Highway Performance Program (NHPP)

This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., I-, US-, and M-roads), but also includes certain locally-owned roads classified as principal arterials. This funding is primarily used on state-owned highways.

Surface Transportation Block Grant Program (STBG)

Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

Highway Safety Improvement Program (HSIP)

Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or persons with disabilities, highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

Congestion Mitigation and Air Quality Improvement (CMAQ)

Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (TDM) such as ride share and vanpools; transit; and nonmotorized projects that divert non-recreational travel from single-occupant vehicles. GVMC also receives funding from a statewide set-aside for operation and maintenance of a traffic operations center (TOC) in Grand Rapids to quickly identify traffic bottlenecks, both expected (construction zones and rush hour traffic) and unexpected (crashes) and to apply resources to help alleviate them.

Carbon Reduction Program (CRP)

A new program created with the IIJA; it's use is for projects that reduce carbon emissions. CRP activities include traffic monitoring, transit, nonmotorized facilities, alternative fuel vehicle equipment, and other carbon reduction measures.

Transportation Alternatives Program (TAP)

Funds can be used for a number of activities to improve the transportation system environment, such as nonmotorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

SOURCES OF FEDERALLY-GENERATED TRANSIT FUNDING

Section 5307 Urbanized Area Formula Grants

This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor's

apportionment. In the GVMC area, the Interurban Transit Partnership (ITP)/The Rapid receives a direct apportionment of Section 5307 funding.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Funding for projects to benefit seniors and persons with disabilities when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates activities from the former New Freedom program.

Section 5311 Non-Urbanized Area Formula Grants

Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a competitive basis.

Section 5337 State of Good Repair Grants

Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 5339 Bus and Bus Facilities

Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives a fixed amount, with the remaining funding apportioned to transit agencies based on various population and service factors.

Flex Funding

In addition to these funding sources, transit agencies can also apply for Surface Transportation Program, Congestion Mitigation and Air Quality Improvement (CMAQ) program funds, and Carbon Reduction Funds.

SOURCES OF HIGHWAY FUNDING GENERATED AT THE STATE LEVEL

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as Act 51. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. These changes included:

- Increasing the motor fuel tax to 26.3¢/gallon from 19¢/gallon (gasoline) and 15¢/gallon (diesel), effective January 1, 2017;
- Raising vehicle registration fees by an average of 20%, effective January 1, 2017;
- Transferring \$150 million from the state's General Fund to highways in fiscal year (FY) 2019;
- Transferring \$325 million from the state's General Fund to highways in FY 2020;
- Transferring \$600 million from the state's General Fund to highways in FY 2021 and subsequent years; and
- Adjusting the motor fuel tax for inflation by up to 5% each year, starting in January 2022.

With these changes, MTF revenue is anticipated to increase by approximately \$1.2 billion annually, from the \$2.856 billion in fiscal year 2018-19 to over \$4 billion annually.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies' main source for funding these items. Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as Act 51 agencies. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

STATE-ADMINISTERED PROGRAMS THAT USE BOTH FEDERAL-AID AND STATE FUNDING

Michigan has two programs that use both state funding and federal funding. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages, and county road commissions each year. These funds are distributed to urban and rural counties as defined in Act 51.

- **TEDF Category C:** Congestion mitigation in designated urban counties.
- **TEDF Category D:** All-season road network in rural counties.

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless they are being supplemented with federal-aid highway funding by the awardee, or the project is considered regionally significant.

Local Bridge is another important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with Surface Transportation Block Grant Program (STBG) funding retained by the state. The Local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

SOURCES OF STATE-GENERATED TRANSIT FUNDING

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF). This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF. Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

SOURCES OF LOCALLY-GENERATED HIGHWAY FUNDING

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally-funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the GVMC area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and special assessment districts in force during each year of the TIP period, which is difficult to achieve. It is therefore assumed that locally-generated funding shown in the FY2023-2026 TIP is constrained to reasonably available revenues

SOURCES OF LOCALLY-GENERATED TRANSIT FUNDING

Major sources of locally-generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages.

STATE TRUNKLINE FUNDING

The State of Michigan maintains an extensive network of highways across the state and within the GVMC area. Each highway with an I-, M-, or US- designation (e.g. I-196, M-6, US-131, etc.), is part of this network, which is known as the State Trunkline System. The portion of the State Trunkline System in the GVMC area is comprised of over 1,128 lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). As a matter of standard operating procedure, it is assumed that the trunkline project list in the GVMC area (and similar lists provided to the other MPOs in the state) is constrained to reasonably available revenues.

INNOVATIVE FINANCING STRATEGIES-HIGHWAY

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits

This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for federal transportation projects. States have to demonstrate maintenance of effort when using toll credits—in other words, each state must show that the toll money is being used for transportation purposes and that it is not

reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four highway bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB)

Established in a majority of states, including Michigan. Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

Bonding

Bonding is a form of borrowing where the borrower issues (sells) IOUs for portions of the debt it is incurring, called bonds, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds' principal and interest. Michigan's Act 51 law requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construct/Advance Construct Conversion

This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal-aid funds for the federal share of the project in a future year (advance construct conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources up front, and then be able to wait for federal reimbursement in a later year.

Public-Private Partnerships (P3)

Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.

INNOVATIVE FINANCING STRATEGIES-TRANSIT

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the Innovative Financing Strategies–Highway section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.

Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses. As with highway operations, almost all transit operating costs do not have to be in the FY 2023-2026 TIP.

BASE AND ASSUMPTIONS USED IN FORECAST CALCULATIONS OF FEDERAL HIGHWAY FUNDS

At least every two years, allocations are calculated for each of these programs, based on federal apportionments and rescissions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2022, as released by MDOT in January 2022, are used as the baseline for this FY 2023-2026 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of federal-aid highway funds received will increase by 2% each year during the FY FY2023-2026 TIP period.

BASE AND ASSUMPTIONS USED IN FORECAST CALCULATIONS OF FEDERAL TRANSIT FUNDS

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the

amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2023-2026 TIP by each transit agency to be constrained to reasonably-expected available revenues.

BASE AND ASSUMPTIONS USED IN FORECAST CALCULATIONS OF STATE-GENERATED HIGHWAY FUNDS

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding, or is non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

BASE AND ASSUMPTIONS USED TO FORECAST PROGRAMS WITH COMBINED FEDERAL AND STATE FUNDING

Final funding targets for TEDF Category C and Category D funds (both federal and state) for FY 2023-2026 were released by MDOT in February 2022. TEDF Category C and Category D projects programmed in the TIP are constrained to the targets provided, plus any carryforward of the state portion of these programs (the federally-funded portion does not carry forward).

Since the Local Bridge program is competitively awarded, only those Local Bridge projects that have already been awarded for use in FY2023-2026 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

BASE AND ASSUMPTIONS USED IN FORECAST CALCULATIONS OF STATE TRANSIT FUNDS

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purpose(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generated transit funding amounts programmed into the FY 2023-2026 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

BASE AND ASSUMPTIONS USED IN FORECAST CALCULATIONS OF LOCAL TRANSIT FUNDS

Locally-generated transit funding amounts programmed into the FY 2023-2026 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

YEAR OF EXPENDITURE (INFLATION) ADJUSTMENT FOR PROJECT COSTS

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled Operations and Maintenance of the Federal-Aid Highway System, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same 4% annual inflation rate as MDOT to determine YOE costs. In the GVMC area, agencies submitting projects during the call for projects submit YOE costs built into their cost estimates.

APPENDIX B

PUBLIC INVOLVEMENT AND SUMMARY OF PUBLIC COMMENT

PUBLIC OUTREACH STRATEGY AND TOOLS USED

Per GVMC's Public Participation Plan (PPP), we reached out to the public at three different milestone points during the development of the TIP, which included:

1. The kickoff to the TIP's development
2. Draft project lists, environmental justice, and air quality results completed and available for public comment
3. Adoption of draft document

(1) Kickoff to TIP Development

We notified the public that GVMC would begin developing the FY2023-2026 TIP on Wednesday, November 3, 2021, in the following ways:

- Posting a notice on gvmc.org under "Latest Developments" and on the TIP page (www.gvmc.org/tip)
- Posting on GVMC's Twitter and Facebook page, which partner organizations also shared with their audiences
- Sending an email through MailChimp to 2,323 people on GVMC's Interested Citizen/Agency list
- Sending a press release to the local media

The ads notified the public that the TIP development process would begin with a Transportation Programming Study Group (TPSG) meeting scheduled for Wednesday, November 10. The purpose of this meeting was to select projects for the FY2023-2026 TIP. Notices and agendas for all Transportation Programming Study Group meetings were posted online in a timely manner.

The images below are samples of GVMC's public involvement notices at this milestone.

Website Post:



Twitter:

The screenshot shows the Twitter profile of GVMC (@GVMC). The profile header includes the name "GVMC" and "37 Tweets". The main content area displays three tweets, with the middle one highlighted by a yellow box. The highlighted tweet is from GVMC (@GVMC) posted 4 minutes ago, stating: "GVMC is developing our next Transportation Improvement Program, which will include transportation projects for FY2023-2026 in Kent and eastern Ottawa County. Stay tuned for opportunities to get involved in the transportation planning process!". Below this text is a link to a video titled "gvmc.org GVMC Begins Developing FY2023-2026 Transport...". The video thumbnail shows the GVMC logo and text: "The Grand Valley Metropolitan Council is pleased to announce that it is beginning the process of...". The bottom of the tweet shows interaction icons for replies, retweets, likes, and a share icon.

Facebook:

The screenshot shows the Facebook page for Grand Valley Metropolitan Council. The page header includes the name "Grand Valley Metropolitan Council" and "213340408705047". The main content area displays a post from GVMC (@GVMC) published by Andrea Haber 4 minutes ago. The post text reads: "GVMC has begun developing our next Transportation Improvement Program, which will include transportation projects for FY2023-2026 in Kent and eastern Ottawa Counties. Check out the link below to learn more and stay tuned for opportunities to get involved in the planning process. <https://www.gvmc.org/~gvmc/begins-developing-fy2023-2026-transportation-improvement-program/>. GVMC ha comenzado a desarrollar nuestro próximo Programa de mejora del transpo... See more". Below the text is a link to a video titled "gvmc.org GVMC Begins Developing FY2023-2026 Transportation Improvement Program...". The video thumbnail shows the GVMC logo and text: "The Grand Valley Metropolitan Council is pleased to announce that it is beginning the process of developing the FY2023-2026 Transportation...". The bottom of the post shows interaction icons for likes, comments, and shares, along with a "Boost Post" button.

Email:



(2) Draft project lists, environmental justice, and air quality results completed and available for public comment

Once this milestone was reached, GVMC staff notified the public that the draft fiscal year FY2023-2026 TIP project lists were available for public comment and invited the public to join GVMC staff to discuss the TIP development process, project lists, and the environmental justice analysis at a public meeting on Wednesday, March 30th at 5:30 pm at Rapid Central Station. A virtual attendance option was also available via Zoom for those unable to attend in person.

GVMC notified the public of the meeting and the comment period in the following ways:

- Posting a notice on the Latest Developments and TIP pages on gvmc.org on March 16
- Posting notices on GVMC's Twitter and Facebook pages on March 16
- Asking our partner organizations to share our Facebook posts with their audiences
- Sending an email to 2,289 individuals on the Interested Citizen/Agency List on March 17
- Sending a press release to GVMC's media contacts on March 17
- Placing an ad in El Vocero on Friday, March 18, 2022, which was also shared on El Vocero's Facebook page and in The Grand Rapids Press on Sunday, March 20th, 2022
- Distributing flyers advertising the public comment period and the public meeting to all libraries and jurisdictions within the MPO area
- Creating a Facebook event for the public meeting on Thursday, March 24, 2022

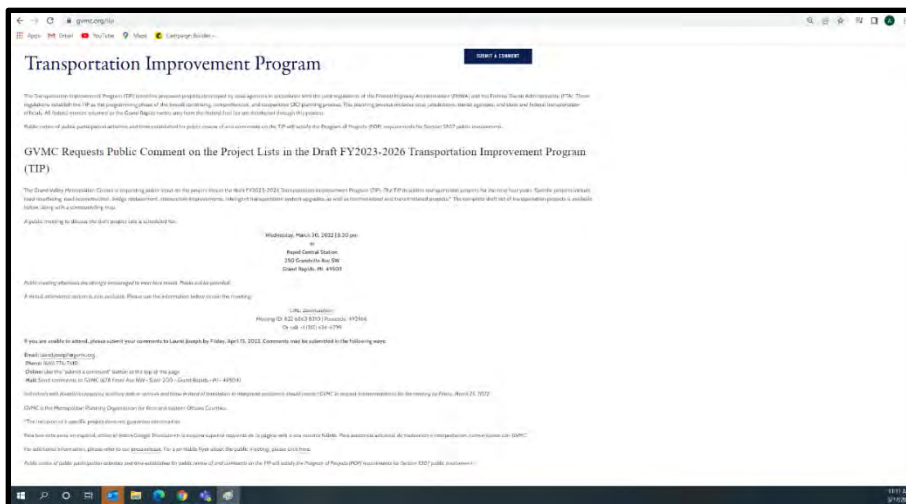
We ensured that the draft project lists were accessible to the public by placing them on gvmc.org along with an interactive map. We asked the public to provide comments on the document by Friday, April 15, 2022. Five members of the public and several staff members

from GVMC, MDOT, the KCRC, and ITP-The Rapid attended the March 30th open house public meeting. During the meeting, staff discussed the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, went over the Environmental Justice analyses, and answered questions from the public. Seven individuals livestreamed the meeting.

Prior to this meeting, staff conducted an Environmental Justice (EJ) analysis, and as a result, sent 5,251 direct mail informational postcards to residents on March 14, which informed them that their home or business may be impacted by a transportation improvement project scheduled to take place in their area between 2023 and 2026. The postcard also included an invitation to the March 30th public meeting and notified the public that the comment period would conclude on April 15, 2022.

The images below are samples of GVMC's public involvement notices at this milestone.

Website Posts:



Twitter:

Twitter profile for GVMC (@GVMC). The profile shows 43 tweets, 12 following, and 67 followers. Two tweets are highlighted with a yellow box. The first tweet, posted 1h ago, says: "We'd like your input on proposed transportation projects in Kent and eastern Ottawa Counties - mailchi.mp/9e39841d80c1/w...". The second tweet, posted 19h ago, says: "GVMC está solicitando la opinión del público sobre las listas de proyectos propuestos en el borrador del Programa de mejora del transporte (TIP) FY2023-FY2026. Haga clic en el enlace a continuación para obtener más información. gvmc.org/tip". Below the text is a logo for the Transportation Improvement Program - Grand Valley Metro Council. The right sidebar shows "You might like" with profiles for BetMGM, Rosalynn Bliss, and Kent County Road Co., and "What's happening" with news about Ukraine and Disney Plus.

Facebook:

Facebook profile for Grand Valley Metropolitan Council. The profile shows an "Intro" section with a description of the council. A post is highlighted with a yellow box, containing the same text as the second tweet in the Twitter screenshot: "GVMC is seeking public input on the project lists in the draft FY2023-2026 Transportation Improvement Program (TIP). A public meeting will be held on Wednesday, March 30 at 5:30 pm at Rapid Central Station and will include an opportunity for the public to learn about the TIP development process and provide feedback on proposed transportation projects in Kent and eastern Ottawa Counties. Please click the link below to learn more. www.gvmc.org/tip". Below the text is a logo for the Transportation Improvement Program - Grand Valley Metro Council. The right sidebar shows "Photos" and another post from the council.

Grand Valley Metropolitan Council

- Message
- gvmc.org
- Not yet rated (1 Review)
- Edit details
- Add Hobbies
- Add Featured

Photos



Write a comment...
Press Enter to post.

Grand Valley Metropolitan Council created an event.



WED. MAR. 30 AT 5:30 PM
FY2023-2026 Transportation Improvement Program Public Meeting
Grand Rapids, MI
1 Going · 4 Interested

See Insights [View ad results](#)

Like Comment Share

Write a comment...
Press Enter to post.

Interested Citizen/Agency List Email:

[View this email in your browser](#)



We'd Like Your Input!

The Grand Valley Metropolitan Council (GVMC) is seeking comment on the project lists in the draft fiscal year 2023-2026 Transportation Improvement Program (TIP). The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as nonmotorized and transit-related projects.* The complete draft list of transportation projects is available at gvmc.org/tip, along with a corresponding map.

A public meeting to discuss the draft project lists is scheduled for:

Wednesday, March 30, 2022 | 5:30 pm

at

**Rapid Central Station
250 Grandville Ave SW
Grand Rapids, MI 49503**

*Public meeting attendees are strongly encouraged to wear face masks.
Masks will be provided.*

A virtual attendance option is also available. Please use the information below to join the meeting:

URL: [Zoom.us/join](https://zoom.us/join)

Meeting ID: 822 6863 8310 | Passcode: 492966

Or call: +1 (312) 626-6799

Individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance should contact GVMC to request accommodations for the meeting by March 25, 2022.

If you are unable to attend, please submit your comments to Laurel Joseph by Friday, April 15, 2022. Comments may be submitted in the following ways:

Email: laurel.joseph@gvmc.org

Phone: (616) 776-7610

Online: Go to gvmc.org/tip and use the “submit a comment” button

Mail: Send comments to GVMC (678 Front Ave NW • Suite 200 • Grand Rapids • MI • 49504)

¿Necesita ayuda para leer este correo electrónico? Comuníquese con GVMC para obtener asistencia de traducción o interpretación. La información también está disponible en nuestro [volante](#).

GVMC is the Metropolitan Planning Organization for Kent and eastern Ottawa Counties.

*The inclusion of a specific project does not guarantee construction.

Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the Program of Projects (POP) requirements for Section 5307 public involvement.



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The Grand Valley Metropolitan Council (GVMC) is seeking comment on the projects in the draft fiscal year 2023-2026 Transportation Improvement Program

The Grand Valley Metropolitan Council (GVMC) is seeking comment on the projects in the draft fiscal year 2023-2026 Transportation Improvement Program (TIP) proposed by local jurisdictions, transit agencies, and state and federal transportation officials in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These projects include resurfacing and reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as nonmotorized and transit projects, totaling approximately \$400 million in local, state, and federal funding.

For additional information, including details about our upcoming public meeting, please see our [press release](#).



A8 SUNDAY, MARCH 20, 2022 THE GRAND RAPIDS PRESS



This house, 27 College Ave. NE., is one of seven that will be part of the 2022 Heritage Hill Weekend Tour of Homes on May 21 and 22. Submitted by the Heritage Hill Association

GRAND RAPIDS

Heritage Hill Weekend Tour of Homes is back in May

skyla.jewell-hammie | Sjewell-Hammie@mlive.com

Seven Heritage Hills families will open the doors of their historic and well-loved homes in May, welcoming visitors back to tour the neighborhood after a two-year hiatus during the COVID-19 pandemic. The tour, sponsored by the Heritage Hill Association, is scheduled for May 21 and 22. Two public buildings, the Calkins Law Office and the Custer Alumni House, recently renovated by Grand Rapids Community College, are also included in the tour, according to Barbara Draughon, executive director of the Heritage Hill Association. "We are so excited," Draughon said. "We, as a staff, are excited to have this back on the calendar. It gives us something to focus on, promote the neighborhood and build up some goodwill."

In 2011, the 1,300-home historic district was described as "a mecca for people who love historic American architecture," according to "This Old House" magazine, which included the district among its 64 "Best Old-House Neighborhoods" in the United States. The homes, dating from as early as 1843, are representative of Michigan's collection of 19th and 20th-century American architecture.

According to the association, a variety of architectural styles will be represented in the tour of fine properties, "from an elec-

gant brick Georgian Revival with ornate woodwork to a cozy, working-class masterpiece."

For example, organizers say one residence on the tour has Frank Lloyd Wright's Prairie Style and offers a breathtaking look to the future, while a shingle-style Victorian "grand old lady" is "steeped in the past," currently serving as a charming bed and breakfast.

"We've had calls over the last two years from all over the state, even from Chicago and Ohio, asking if we are to do the tour this year," Draughon said. "So, this year, we're excited to be able to answer those phone calls and say yes, we are doing it."

Tickets for the tour can be retrieved through Eventbrite for \$18 before the tour or \$25 on the tour day. To obtain tickets by check, send to Heritage Hill Association, 126 College Ave. SE, Grand Rapids, MI 49503.

The Heritage Hill Association asks all tour participants to wear a mask upon entering the private homes because of the COVID-19 pandemic. There will be masks provided if people forget to bring one, and hand sanitizers will be at each tour stop.

To donate to the association's programs that support the historic preservation of the neighborhood, call 616-459-8960 or visit the website, heritagehillweb.org.

ADA TOWNSHIP

Amway withdraws from Russia

Rose White | rwhite@mlive.com

As the war in Ukraine continues, Amway has joined a growing list of Michigan companies to suspend operations in Russia.

"The continuing war, along with the global legal and operational environment, makes it impossible to continue business as we have been in Russia, and so we are announcing the immediate suspension of product imports and will be pausing other operations as well," the Ada-based corporation announced Monday.

Global Michigan brands, including General Motors, Ford Motor Co., Little Caesars Pizza, Dow Chemical and Kellogg's, are all part of an exodus of at least 400 companies that have withdrawn from Russia in recent weeks.

Amway, a global health, beauty and home care multi-level marketing company, has about 500 Russian employees and generates about \$200 million there, Yale researchers reported.

Companies are leaving Russia for several reasons, according to University of Michigan finance professor Paolo Pasquariello in an article on the university website.

For some, sanctions from the U.S. and western governments have disrupted operations. For others, they might be concerned about "unwittingly" violating sanctions down the line. And for another group, they are pulling out of Russia for their stance against the war.

A list compiled by Yale researchers shows a couple dozen international brands remain in Russia.

Pasquariello called the decision to stay in Russia "puzzling" and likely the result of a short-term cost assessment. He said the longer these companies remain, their position becomes less sustainable and more costly for "their eventual pullout here."

The Russian invasion of Ukraine has led to nearly 3 million people fleeing the country, the United Nations reports. Amway says its team members who are still in Ukraine are donating food, personal care items and dietary supplements to people fleeing the conflict.

"It is our sincere hope that peace will prevail, and that we can return to fully supporting operations and opportunity for all who are a part of the Amway family," the company said.

GRAND RAPIDS

ArtPrize 2011 winner, 'Crucifixion,' donated to Catholic diocese

ArtPrize has donated 2011 grand prize-winning entry, "Crucifixion," to the Catholic Diocese of Grand Rapids, where it will be installed by June.

Created by artist Mia Tavonatti, the 18-foot tall, 94-inch wide stained glass mosaic depicts Jesus dying on the cross and was displayed at DeVos Place in Grand Rapids during ArtPrize 2011, where it won the \$250,000 public vote grand prize.

The piece took 2,500 hours to make, is made of hand-cut stained glass, and weighs 425 pounds.

"The piece depicts a central event of our faith — Jesus Christ died to save us. What a beautiful way to remember this gift and sacrifice each day," Michael Lohn, chancellor and chief financial officer of the Catholic Diocese of Grand

Rapids, said in a news release.

"We are grateful to the leadership of ArtPrize for reaching out to make this donation possible."

In 2012, "Crucifixion" was installed for display at Cornerstone University on a long-term loan from ArtPrize. After the loan agreement ended, ArtPrize sought a permanent home for the piece at the Catholic Diocese of Grand Rapids, 360 Division Ave. S, according to a news release.

Mia Tavonatti's "Crucifixion" is one of our most popular Grand Prize winners ever," Rick DeVos, founder of ArtPrize, said in a statement. "We're thrilled that the diocese will give it its great a new permanent home for Grand Rapids residents and visitors to enjoy."

Tavonatti, a native of Iron Mountain, who now lives in Santa Ana, California, took second prize in ArtPrize 2010 with her stained glass work, "Swells," displayed at DeVos Place and moved to the JW Marriott before being sold to an undisclosed buyer, Brian McVicar, MLive.com



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We'd Like Your Input

The Grand Valley Metropolitan Council (GVMC) is seeking comment on the project lists in the draft fiscal year 2023-2026 Transportation Improvement Program (TIP). The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as nonmotorized and transit-related projects. The complete draft list of transportation projects is available at gvmc.org/tip, along with a corresponding map.

A public meeting to discuss the draft project lists is scheduled for:

Wednesday,
March 30, 2022 | 5:30 pm
at
Rapid Central Station
250 Grandville Ave SW
Grand Rapids, MI 49503

Public meeting attendees are strongly encouraged to wear face masks. Masks will be provided.

A virtual attendance option via Zoom will also be available. Meeting information, including a Zoom link, can be found on the GVMC calendar at gvmc.org. If you are unable to attend, please submit your comments to: [Lauree Joseph](mailto:Lauree.Joseph@gvmc.org) by Friday, April 15, 2022.

Comments may be submitted in the following ways:
Email: lauree.joseph@gvmc.org Phone: (616) 776-7810
Online: Go to gvmc.org/tip and use the "submit a comment" button.
Mail: Send comments to GVMC, (678 Front Ave NW - Suite 200 - Grand Rapids - MI - 49504)

Individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance should contact GVMC to request accommodations for the meeting by March 25, 2022.

GVMC is the Metropolitan Planning Organization for Kent and eastern Ottawa Counties.

*The inclusion of a specific project does not guarantee construction. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the Program of Projects (POP) requirements for Section 5307 public involvement.





Profesionales de salud en Haití hacen huelga por secuestros

Por EVENS SANON

PUERTO PRÍNCIPE, Haití (AP) — Miles de médicos, enfermeras y otros profesionales de salud en toda Haití hicieron huelga para protestar por un aumento en los secuestros asociados a pandillas. La gente quemó neumáticos y cortó carreteras el martes para apoyar los paros.



Los secuestros en Haití aumentaron un 180% en el último año, con 653 casos reportados a la policía, según un informe publicado a mediados de febrero por el Consejo de Seguridad de Naciones Unidas.

La huelga de tres días iniciada el lunes cerró centros médicos públicos y privados en la capital, Puerto Príncipe, y otros lugares. Sólo las alas de urgencias admitían pacientes.

“Vivimos una situación catastrófica en la que nadie está protegido”, dijo el doctor Louis Gerald Gilles, que el martes cerró su consulta privada en el vecindario de Delmas para protestar por el reciente secuestro de dos médicos. “Ningún profesional está protegido. Hoy podría ser un médico, mañana podrían entrar en la oficina de un abogado o un arquitecto”.

Los secuestros en Haití aumentaron un 180% en el último año, con 653 casos reportados a la policía, según un informe publicado a mediados de febrero por

el Consejo de Seguridad de Naciones Unidas. Las autoridades creen que el número es mucho mayor porque muchos secuestros no se denuncian. “Ningún grupo social se libró: entre las víctimas habla jornaleros, comerciantes, líderes religiosos, profesores, médicos, periodistas, defensores de los derechos humanos y ciudadanos extranjeros”, indicó el reporte.

Los recientes secuestros de dos médicos asustaron al personal del Hospital General de Puerto Príncipe, donde los miembros del sindicato se reunieron el martes y dijeron que la situación era cada vez más disfuncional desde el asesinato el 7 de julio del presidente Jovenel Moïse.

Acusaron al gobierno del primer ministro, Ariel Henry, de no liberar fondos que necesita el Ministerio de Salud para servicios básicos, y añadieron que les preocupaba la falta de seguridad.

“Pueden entrar aquí, llevarse a cualquiera y marcharse sin preocupaciones”, dijo Guerline Jean-Louis, celador de hospital de 44 años que se sumó a la huelga.

Condenan a exdiputado a 22 años en prisión

SANSALVADOR (AP)—Un tribunal salvadoreño condenó el martes al exdiputado Roberto Carlos Silva a 22 años en prisión por los delitos de lavado de dinero y soborno a funcionarios o empleados públicos. Además, deberá devolver 17,7 millones de dólares al Estado.

Los tres jueces del Tribunal

Cuarto de Sentencia valoraron las pruebas que presentó el Ministerio Público y le impusieron la pena máxima que establece el Código Penal: 10 años por el delito de cohecho activo, o sobornar a funcionarios o empleados públicos y 12 años por lavado de dinero.

Silva habría cometido

los ilícitos mientras ejerció como diputado suplente por el Partido de Conciliación Nacional (PCN) entre 2006 y 2009. Cuando se le intentó procesar en 2007 huyó a Estados Unidos, donde mantuvo una prolongada lucha legal con el fin de obtener asilo político. Fue deportado en 2020.



Nos gustaría su opinión

El Consejo Metropolitano de Grand Valley (GVMC) está buscando comentarios sobre las listas de proyectos en el borrador del Programa de Mejora del Transporte (TIP) del año fiscal 2023-2026. El documento TIP describe los proyectos de transporte para los próximos cuatro años. Los proyectos específicos incluyen repavimentación de vías, reconstrucción de caminos, reemplazo de puentes, mejoras en las intersecciones, actualizaciones del sistema de transporte inteligente, así como proyectos no motorizados y relacionados con el tránsito. * La lista preliminar completa de proyectos de transporte está disponible en gvmc.org/tip, junto con un mapa correspondiente.

Reunión pública para discutir las listas preliminares de proyectos está programada para:

Miércoles, 30 de marzo de 2022 | 5:30 p. m.

Estación Central Rapid 250 Grandville Ave SW Grand Rapids, MI 49503

Se recomienda encarecidamente a los asistentes a las reuniones públicas que usen mascarillas. Se proporcionarán mascarillas.

También estará disponible una opción de asistencia virtual a través de Zoom. La información de la reunión, incluido un enlace de Zoom, se puede encontrar en el calendario de GVMC en gvmc.org.

Si no puede asistir, envíe sus comentarios a Laurel Joseph antes del viernes 15 de abril de 2022. Los comentarios pueden enviarse de las siguientes maneras:

Correo electrónico: laurel.joseph@gvmc.org

Teléfono: (616) 776-7610.

En línea: Vaya a gvmc.org/tip y use el botón "enviar un comentario".

Correo: Envíe comentarios a GVMC (678 Front Ave NW • Suite 200 • Grand Rapids • MI • 49504)

Las personas con discapacidades que requieran ayuda o servicios auxiliares y aquellos que necesiten traducción o asistencia de un intérprete, deben comunicarse con GVMC para solicitar adaptaciones para la reunión antes del 25 de marzo de 2022.

GVMC es la Organización de Planificación Metropolitana para los condados de Kent y el este de Ottawa.

*La inclusión de un proyecto específico no garantiza que se construirá.

El aviso público de las actividades de participación pública y el tiempo establecido para la revisión pública y los comentarios sobre el TIP cumplirán los requisitos del Programa de Proyectos (POP) para la participación pública de la Sección 5307.

Asesinan a 8vo periodista en México en lo que va del año

Por FABIOLA SÁNCHEZ

CIUDAD DE MÉXICO (AP) — El periodista Armando Linares fue asesinado de varios disparos el martes en una localidad del occidente de México, convirtiéndose en el octavo comunicador en ser víctima de homicidio en lo que va de un año que ha sido considerado como el más violento en décadas para la prensa mexicana. Linares, director del portal de noticias Monitor Michoacán, murió baleado en su domicilio en la localidad de Zitácuaro, en el estado

de Michoacán, indicó el medio en su página de Facebook. El deceso del periodista fue confirmado a la AP por la vocera de la Fiscalía de Michoacán, quien precisó que la dependencia ya dio inicio a las investigaciones correspondientes. Linares fue asesinado menos de dos meses después del homicidio de un colaborador de Monitor Michoacán, Roberto Toledo, quien fue baleado el 31 de enero también en Zitácuaro.

“Exhibir corrupción de gobiernos corruptos, de funcionarios y gobierno corruptos nos llevó a la muerte

el día de hoy de uno de nuestros compañeros”, dijo Linares en un video que difundió en las redes sociales al anunciar la muerte de Toledo, seis semanas antes de su propio asesinato. En aquel entonces, Linares señaló a la AP que desde hace tiempo había recibido amenazas, mismas que continuaron incluso tras el asesinato de su colaborador. Luego del homicidio de Toledo, las autoridades activaron el mecanismo de protección para Linares, asignándole elementos de la Guardia Nacional para su custodia.

El Vocero Social Media Post:

The screenshot shows a Facebook post from the page 'El Vocero Hispano'. The post is dated March 18 at 5:03 PM and contains a link to a survey. A yellow box highlights the survey details:

GVMC
Nos gustaría su opinión

El Consejo Metropolitano de Grand Valley (GVMC) está buscando su opinión sobre los tipos de proyectos en el documento del Programa de Mejoras del Transporte (TIP) del año fiscal 2022-2026. El documento TIP describe los proyectos de transporte para los próximos cinco años. Los proyectos incluyen: mejorar la implementación de vías, mejorar el acceso de caminos, mejorar de caminos, mejorar en las intersecciones, actualizaciones de sistemas de transporte inteligentes, así como proyectos de mejoración y renovación con el tránsito. La lista completa está en el proyecto de transporte más disponible en <https://gvmc.org/tip>.

Reunión pública para discutir los tipos de proyectos en el programa TIP:
Miércoles, 30 de marzo de 2022 | 5:30 p. m.
Estación Central Rapid 250 Grandville Ave SW Grand Rapids, MI 49503

Se recomienda encarecidamente a los visitantes a las reuniones públicas que sean vacunados, la mayoría de las reuniones.

También estará disponible una opción de asistencia en línea a través de Zoom. La información de la reunión, incluido un enlace a Zoom, se puede encontrar en el calendario de GVMC en gvmc.org.

Si no puede asistir, envíe sus comentarios a Laurel Joseph antes del viernes 15 de abril de 2022. Los comentarios pueden enviarse de las siguientes maneras:

- Correo electrónico: laurel.joseph@gvmc.org
- Teléfono: (616) 772-7670
- En línea: Vaya a gvmc.org y use el botón "Enviar un comentario"
- Correo: Envíe comentarios a GVMC (672 First Ave NW • Suite 200 • Grand Rapids • MI • 49503)

Las personas con discapacidades que requieren ayuda o servicios adicionales y preguntas que necesitan traducción o asistencia a través de intérpretes, deben comunicarse con GVMC para solicitar adaptaciones para la reunión antes del 25 de marzo de 2022.

Flyer (English):



GVMC

About GVMC:

GVMC is the Metropolitan Planning Organization for Kent and Eastern Ottawa Counties

www.gvmc.org

We'd Like Your Input!

The Grand Valley Metropolitan Council (GVMC) is seeking comment on the draft project lists in the fiscal year 2023-2026 Transportation Improvement Program (TIP).

What is the TIP?

The TIP document describes transportation projects in the region for the next four years.

Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as transit-related and nonmotorized projects. However, it is important to note that the inclusion of a specific project does not guarantee construction.

The draft TIP project list and a corresponding map are available at gvmc.org/tip or at the GVMC office.

How to Participate

You are invited to attend a public meeting to discuss the draft project list. Information can be found below.

If you are unable to attend, written comments will be accepted through Friday, April 15, 2022. Please submit your comments by:

Email: laurel.joseph@gvmc.org

Phone: (616) 776-7610

Online: Use the "submit a comment" button on gvmc.org/tip

Mail: 678 Front Ave NW • Suite 200 • Grand Rapids • MI • 49504

Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the Program of Projects (POP) requirements for Section 5307 public involvement.

Public Meeting Information

Date: Wednesday, March 30, 2022 | **Time:** 5:30 p.m.

Participate In Person

Location: Rapid Central Station

250 Grandville Ave SW • Grand Rapids • MI • 49503

The use of face masks is strongly encouraged for all public meeting attendees. Masks will be provided by GVMC.

Participate Virtually

Use the information below to join the meeting:

URL: [Zoom.us/join](https://zoom.us/join)

Meeting ID: 822 6863 8310 | Passcode: 492966

Or call: +1 (312) 626-6799

*Individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance should contact GVMC to request accommodations for the meeting by **Friday, March 25, 2022.***

*Las personas con discapacidades que requieran ayuda o servicios auxiliares y aquellos que necesiten traducción o asistencia de un intérprete deben comunicarse con GVMC para solicitar adaptaciones para la reunión antes del viernes **25 de marzo de 2022.***

Flyer (Spanish):



¡Nos Gustaría Su Aportación!

GVMC

Acerca de GVMC:

GVMC es la Organización de Planificación Metropolitana para los Condados de Kent y el Este de Ottawa

www.gvmc.org

El Consejo Metropolitano de Grand Valley (GVMC, por sus siglas en inglés) busca comentarios sobre las listas de proyectos preliminares en el año fiscal 2023-2026 Programa de Mejoramiento del Transporte (TIP, por sus siglas en inglés).

¿Qué es el TIP?

El documento del TIP describe los proyectos de transporte en la región para los próximos cuatro años.

Los proyectos específicos incluyen repavimentación de carreteras, reconstrucción de carreteras, reemplazo de puentes, mejoras en las intersecciones, actualizaciones del sistema de transporte inteligente, así como proyectos no motorizados y relacionados con el tránsito. Sin embargo, es importante señalar que la inclusión de un proyecto específico no garantiza la construcción.

El borrador de la lista de proyectos TIP y el mapa correspondiente están disponibles en gvmc.org/tip o en la oficina de GVMC.

Como Participar

Está invitado a asistir a una reunión pública para discutir el borrador de la lista de proyectos. La información se puede encontrar a continuación.

Si no puede asistir, se aceptarán comentarios por escrito hasta el viernes 15 de abril de 2022. Envíe sus comentarios antes de:

Correo electrónico: laurel.joseph@gvmc.org

Teléfono: (616) 776-7610

En línea: use el botón "enviar un comentario" en gvmc.org/tip

Dirección Postal: 678 Front Ave NW • Suite 200 • Grand Rapids • MI • 495044

El aviso público de las actividades de participación pública y el tiempo establecido para la revisión pública y los comentarios sobre el TIP cumplirán los requisitos del Programa de Proyectos (POP) para la participación pública de la Sección 5307.

Información de la Reunión Pública

Fecha: Miércoles, 30 de Marzo, 2022 | **Hora:** 5:30 p.m.

Participe en Persona

Ubicación: Rapid Central Station
250 Grandville Ave SW • Grand Rapids • MI • 49503

Se recomienda enfáticamente el uso de máscaras faciales para todos los asistentes a las reuniones públicas. Las máscaras serán proporcionadas por GVMC.

Participe Virtualmente

Utilice la siguiente información para unirse a la reunión:

URL: [Zoom.us/join](https://zoom.us/join)

Identificación de la Reunión: 822 6863 8310 | Código de Acceso: 492966

O llame al: +1 (312) 626-6799

Las personas con discapacidades que requieran ayuda o servicios auxiliares y aquellos que necesiten traducción o asistencia de un intérprete deben comunicarse con GVMC para solicitar adaptaciones para la reunión antes del viernes 25 de marzo de 2022.

(3) Adoption of Draft Document

Once the draft TIP document was complete, GVMC staff brought it to the Technical and Policy Committees and GVMC board for approval. Public comment opportunities were available at all three committee meetings. GVMC notified the public of these meetings and the opportunity to comment on the draft document in the following ways:

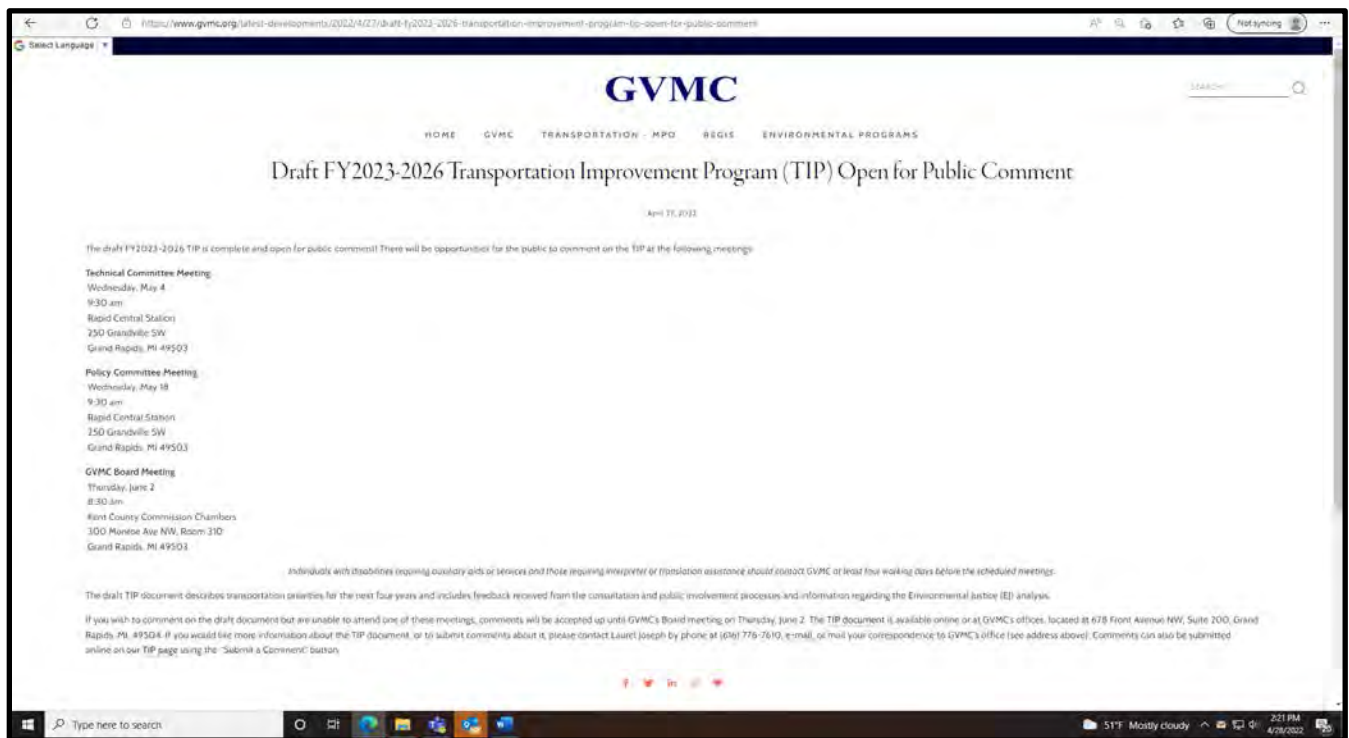
- An announcement on the Latest Developments and TIP pages on gvmc.org
- Social media posts on GVMC's Facebook page and Twitter
- GVMC's social media posts that were shared by partner organizations

All notices were posted on April 27th, 2022.

No members of the public attended the Tech, Policy, or Board meetings.

The images below are samples of GVMC's public involvement notices at this milestone.

Website Posts:



Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies proposed projects developed by local agencies in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the long-range plan of the agency concerning transportation and economic development.

Draft FY2023-2026 Transportation Improvement Program (TIP) Open for Public Comment

The draft FY2023-2026 TIP is complete to begin the public comment phase of the process. The draft TIP is available for public comment on the following dates:

- Technical Committee Meeting:** Wednesday, May 2, 9:30 am - 11:30 am, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503
- Policy Committee Meeting:** Wednesday, May 3, 9:30 am - 11:30 am, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503
- GVMC Board Meeting:** Thursday, June 2, 8:30 am, Board Room, 300 Monroe Ave NW, Room 302, Grand Rapids, MI 49503

Individuals with disabilities requiring auxiliary aids or services and those requiring interpreters or translation assistance should contact GVMC at least four working days before the scheduled meeting.

The draft TIP document describes transportation activities for the next four years and includes feedback received from the Commission and public meetings. The draft TIP document is available for public comment on the following dates:

- Monday, May 22, 9:00 am - 12:00 pm, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503
- Monday, June 5, 9:00 am - 12:00 pm, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503

If you wish to comment on the draft document, you may wish to attend one of these meetings, provide written comments, and/or contact GVMC. Board meeting on Thursday, June 2. The TIP document is available for public comment on the following dates:

- Monday, May 22, 9:00 am - 12:00 pm, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503
- Monday, June 5, 9:00 am - 12:00 pm, Rapid Transit Station, 200 Grand Valley Blvd, Grand Rapids, MI 49503

The inclusion of a specific project does not guarantee construction.

If you have any questions about the TIP development process, please email transport@gvmc.org or call (616) 776-7600.

Individuals with disabilities requiring auxiliary aids or services and those requiring interpreters or translation assistance should contact GVMC at least four working days before the scheduled meeting.

Draft FY2023-2026 Transportation Improvement Program

- FY2023-2024 Draft Document (for public comment)
- FY2023-2024 Draft Document (for public comment) - UPDATED 4/19/23
- FY2023-2024 Draft Document (for public comment) - UPDATED 5/12/23
- FY2023-2024 Draft Document (for public comment) - UPDATED 6/19/23
- FY2023-2024 TIP Appendix

Facebook Post:

Grand Valley Metropolitan Council

622 followers • 25 following

Posts About Metrics Reviews Followers Photos More

What's on your mind?

Post

Grand Valley Metropolitan Council

Published by Anna Falar @ 2:39 PM

The draft FY2023-2026 Transportation Improvement Program (TIP) is complete and open for public comment. There will be opportunities for the public to comment on the draft TIP document at our May Technical and Policy Committee and our June Board meeting. Times and dates for the meetings, as well as links to the draft document, project lists, agendas, an interactive map, and information on how to provide comments, are available here: www.gvcmc.org. We look forward to hearing from you!

El borrador del Programa de Mejoras del Transporte (TIP) para el año fiscal 2023-2026 está completo y abierto para comentarios públicos. Hay oportunidades para que el público comente sobre el borrador del documento TIP en nuestros Comités Técnicos y de Políticas el 2 de mayo y en nuestra reunión de la Junta de junio. Los horarios y las fechas de las reuniones, así como los enlaces al borrador del documento, las listas de proyectos, los agendas, un mapa interactivo e información sobre cómo proporcionar comentarios, están disponibles aquí: www.gvcmc.org. Esperamos con interés escuchar de usted!

See Inights

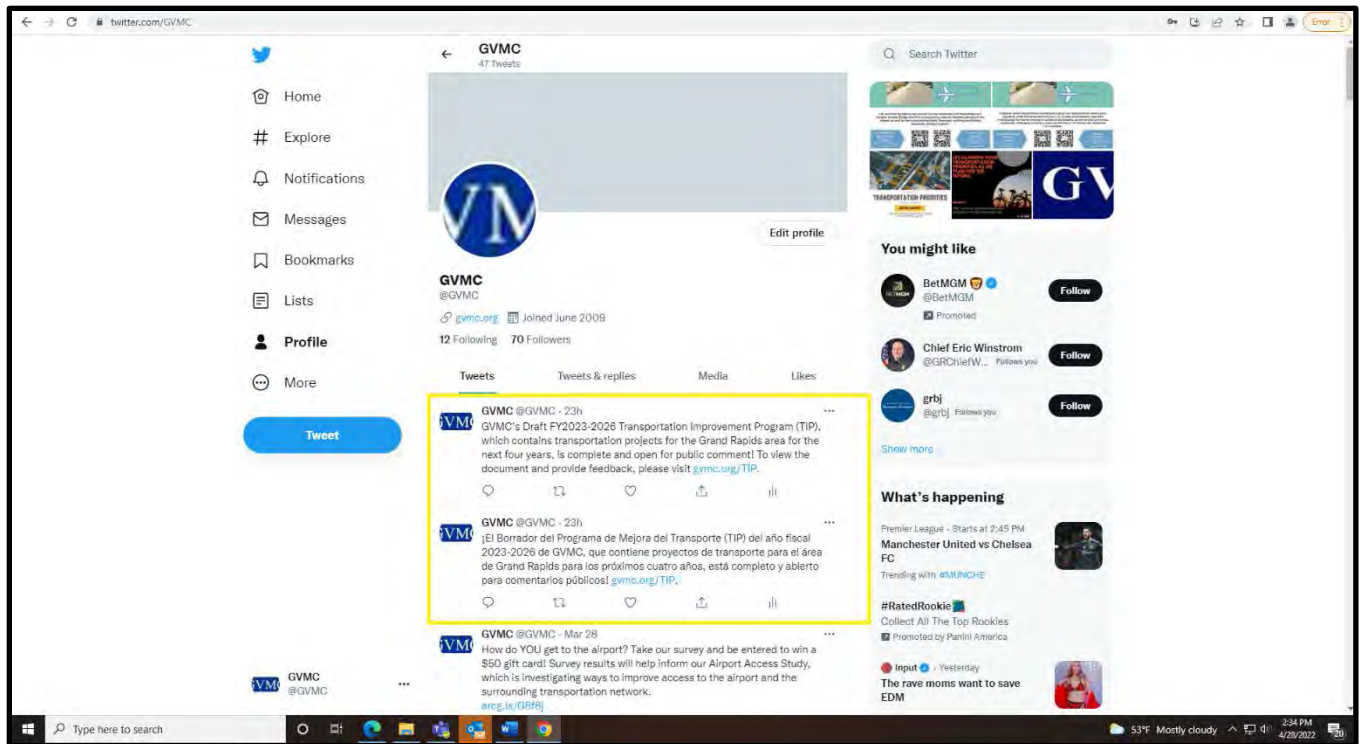
Like Comment Share

Grand Valley Metropolitan Council

Published by Anna Falar @ 2:39 PM

How do YOU get to the airport? Take our survey and be entered to win a \$50 gift card! Survey results will help inform our Airport Access Study, which is important to help improve access to the airport.

Twitter Post:



Comments and Responses

Throughout the course of the development of the TIP, staff received 1 phone call, 7 emails, and 3 consultation responses. Comments were responded to in the manner in which they were received. For instance, emailed comments received emailed replies, while comments that the public phoned in were recorded by hand and responded to verbally. Many of the comments were directed to the responsible jurisdiction as well.

Public Participation Tools Used

GVMC staff utilized the following public participation tools to reach the public:

- (1) GVMC's website: www.gvmc.org
- (2) Newspaper ads in The Grand Rapids Press and El Vocero
- (3) Informational emails sent to our Interested Citizen/Agency List
- (4) Direct mail postcards to citizens whose addresses were flagged during our EJ analysis
- (5) Flyers sent to local jurisdictions and libraries for posting
- (6) GVMC's social media pages (Facebook and Twitter), as well as the social media pages of our partner organizations
- (7) Press releases to the local media

Members of the Public Reached

El Vocero circulation: print—5,000-8,000; web—between 1,500 - 3,000 reached daily; and Facebook—over 14,000 real and local followers. All ads are included in social media posts.

El Vocero circulation: print—5,000-8,000. There is a guaranteed minimum print of 5,000 every week in West Michigan along with a digital version.

Web—between 1,500 - 3,000 reached daily

Facebook—over 14,000 real and local followers

Current contacts on the Interested Citizen/Agency List: 2,480
 Number of libraries within the MPO area that received flyers for posting: 34

Number of jurisdictions and partners (cities, agencies, townships, etc.) within the MPO area that received flyers: 65

Web impressions: 8,667 unique visits between November 3, 2021 (the date our first web ad was posted) and June 2, 2022 (the date the draft TIP was approved at the GVMC Board Meeting). Of these, 7,055 visits were to our Home page (where “latest developments” are posted, and 1,612 were to our TIP page).

GVMC Facebook: 622 followers

Twitter Followers: 70

The tables below show the estimated number of people reached through our social media, email and web campaigns.

	Page Views (TIP page and latest developments post)	Facebook Reach	Twitter Impressions (Combined from English and Spanish Post)	Emails Opened	Total
Milestone 1 Ads (11/3-12/3)	234	693	147	685	1,759
Milestone 2 Ads (3/16 - 4/15)	700	3,549	1,342	758 (33%)	6,349
Milestone 3 Ads (4/27 - 6/2)	290	3,192	41	NA	3,523

The table below shows the engagement rates of our email and social media campaigns.

	Facebook Post Engagement	Twitter Engagements	Emails Clicked
Milestone 1 Ads	21	0	17
Milestone 2 Ads	26	27	113
Milestone 3 Ads	24	1	N/A

PUBLIC MEETING ATTENDANCE LIST



Grand Valley Metropolitan Council

Transportation Division

FY2023-2026 Transportation Improvement Program Public Meeting

Wednesday, March 30, 2022

Rapid Central Station, 250 Grandville Ave SW, Grand Rapids, Michigan 49503

Sign-In Sheet

NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
Tyler Kent	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
Dennis Kent				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kevin Wisselink				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Blake Zigmant				<input type="checkbox"/>	<input type="checkbox"/>
Simon Kelley				<input type="checkbox"/>	<input type="checkbox"/>
Eod Zigmant				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wayne Harra II				<input type="checkbox"/>	<input checked="" type="checkbox"/>
JIM DAYS				<input checked="" type="checkbox"/>	<input type="checkbox"/>
MELISSA ZOMER				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

Kickoff to TIP Development

In addition to the public development for the TIP document itself, GVMC also held a 14-day public comment period for the Air Quality Conformity Report for FY2023-2026 Transportation Improvement Program (TIP). Notices were placed on the Latest Developments and Air Quality Conformity pages on www.gvmc.org on Monday, May 2nd, 2022. The public was asked to submit comments by Monday, May 16th and notified that on Wednesday, May 18, at the regularly scheduled Policy Committee meeting, the Policy Committee would be asked to make a formal conformity determination through a resolution. Screen shots documenting this public comment period are below.

Website Posts:

https://www.gvmc.org/air-quality

Select Language

GVMC

HOME GVMC TRANSPORTATION MPO BIDS CAPITAL PROGRAMS

Air Quality Conformity

Back SUBMIT A COMMENT

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

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violations; and 3) will not delay attaining the NAAQS.

Air Quality Conformity Report for the draft FY2023-2026 Transportation Improvement Plan (TIP)

The Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the GVMC 2023-2026 Transportation Improvement Program is complete and open for public comment. This report documents the air quality conformity process for the GVMC Transportation Improvement Program (TIP), the WestPlan TIP, the MACCY TIP, as well as the STIP in Kent and Ottawa Counties and shows that these documents meet federal transportation conformity requirements in 40 CFR Part 93.

The Transportation Conformity Determination Report for the 1997 Ozone NAAQS is subject to public comment. GVMC's public comment for the document will run from Monday, May 2nd through Monday, May 16th. Please submit comments to Andrea Faber by email, phone (616.776.7603), or online using the "submit a comment" button above. Comments received will be recognized and considered, and a response provided. On Wednesday, May 18, at the regularly scheduled Policy Committee meeting, the Policy Committee will be asked to make a formal conformity determination through a resolution. This meeting is open to the public. Our committee meeting schedule and agendas are located [here](#).

Air Quality Conformity Report for draft 2045 Metropolitan Transportation Plan (MTP)

As part of its transportation planning process, the Grand Valley Metro Council (GVMC) and the West Michigan Metropolitan Transportation Planning Program (WestPlan) completed the transportation conformity process for the draft GVMC 2045 Metropolitan Transportation Plan (MTP), the WestPlan 2045 Long-Range Transportation Plan (LRTP), as well as the Metropolitan Coordinating Council's (MACC) 2045 LRTP, all three FY2020-2023 Transportation Improvement Programs (TIPs), and relevant portions of the State Transportation Improvement Plan (STIP).

The results of the conformity process are located in the Transportation Conformity Determination Report for the 1997 Ozone NAAQS document. This report documents that the GVMC 2045 MTP, WestPlan 2045 LRTP, the MACC 2045 LRTP, and all three associated 2020-2023 TIPs, as well as the STIP in Ottawa and Kent Counties, meet the federal transportation conformity requirements in 40 CFR Part 93.

This report was subject to public comment. GVMC's public comment period for the document ran from Monday, January 13 – Monday, February 3, 2020. No comments were received. On Wednesday, April 15, 2020, at the regularly scheduled Policy Committee meeting, the Policy Committee made a formal conformity determination through a resolution. Our committee meeting schedule and agendas are located [here](#).

Air Quality Conformity Analysis for FY2020-2023 TIP

In March of 2019, MDOT conducted an air quality conformity analysis for Kent and Ottawa Counties based on the 1997 ozone standard. Projects in the 2040 LRTPs have not changed since the previous air quality conformity analysis conducted in January 2019 and are included in the modeling but not in the project lists. Projects evaluated for this analysis include:

- GVMC's 2020-2023 TIP
- WestPlan's 2020-2023 TIP projects in Ottawa County
- MACC's 2020-2023 TIP projects in Ottawa County
- The State Transportation Improvement Program (STIP) in Kent and Ottawa Counties

Type here to search

47°F Cloudy 9:40 AM 5/2/2022

Twitter Post:

The image shows a screenshot of a Twitter home page. The interface includes a left sidebar with navigation options: Home, Explore, Notifications, Messages, Bookmarks, Lists, Profile, and More. A blue 'Tweet' button is located below the sidebar. The main content area is titled 'Home' and shows a search bar at the top. Below the search bar, there is a 'What's happening?' section with a 'Latest' button. The first tweet in this section is highlighted with a yellow border. It is from GVMC (@GVMC) and contains the following text: 'El Informe de Determinación de la Conformidad del Transporte para el NAAQS de Ozono de 1997 para el Programa de Mejora del Transporte GVMC 2023-2026 está completo y abierto para comentarios públicos. Para obtener más información, visite:'. Below the text is a link to 'gvmc.org' and a logo for 'Air Quality — Grand Valley Metro Council'. The tweet has 0 replies, 0 retweets, and 0 likes. Below the highlighted tweet, there is another tweet from GVMC (@GVMC) with the text: 'The Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the GVMC 2023-2026 Transportation Improvement Program is complete and open for public comment. To learn more, please visit:'. This tweet also has a link to 'gvmc.org' and the same logo. Below this is a tweet from MLive (@MLive) with the text: 'Alabama worker following up on bite report was killed by dog pack, authorities say'. The right sidebar contains a 'What's happening' section with various trending topics and a 'Who to follow' section with several user profiles.

Home

What's happening?

Search Twitter

Home

Explore

Notifications

Messages

Bookmarks

Lists

Profile

More

Tweet

What's happening

Music - LIVE
Happy birthday, BamBam (GOT7)

#ZeroBuild
Go Full-Tilt in Fortnite Zero Build. No Building, no problem!
Promoted by Fortnite

Metro Lifestyle · Yesterday
Will quitting alcohol make us happier?

Trending in United States
Phil Hellmuth
5,152 Tweets

insider News · April 30, 2022
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El Informe de Determinación de la Conformidad del Transporte para el NAAQS de Ozono de 1997 para el Programa de Mejora del Transporte GVMC 2023-2026 está completo y abierto para comentarios públicos. Para obtener más información, visite:
gvmc.org
Air Quality — Grand Valley Metro Council

GVMC @GVMC · 3m
The Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the GVMC 2023-2026 Transportation Improvement Program is complete and open for public comment. To learn more, please visit:
gvmc.org
Air Quality — Grand Valley Metro Council

MLive @MLive · 17m
Alabama worker following up on bite report was killed by dog pack, authorities say

GVMC @GVMC

Type here to search

47°F Cloudy

9:36 AM 4/2/2022

From: [Robert Torzynski](#)
To: [Andrea Faber](#)
Subject: RE: Pokagon Band Draft LRTP/TTIP
Date: Monday, December 6, 2021 2:58:26 PM

Andrea,

I appreciate that! I know how it goes with the time and I am always interested in learning what's happening in sister agencies.

A key opportunity I'll put a plug in for is a potential Amtrak connection between Kalamazoo and Grand Rapids using existing tracks. We've commented on that to the state and with all the dollars going to Amtrak I think it has a great potential.

Migwetth Thank you,

Robert Torzynski

Planning Manager
Department of Housing & Community Development



Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI
www.PokagonBand-nsn.gov

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From: Andrea Faber <andrea.faber@gvmc.org>
Sent: Monday, December 6, 2021 2:54 PM
To: Robert Torzynski
Subject: RE: Pokagon Band Draft LRTP/TTIP

Hi Robert,

I apologize for the late response. I had intended to get back with you before the deadline, but ended up being out of the office most of November.

GVMC did not have any comments to add, but we do really appreciate you reaching out to us for feedback. We will reach out to you as well during the consultation process for our FY2023-FY2026 TIP.

Andrea

From: Robert Torzynski
Sent: Tuesday, October 26, 2021 8:51 AM

To: Andrea Faber <andrea.faber@gymc.org>

Cc: Robert Torzynski

Subject: Pokagon Band Draft LRTP/TTIP

Good Morning,

Attached, please find a draft of the Pokagon Band 2047 Long Range Transportation/2022-2025 Tribal Transportation Improvement Program. Comments are requested through November 15, 2021.

Migweth Thank you,

Robert Torzynski

Planning Manager

Department of Housing & Community Development



Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI

www.PokagonBand-nsn.gov

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Andrea Faber

From: Andrea Faber
Sent: Wednesday, December 1, 2021 3:16 PM
To: Michelle Kitchin
Subject: FW: Form Submission - Submit a Comment - Jason's Law

Michelle,

Thank you for your thoughtful comment about Jason's Law. It's always encouraging to hear from members of the local community that are engaging in the transportation planning process and are interested in bringing transportation needs to our attention.

To answer your question, while I understand that Jason's Law allows federal funding to be used for truck parking facilities, such projects have not, as of yet, come up at the local level during our programming meetings of federal funds. As background, here's a basic description of how federal funds are allocated at the local level. Our members, which include local communities and jurisdictions, choose projects from their area that they would like to have considered for federal funding. These projects must be deficient for safety, congestion, or pavement condition for consideration. Our Transportation Committees, which include our members, then discuss the projects that were proposed to determine which projects will receive funding. Needs have, historically, far outweighed available funding, and most funds are spent to maintain and improve our deteriorating pavement condition.

I reached out to MDOT to see if they had used federal funding for truck parking facilities and learned that, typically, MDOT deploys Truck Parking Information Management Systems (TPIMS) at existing facilities, such as rest areas or welcome centers. (It sounds like I-94 by Kalamazoo has this). MDOT has not yet used federal funds toward truck parking specifically, but it can be considered in the future as needs arise. On a statewide level, MDOT uses the National Highway Freight Program funding toward highway routes that directly serve areas with heavy freight movements. Due to funding limitation and state policy, the statewide trunkline program is focused on preservation of the existing freeway and highway system, based on statewide priority and needs. As such, additional opportunities outside of basic preservation is limited.

If you would like to discuss this further, please feel free to give me a call.

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

From: Squarespace <form-submission@squarespace.info>
Sent: Monday, November 22, 2021 4:02 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Form Submission - Submit a Comment - Jason's Law

Sent via form submission from [Grand Valley Metro Council](#)

Name: Michelle Kitchin

Email Address: [REDACTED]

Subject: Jason's Law

Message: I am wondering if Jason's Law has been considered for truck parking with all the warehouses being built near Amazon? Jason's Law provides Federal monies to incorporate parking for trucks servicing the new warehouses. Amazon alone is bringing more truck traffic, and Grand Rapids area only has 1 commercial truckstop. This truck stop already accommodates Spartan, Gordon's, Van Eerden Foods, etc.

I am a 33 year veteran truck driver, familiar with Jason's Law & have been working with the FHWA on the National Truck Parking Coalition for the past few years.

Thank you for your time.

Michelle M Kitchin

269-532-0033

Page:

: Please add me to your mailing list

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but also acts as a traffic calming measure. As an added bonus, these road are less expensive to maintain and repair for the future, as they have less sqft to maintain. If you make all the roads in Grand Rapids and Holland 8 feet narrower, imagine how much less pavement, snow removal, and other generalized maintenance cost you end up reducing. Along with safer more intimate neighborhoods that are more desirable and bring in more tax revenue. It's a win win for sustainable citys.

Page: TIP

: Please add me to your mailing list

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From: [Laurel Joseph](#)
To: [Tyler Golembiewski](#)
Cc: [Kristin Bennett](#); [Rick DeVries](#)
Subject: RE: Comment on GIS 1119
Date: Thursday, March 31, 2022 9:50:11 AM

Hi Tyler,

Thanks so much for your feedback. We did receive your form submittal as well, but appreciate the email follow up. Your comments will be included in the TIP document, and I am also copying some of our City of Grand Rapids committee representatives on this email so you and they can get in touch. Grand Rapids is the responsible agency for this project and they should be able to discuss it with you in more detail. If project adjustments need to be made, we will work with them to make sure it is programmed correctly. Thanks again for engaging in this process!

Laurel Joseph, AICP
Director of Transportation Planning
Grand Valley Metro Council
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
616.776.7610
laurel.joseph@gvmc.org

From: Tyler Golembiewski
Sent: Wednesday, March 30, 2022 3:12 PM
To: Laurel Joseph <laurel.joseph@gvmc.org>
Subject: Comment on GIS 1119

Hello,

I have submitted a comment through the online website of gvmc.org/tip. I was concerned it may not have went through so I'm sending this in an email just in case.

Thank you

This comment is in regards to GIS 1119, Ken-O Sha Industrial Park Dr Sidewalk Project.

The proposed sidewalk belongs on the south side of Ken-O-Sha. GA Richards and Pearson Foods are the primary sources of commercial foot traffic for this street. Both companies are located on the South side of Ken-O-Sha. A sidewalk on the North side would create an additional and unnecessary hazard for pedestrians to cross the street.

Employees for these companies frequently ride the bus to and from work. The closest bus stop is located at the intersection of Eastern Ave SE and 32nd (northbound stop ID 1686). This stop is located on Eastern Ave SE, 200 feet South of Ken-O-Sha Industrial Park. The proposed location would create a hazard for pedestrians that would have to cross Ken-O-

Sha in order to reach the sidewalk, and then cross yet again to reach Pearson Foods or GA Richards.

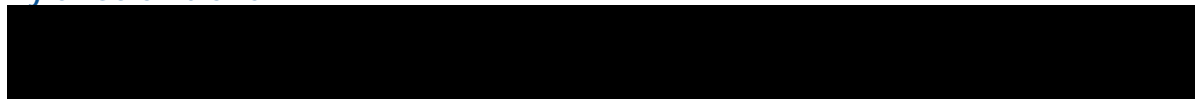
In addition to corporate foot traffic, ordinary pedestrians use the parking lot of Renaissance Church as a shortcut to residences located on and around 33rd st. This parking lot is also located on the South side of Ken-O-Sha.

It is difficult to see this project as a benefit with increased safety if the project were to move forward in the proposed location. The proposed location should be re-assessed based upon real observable data of foot traffic patterns of origin and destination which are unique to this area.

Are any details available as to who is responsible for snow removal for the proposed sidewalk, and how this project will affect the existing trees which line both sides of the street?

Thank you

[Tyler Golembiewski](#)



From: [Squarespace](#)
To: [Andrea Faber](#)
Subject: Form Submission - Submit a Comment - Ken-O-Sha Sidewalk Project GIS 1119
Date: Wednesday, March 30, 2022 3:07:01 PM

Sent via form submission from [Grand Valley Metro Council](#)

Name: Tyler Golembiewski

Email Address: [REDACTED]

Subject: Ken-O-Sha Sidewalk Project GIS 1119

Message: This comment is in regards to GIS 1119, Ken-O Sha Industrial Park Dr Sidewalk Project.

The proposed sidewalk belongs on the south side of Ken-O-Sha. GA Richards and Pearson Foods are the primary sources of commercial foot traffic for this street. Both companies are located on the South side of Ken-O-Sha. A sidewalk on the North side would create an additional and unnecessary hazard for pedestrians to cross the street.

Employees for these companies frequently ride the bus to and from work. The closest bus stop is located at the intersection of Eastern Ave SE and 32nd (northbound stop ID 1686). This stop is located on Eastern Ave SE, 200 feet South of Ken-O-Sha Industrial Park. The proposed location would create a hazard for pedestrians that would have to cross Ken-O-Sha in order to reach the sidewalk, and then cross yet again to reach Pearson Foods or GA Richards.

In addition to corporate foot traffic, ordinary pedestrians use the parking lot of Renaissance Church as a shortcut to residences located on and around 33rd st. This parking lot is also located on the South side of Ken-O-Sha.

It is difficult to see this project as a benefit with increased safety if the project were to move forward in the proposed location. The location should be re-assessed based upon real observable data of foot traffic patterns which are unique to this area.

Are any details available as to who is responsible for snow removal for the proposed sidewalk, and how this project will affect the existing trees which line both sides of the street?

Thank you

Page: TIP

:

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Dave Duggan - call

3/28/22

- transit rider → doesn't have a car
- thinks that's a good thing, but there are some challenges
- Also rides his bike → puts on the front of a bus and that works well
- Riding bike there are some risks involved → safety → cyclists killed
 - some bike riders ignore signs, etc.
- anything that we can do to make it easier for bike riders and pedestrians
↳ changes everything → really great
- everything, generally, is all about the automobile
- low income senior → winter time is a big challenge with sidewalk plowing and salting
 - plowing leaves a burm that impacts ability to get on the bus from the sidewalk, so need to go into the street to get on



- Contractors not finishing putting things back and cleaning up after putting utilities under sidewalks → makes it dangerous on bridge
 - ↳ Breton and 28th right in front of cleaners, north bound on sidewalk by the telephone pole
- Closed the transit station door during the pandemic so couldn't use the restroom
 - ↳ turned their back on their customer
- restrooms at Woodland Station only can be used by the drivers
- Changes in August were chaotic
 - ↳ only bus that serves his area is 44 that only goes east and west so has to transfer to go up to the farmers market → only runs once an hour on Saturdays; Sundays
- packed bus during after school peak hours
- Some trips w/ no info / old info
- Amtrak service too sparse → long delay and only to Chicago → can't go east
 - Mackinac Island → can't get there car w/o a

Dave Duggan cont.

3/28/22

- E-bikes & all over the place
- no train north to Traverse city or a way to get to Kalamazoo.



FY2023-2026 Transportation Improvement Program
Public Comment Form

Project:

Lowell 214547 Job net

Comments:

I am concerned about proposed trail going by our
livestock. ~~Maint~~ and having people trying to pet or
antagonize ~~our~~ them. I would like something done to
discourage people from doing this. I do not want
to have extra liability caused by the trail.

William
First Name

Zigmont
Last Name

Email

1. Would you like to be added to our mailing list?

Yes

No

2. How did you hear about today's public meeting?

Mailer

Andrea Faber

From: Laurel Joseph
Sent: Tuesday, April 26, 2022 2:54 PM
To: Sharen Bonczyk
Cc: Mark Anderson; Mike Burns; Jerry Hale; Austin, Dave; Andrea Faber
Subject: RE: Comments on TIP project
Attachments: Bonczyk Letter 04.26.22.pdf

Hi Sharen,

Thanks again for engaging in the TIP development process and providing your feedback. Attached is a letter from the Lowell Area Recreation Authority, the City of Lowell, and Lowell Township in response to your questions. Feel free to reach out to any of them (copied on this email), with any additional questions.

Best Regards,

Laurel Joseph, AICP
Director of Transportation Planning
Grand Valley Metro Council
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
616.776.7610
laurel.joseph@gvmc.org

April 26, 2022



Sharen and Peter Bonczyk

Lowell, MI 49331

RE: Lowell Area Trail Connection – TIP Comments

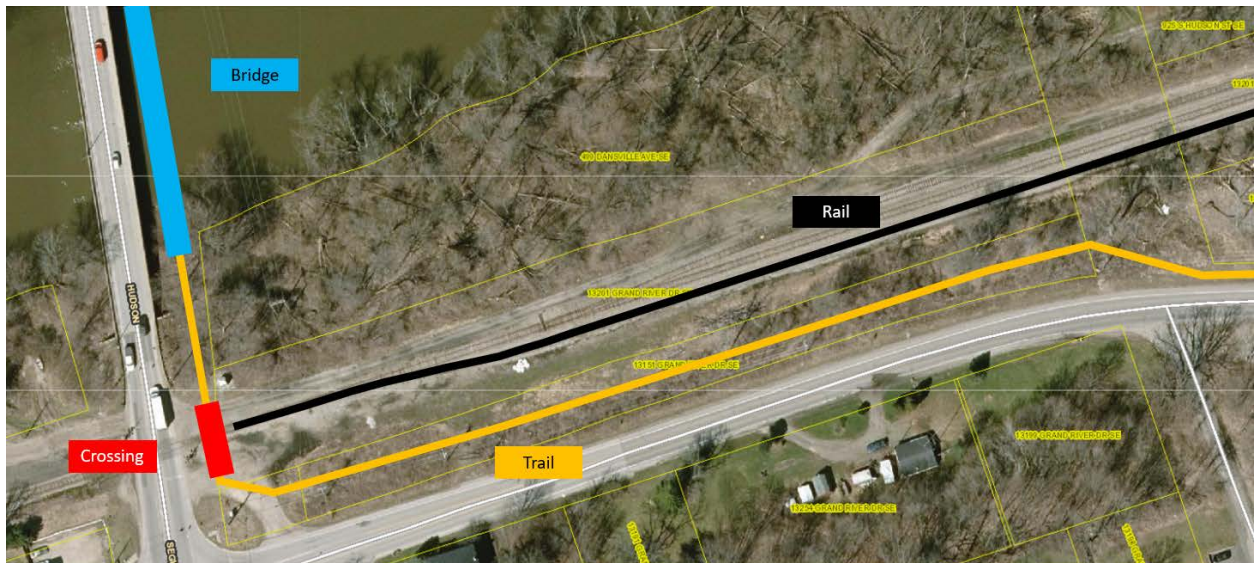
Dear Mr. & Mrs. Bonczyk:

Ms. Laurel Joseph with the Grand Valley Metro Council asked us to respond to the following questions you have raised regarding the planned non-motorized trail that will connect the Fred Meijer River Valley Rail Trail through the Lowell Community and adjacent to your property at 13393 Grand River Ave.

1. *“Why is a rails to trails project that is supposed to be on ABANDONED rail beds being placed so close to an active rail line?”*

This project is intended to connect two existing rail trail sections that both dead-end in Lowell. Because the rail is still active in our community, abandoned rail beds are not available for this connection. Therefore, other routes for connecting these two points had to be considered.

The railroad companies will not allow a non-motorized trail to be placed in their right-of-way where there are active rails. In this project, a portion of the proposed route will be placed on Township property, parallel the active rail spur east of Segwun, approximately 50 ft. away from the rail line. A fence may be placed in this location to discourage pedestrian access to the rails.



2. *“Where is the safety factor in having a pedestrian/bicycle traffic route planned, that goes across a river and then have to cross on active/working rail lines?”*

The proposed project calls for a new, separate pedestrian bridge to be placed over the Grand River parallel to the existing vehicle bridge at Hudson St (Segwun). This will allow for safe pedestrian crossing. Currently, there are extremely narrow and elevated walkways on both sides of the bridge with no railing between the traffic and pedestrians resulting in an unsafe situation.

Yes, the trail will have to cross an active rail line. Non-motorized trails and sidewalks across the country often have to cross busy streets and active rails. There are very strict federal and state specifications that must be adhered to in the design of this project which will be reviewed and approved by MDOT to maximize safety for the pedestrians.



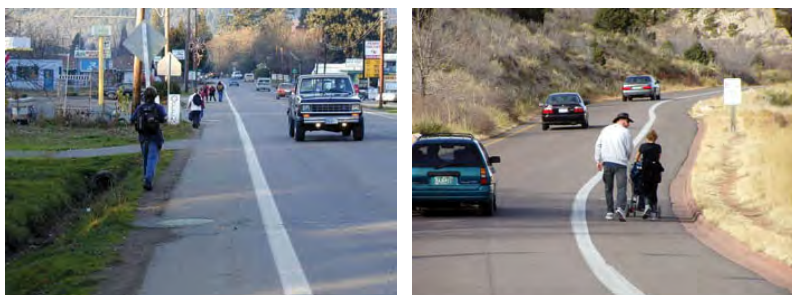
3. *“Where is the safety factor in placing this route on a busy road that has huge volumes of traffic traveling at a high rate of speed, which includes not only personal vehicles but also commercial vehicles and farm vehicles? I know I wouldn't want to push a stroller or have young children along that planned route.”*

The trail will not be placed as a direct extension of the existing paved surface of the road. In laying out a route parallel to a road, it is desired to maximize the horizontal distance between the edge of the trail and the road. This route has not yet been designed, but we will endeavor to maximize that distance within the right-of-way and with additional easements where necessary.

For comparison, the existing non-motorized trail that parallels Alden Nash between Main St. and Foreman St. has several similar sections and is of similar traffic speed, volume* and vehicle makeup as Grand River Ave. This trail has been in operation since 2010 with no safety incidents.

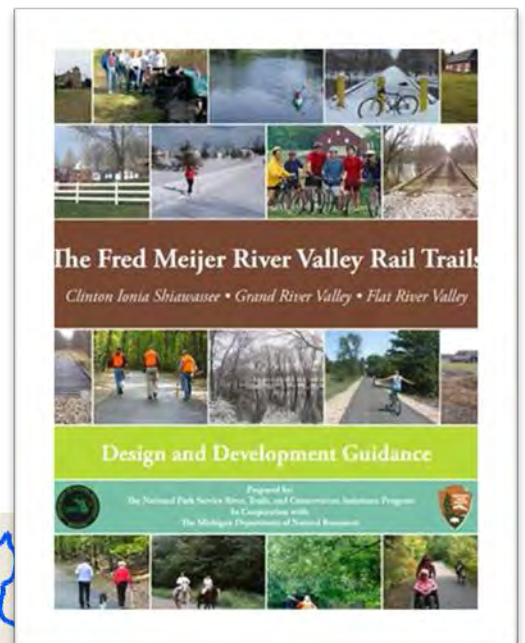
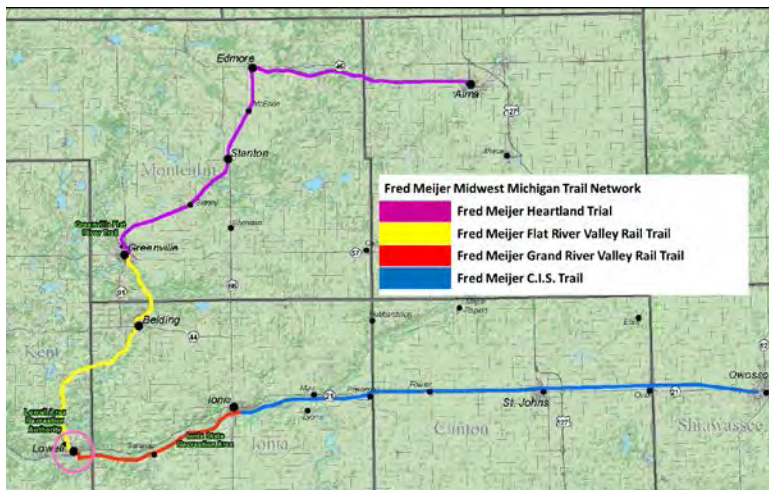
**According to the GVMC, the section of Grand River Ave. east of Segwun had an average daily two way traffic count of 3,717 (in 2021). For the same time frame, Alden Nash, north of Main Street saw a volume of 4,940 (north of Gee Dr. (2020) and 6,939 (south of Gee Dr. (2018.))*

Last, the separated trail will provide a safer option for pedestrians who currently are walking, riding and pushing strollers on the edge of existing streets.



4. "When I did ask why didn't this project have a starting point and an ending point and the PATH TO GET THERE I heard nothing."

The purpose of this project is to connect the two dead-end points of the Flat River Valley Rail Trail (located on Foreman St. next to Metric Manufacturing) and the Grand River Valley Rail Trail located on Montcalm Ave. These starting and end points were established at the beginning of the initial planning efforts by the Michigan Department of Natural Resources and the National Park Service in their masterplan from 2013 and have never changed. These points have been identified on all presentations of the project in public meetings and documents. This is the only segment in the 125 mile system from Owosso to Alma that has an active rail line, preventing the trail from being placed on abandoned corridors. As such, numerous routes for connecting these two routes have been studied and pursued. Initially, it was proposed to cross over the Flat River and then under an existing rail trestle on City north of the Grand River. After detailed and careful reviews, the railroad would not allow pedestrians to cross under their rail trestle. Therefore, the route had to be changed to cross the Grand River at Segwun and proceed east along Grand River Ave. However, the starting point and ending point has remained the same.



Last, in your letter to Ms. Joseph, you stated *“Our response is due to the impact this public plan will have regarding the loss of use and enjoyment we will endure without just compensation.”* Just to be clear, the current proposed route is intended to go around your property, either in public right-of-way or on easements on private property, but not on your property. We would be required to seek your permission and provide a good faith offer of compensation to you if any of the trail project work were to be located on your property, but that is currently not the case.

Thank you for your input and we hope this adequately answers your questions. Should you have additional questions, please feel free to reach out to any of us.

Thank you,

Mark Anderson
Lowell Area Recreation Authority

Mike Burns
City of Lowell

Jerry Hale
Lowell Charter Township

From: [Laurel Joseph](#)
To: [Sharen Bonczyk](#)
Cc: [Mike Burns](#); [Andrea Faber](#)
Subject: RE: Comments on TIP project
Date: Wednesday, April 13, 2022 4:58:30 PM
Attachments: [image001.png](#)
[image002.png](#)

Thanks for following up, Sharen and informing me of the newer plan.

Mike, can you respond to Sharen to address her questions below?

Thank you,

Laurel Joseph, AICP
Director of Transportation Planning
Grand Valley Metro Council
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
616.776.7610
laurel.joseph@gvmc.org

From: Sharen Bonczyk
Sent: Wednesday, April 13, 2022 4:15 PM
To: Laurel Joseph <laurel.joseph@gvmc.org>
Subject: Re: Comments on TIP project

Thank you for your response. The planning extension is correct. The map you have from 5-10-18 is not the route than we were informed of. There have been a few different plans for this project. The more current map we received involves a totally different route, which is why we raised the questions and have the concerns mentioned.

Sent from my iPhone

On Apr 13, 2022, at 2:20 PM, Laurel Joseph <laurel.joseph@gvmc.org> wrote:

Hi Sharen and Peter,

I appreciate your feedback and your engagement in this process. Based on your feedback I'm guessing your concern is with the River Valley Rail Trail Extension programmed in FY2023. If that is not the case, please correct me, as I want to make sure I'm addressing your comments to the correct people. Based on the resources I have, below are some images that provide some additional information on this project. From what I'm seeing, it appears the section of trail under consideration (in lime green in the map) is primarily north of the river and ending right after crossing the river at Hudson to connect potentially into an existing trail. I have limited additional information about this project so I have also copied on this email Mike Burns from the City of Lowell and Julie Thomas, the MDOT grant coordinator for this project, and highlighted your questions in your original email below for them to address. This project is being funded with State funds, though it falls within GVMC's planning area, so Julie's department is in charge of the grant. I've also included a couple other MDOT folks on the email in case they can offer you some additional information. I hope this is helpful. We will be including your feedback (and this response) in our TIP document. If you have any other questions or comments, please feel free to reach out, and thanks again for providing your feedback!



Location Description		
Region Grand	TSC (where work is located) Grand Rapids	TSC (administering work) Grand Rapids TSC
Responsible Jurisdiction		Construction Length (miles) 1.788
Agency Type Municipality	Agency Name Lowell	
Location (Report) South of Boves Rd (at Main St) to South Hudson Street, City of Lowell		
Location (Detailed) South of Boves Rd (at Main St) along the Grand River to South Hudson Street, City of Lowell, Kent County		
Work Description		
Work (Report) Construct River Valley Rail Trail Connection		
Work (Detailed) Construct phase 1 of a shared-use pathway from the existing shared-use pathway at M-21 (Fulton Street) and Boves Road, continue south and east to the Lowell Fairgrounds, crossing under Hudson Street via an existing underpass, and then proceed north to end at existing sidewalks at South Hudson Street and Boves Road. Major scope items include 10-foot-wide asphalt shared-use pathway. Signs, benches and trash receptacles are included.		

Laurel Joseph, AICP
 Director of Transportation Planning
 Grand Valley Metro Council
 678 Front Ave NW, Suite 200
 Grand Rapids, MI 49504
 616.776.7610
laurel.joseph@gvmc.org

From: Peter & Sharen Bonczyk
Sent: Tuesday, April 12, 2022 6:53 PM
To: Laurel Joseph <laurel.joseph@gvmc.org>
Subject: Comments on TIP project

To: GVMC

We received your post card regarding the public meeting for the TIP project that may impact our area. We were unable to attend the meeting in person or via ZOOM. Thank you for sending this and giving us the opportunity to respond.

We have expressed our EXTREME DISPLEASURE, both in person and via correspondence multiple times to; LARA, the Lowell City Council, the planning committee and our township representative. Our response is due to the impact this public plan will have regarding the loss of use and enjoyment we will endure without just compensation.

It seemed any comments made were met on deaf ears. We feel it was apparent by the comments made by those that have the final say in this plan, had already made their decision and their meeting was merely a formality that was performed on their part. I actually thought sending this would be nothing but a waste of my time, since any comments we made were not shown any consideration or to have any type of impact in the past. I can honestly say, I truly know how the Ukrainian people feel to have a BIG BULLY come in and steal your pleasure and happiness and nothing can be done to stop it. How said I am to say that, even more sadden to have to experience it! And this is why I/we chose to send these comments, as a tax paying property owner for over half of my life in the Lowell area, rather than to just give up.

With that being said here are a few questions we have:

-why is a rails to trails project that is suppose to be on ABANDONED rail beds being placed so close to an active rail line?

-where is the safety factor in having a pedestrian/bicycle traffic route planned, that goes across a river and then have to cross on active/working rail lines?

-where is the safety factor in placing this route on a busy road that has huge volumes of traffic traveling at a high rate of speed, which includes not only personal vehicles but also commercial vehicles and farm vehicles? I know I wouldn't want to push a stroller or have young children along that planned route.

The three questions alone should be cause for concern.

When I did ask why didn't this project have a starting point and an ending point and the PATH TO GET THERE I heard nothing. Not to mention the cost to get it completed. When the powers that tell you, it's grant money, someone is going to get it, why shouldn't we and that this is going to happened, it really makes you wonder what difference does our comments/voice make?

We hope our comments are actually considered and looked at rather than ignored as we have been. People proposing this project could look into how to go about doing business that effects other peoples lives not just what their personal wants and needs are.

We hope and pray you take a GOOD LOOK at this project because to be honest anyone with any sense can see this is not a good idea or plan at all.

WITH GREAT CONCERN,

Sharen and Peter Bonczyk

Lowell, MI 49331

(616) 897-6306

From: [Laurel Joseph](#)
To: [Andrea Faber](#)
Subject: FW: Submitted comments for GVMC TIP FY 2023-26
Date: Monday, April 18, 2022 3:13:40 PM
Attachments: [GVMC comments FY23-26.pdf](#)

Here's the attachment associated with Jennifer's comments. Thanks!

Laurel Joseph, AICP
Director of Transportation Planning
Grand Valley Metro Council
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
616.776.7610
laurel.joseph@gvmc.org

From: Jen Graham
Sent: Friday, April 15, 2022 9:22 PM
To: Laurel Joseph <laurel.joseph@gvmc.org>
Subject: Submitted comments for GVMC TIP FY 2023-26

Hi Laurel,
Attached are my comments for the GVMC Transportation Improvement Plan for FY 2023-2026. Please let me know if you have any questions.
Thank you for your time,
Jennifer

--
Jennifer Graham, MA, COMS
Certified Orientation & Mobility Specialist
Graham Rehabilitation Services, LLC



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**Graham Rehabilitation Services, LLC
Jennifer Graham, MA, COMS**



April 15, 2022

The following are infrastructure considerations for Pedestrians with Vision Disabilities as it pertains to the GVMC Transportation Improvement Plan for FY 2023-2026. I would welcome the opportunity to discuss further any projects going forward and how to best meet the needs of pedestrians with vision loss within the community. I've included descriptions of what a pedestrian with visual disabilities requires to navigate the community. In some instances, I've included photos to help illustrate the good and bad conditions that impact accessibility. In doing so, I'm hopeful that dangerous travel conditions are avoided, and shared paths are accessible to all within the community.

To independently cross streets or locate a floating transit stop, a person with visual disabilities needs to be able to:

1. Navigate sidewalks or sidewalkless areas
2. Locate the correct place to cross at the departure curb
3. Align to cross
4. Determine when to cross
5. Maintain alignment while crossing
6. Locate the up curb or pedestrian island for the destination curb
7. Recover from a possible veer into or away from the parallel street

Detectable Warning Surface (DWS)

The detectable warning surface (DWS) can replace the information previously provided by the drop-off at the curb. A person using a long white cane detects the texture of the DWS. A guide dog walks in as straight a line as possible and stops at the DWS or perceived crossing area. A person probes with their foot to confirm. Most traveling in low light conditions benefit from the DWS having high contrast



Detectable Warning Surfaces
MUTCD: Section 3B.18

Crosswalk Markings 18 Detectable warning surfaces mark boundaries between pedestrian and vehicular ways where there is no raised curb. Detectable warning surfaces are required by 49 CFR, Part 37 and by the Americans with Disabilities Act (ADA) where curb ramps are constructed at the junction of sidewalks and the roadway, for marked and unmarked crosswalks. Detectable warning surfaces contrast visually with adjacent walking surfaces, either light-on-dark, or dark-on-light. The "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11) contains specifications for design and placement of detectable warning surfaces

Using sidewalks to establish alignment and find the curb

A straight approach to the corner and the use of directional curb ramps allows a person with vision disabilities to maintain their line of direction. A person could utilize sound from parallel traffic to maintain this line. A person could monitor the grass line as they walk; the end of the edge is a cue to expect the corner or intersecting sidewalk. A person can often take a line of direction from this parallel line and maintain this while crossing. A person who became disoriented at the corner could return to the grass line to reestablish their projected line. In a business setting, some instances where the building line were in line with the crosswalk could also serve as an alignment strategy for gaining their projected line of travel for the street crossing. In this picture the fence area would be where the corner of the building exists in a business environment.



In this photo the DWS should have been installed with a more contrasting color.

Street crossings and preparing to cross:

A pedestrian with visual disabilities' projected line of direction can come from utilizing physical features at the corner, traffic sounds, and beaconing sounds from an Accessible Pedestrian Signal (APS). Placement of pedestrian pushbuttons can create difficulty if a person has to search for them. The danger lies in being able to find the push button, pushing it at the correct time, getting back to the corner, aligning to cross straight and being ready to cross in time for the light to change. When the push button location is not accessible, the pedestrian most times misses their Walk interval because they lack the time necessary to complete all steps required to get ready to cross.

Determining when to cross

At a signalized intersection or 4-way stop, a person monitors their parallel traffic and crosses when a vehicle enters the intersection and continues to accelerate. NOTE: presence of a leading pedestrian interval (LPI) is proving to be challenging and dangerous for pedestrians with vision loss. Even if additional time is programmed to account for a pedestrian beginning their crossing with vehicle traffic, drivers do not anticipate a pedestrian starting at this time and may turn into their lane. Especially when traffic volumes are low, APS is the only way to detect the signal change. Without the presence of parallel traffic, determining when to cross can be very difficult and is often dangerous at many intersections such as 3-way intersections, mid-block crossings, split phase timing signalization, roundabouts, low-volume streets. At a crossing with uncontrolled perpendicular traffic, a person must be able to detect a “crossable gap” in traffic. Accessible pedestrian signals (APS) announce when the walk signal is on and provide the pedestrian with visual disabilities the same information that is displayed on the pedestrian signal head for the sighted pedestrians.

Accessible Pedestrian Signal (APS) placement is the key to success:

Many intersections in the Transportation Improvement Plan are slated to get upgrades to the signals. If any of the signal upgrades include changing to **Leading Pedestrian Intervals (LPI), Exclusive Pedestrian Phases, Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons** then **APS should be installed** at these intersections due to the risk involved to pedestrians with vision disabilities. They are at risk due to the inability to discern the onset of the pedestrian interval and delay their crossing. The addition of APS should be considered given that the proposed PROWAG guidelines are slated to be adopted. I would recommend the use of the Prioritization tool found on here [Accessible Pedestrian Signals: Appendix D: Prioritization Tool Instructions and Forms \(apsguide.org\)](#).

A pedestrian with vision loss will likely rely on the vibro-tactile arrow or directional sign mounted above the APS to determine how to align and when to cross. This can only be achieved if the arrow is within reach and points to the correct direction



APS buttons need to be separated from each other, would have been better retrofit if in this installation the APS stub pole had been mounted on the side of the crosswalk away from the parallel street.



This photo represents an inaccessible installation. The overlapping speech messages and beaconing sounds make it very difficult to locate the correct button and determine which signal has the walk phase.



This photo represents another bad installation in that the vibro-tactile arrow points a pedestrian diagonally into the intersection. A curb like we see on the bottom right can often be used for an alignment clue, but in this case would set a person up to cross diagonally.

Maintaining alignment while crossing:

Parallel traffic can usually be followed to locate the up curb, either visually or by listening to the receding sound. This is especially important at a skewed intersection. New crosswalk paint can often be detected with a cane and is much easier for a person with low vision to see. The crest in the road can provide a cue that the halfway point has been reached. An APS provides a beacon to aid in maintaining alignment and locating the up curb.

Tactile Walking Surface Indicators as guidance surfaces:

Use of tactile surfaces for guidance can be an effective way to provide information about alignment and location. This article addresses developments in the use of tactile walking surface Indicators, with information about this type of usage starting on page 23. [TWSI review-Bentzen-NIDILRR.pdf \(pedbikeinfo.org\)](#) Additional research is being conducted so further recommendations are anticipated.



These bar titles can be used for alignment information after stepping off of a floating bus island transit stop.

Street crossings resulting in veer recovery and potential dangers:

When the up curb is not found where expected, a person usually needs to step out of the street before gathering the information needed to correct their location. In some instances, obstacles impede the ability to correct the veer and can cause injury depending upon the hazard. Because a person has now deviated from their line of direction, traffic sounds and physical features of the intersection are used to regain orientation



Adjusting obstacles to be vertical rather than diagonal (as indicated by these cables in this photo) can allow them to be detected with a long white cane rather than being a head-high obstacle.

Roundabouts create challenges for the pedestrian with vision disability as their ability to gather information is hindered for the following reasons:

1. No parallel traffic for alignment or to determine when to cross.
2. Must be able to detect gap in traffic audibly.
3. Noise from approaching and receding vehicles mask gap (worse with multi-lanes roundabout).
4. Curving sidewalks reduce the ability to maintain a line of direction while approaching the crosswalk and can make it difficult to determine the path of perpendicular traffic.



A person rounding this corner might detect the slope or detectable warning system underfoot. Without a physical cue, little if any information is available for alignment. It could be very difficult to be confident that vehicles on the left have yielded. The pedestrian refuge area could be an uncomfortable or even an unsafe place to wait for drivers exiting the circle to yield. This is not accessible.

Roundabout Remediation

A roundabout should consider the following:

1. If a multi-lane roundabout, traffic control signals with Accessible Pedestrian Signals with speech message or at least an audible information device describing the crossing and speech message saying, "yellow lights are flashing." As per language in the MUTCD, APS should be installed on the splitter islands unless the signals can be timed for the crossing to be completed in one stage.
2. If using Pedestrian hybrid beacons to provide pedestrian crossing, then APS also need to be installed
3. Yield signs should be visible and clearly indicate where the vehicle should stop.
4. Sound strips have shown to have some benefit where there is only one lane.
5. Single lane crossings at both the entrance and exit.
6. Raised crossings to decrease driver speed and increase driver attention, even on single lane roundabouts.
7. Pedestrian pushbutton needs voice message to clarify that the signal is not a RYG signal.
8. Pedestrian lighting at the crosswalk, yield cameras.
9. Landscaping to assist in locating crossing spot.
<http://mutcd.fhwa.dot.gov/htm/2009/part3/part3c.htm>



This photo represents a better installation. Landscaping facilitates assist in locating the crossing spot and the curb ramp is aligned with the pedestrian line of travel.

Floating Transit Stops

Transit stops requiring a pedestrian to cross a bike lane first are proving to cause significant design and safety challenges, especially when these are mid-block. Without parallel traffic to assist in determining a walk phase, it can be impossible to determine when a bicycle might be yielding. A yielding cyclist might not be able to determine if a pedestrian is attempting to cross, especially if the pedestrian is taking considerable time to gather information and may decide to proceed. Signage requiring cyclists (and micromobility) to stop could assist in establishing an opportunity for pedestrians to cross. A flashing beacon activated by a pushbutton with an audible beacon could assist in communicating a pedestrian’s intention to cross and encourage yielding. Proper placement of detectable warning surfaces at the island and the intersection is crucial to safety. Tactile Guidance surfaces across the sidewalk to indicate the location of the bus stop may be needed. Adding planters or other barriers to the area where the pedestrian with visual disability is not supposed to cross.

At this floating transit stop, directional curb ramps and perpendicular angles assist in locating and aligning at the crossing spot. Detectable warning surfaces (truncated domes) identify the roadway. It would be very difficult for a pedestrian with vision loss to detect a yielding cyclist.



The APS button, circled in red, would provide access to signal information and alert cyclists of a person’s intention to cross.

Examples of infrastructure with room for improvement



“Doglegs” before the corner cause a person to turn from their projected line of direction and then realign using traffic sounds. This curb ramp points toward the busy parallel road, making alignment challenging.



This approach takes a pedestrian from their projected line of direction. Traffic is light. Directional curb ramps would provide information for alignment that is not otherwise available.



White truncated domes at this corner are not providing contrast. Because of the diagonal curb ramp, a wheelchair user must enter the road and then listen to traffic to realign. Realigning in the road could be hazardous for a traveler with vision loss



Lack of contrast or texture between the brick and the detectable warning surface causes problems in detection both tactually and visually.

Other factors affecting ability to maintain alignment



- 1. Blocked sidewalks
- 2. Missing sidewalk pieces
- 3. Poles and other “furniture” in the sidewalk
- 4. Inaccessible curb ramps
- 5. Snow and ice



A person pushed off a blocked sidewalk may come into contact with moving vehicles. Navigating parked vehicles while monitoring traffic includes encountering side mirrors and trailer hitches.



Other considerations

1. Noise from lawnmower/snowblower, fountain, loud vehicles etc. makes traffic analysis difficult.
2. Reluctance of many people who experience vision loss to using a white cane leads to a greater need for high contrast and APS. Designing for all ages and abilities ensures better access for all.
3. Even experienced travelers would require re-training to negotiate the current and constantly changing environment. Roundabouts, more mid-block crossings, channelized turn lanes, actuated signals, leading pedestrian intervals, exclusive pedestrian phase intervals, micro mobility, floating transit stops, and quieter vehicles are among factors continuing to evolve.

Conclusion:

It's my hope that in reviewing this information future infrastructure designs and installation will address the accessibility needs of pedestrians with visual disabilities. The removing of information being used by the pedestrian with vision loss to align and cross streets at the correct location is happening more frequently. I am willing to consult with transportation professionals regarding future projects and determining how to best accomplish the accessibility concerns regarding pedestrians with vision disabilities. If you are attempting to determine how to analyze a design, consider checking what a pedestrian would encounter when attempting to do the following:

1. Navigate sidewalks or sidewalkless areas.
2. Locate the correct place to cross.
3. Align to cross at the intersection.
4. Determine when to cross at the departure corner.
5. Locate the up curb on the destination corner.
6. Recover from a possible veer into or away from the parallel street.

Thank you for your time and consideration. I look forward to future correspondence and being of assistance to the Grand Valley Metropolitan Council.

Sincerely,



Jennifer Graham MA, COMS
Certified Orientation and Mobility Specialist

APPENDIX C

CONSULTATION REFERENCES



STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
AND RURAL DEVELOPMENT

GRETCHEN WHITMER
GOVERNOR

GARY MCDOWELL
DIRECTOR

March 18, 2022

Ms. Laurel Joseph
Director of Transportation Planning
Grand Valley Metropolitan Council
678 Front Ave., Suite 200
Grand Rapids, MI 49504

Re: GVMC 2023-2026 TIP Projects

Dear Ms. Joseph:

The Michigan Department of Agriculture and Rural Development (MDARD) received your request for comments on the Grand Valley Metropolitan Council (GVMC) FY2023-2026 Transportation Improvement Program list of projects. Similar to our response on the past GVMC TIP List of Candidate Projects, our primary concern as it relates to any proposed transportation projects would be the potential impacts these projects could have on properties enrolled under Part 361 of the Natural Resources and Environmental Protection Act, PA 451 of 1994 (formerly PA 116 of 1974, the Farmland and Open Space Preservation Act) and on established intra- and inter-county drains.

It is expected that these projects, including widening, will be completed within already existing right-of-ways and would not impact Part 361 properties. If, however, any proposed projects will impact lands outside of the currently established right-of-way, MDARD will want to review the project specific plan to determine if there might be any Part 361 impact.

It is possible that some proposed projects could impact intra- or inter-county drains either directly through construction or indirectly due to increased volume of storm water delivered to these systems. Until more detailed plans are presented, we cannot anticipate specific impacts to these facilities.

The offices of the Kent and Ottawa County Drain Commissioners should be able to provide you with the most comprehensive maps of drain infrastructure and plans within their respective counties. I encourage you to work closely with these offices during your planning process and to coordinate your work with anticipated drain maintenance and improvement. Otherwise, staff does not anticipate additional social, economic and/or

Laurel Joseph
March 18, 2022
Page 2

environmental impacts from the proposed projects, as they relate to agriculture and the various functions of the MDARD.

We appreciate being included as part of the TIP review process. Feel free to contact me at 517-284-5612 if I can be of further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Abigail Eaton', written over a horizontal dashed line.

Abigail Eaton
Environmental Resource Specialist
Environmental Stewardship Division

Andrea Faber

From: Kilvington, Charlotte (MSP)
Sent: Monday, March 28, 2022 8:47 AM
To: Bott, Mark (MDOT); Andrea Faber
Subject: RE: Safety Projects for Review

Same: No comments.

From: Bott, Mark (MDOT)
Sent: Monday, March 28, 2022 8:45 AM
To: Andrea Faber <andrea.faber@gvmc.org>; Kilvington, Charlotte (MSP)
Subject: RE: Safety Projects for Review

I do not have any comments. Thank you.

Mark Bott
Engineer of Traffic and Safety
Michigan
Department of
Transportation (517)
335-2625

Improving Safety on our roadways must be our No Fail Mission

The Change In Culture Starts With You! Leave your distractions at home

Buckle Up | Phone Down | Slow Down | Drive Sober

Toward Zero Deaths™
National Strategy on Highway Safety



From: Andrea Faber <andrea.faber@gvmc.org>
Sent: Monday, March 21, 2022 10:49 AM
To: Kilvington, Charlotte (MSP)
Cc: Bott, Mark (MDOT)
Subject: RE: Safety Projects for Review

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Charlotte and Mark,

Just checking in to see if you have any feedback you'd like to share with us about the project lists in our FY2023-2026 Transportation Improvement Program. If you do, please let us know by this Wednesday, March 23rd. Thanks for your help!

Andrea

From: Andrea Faber
Sent: Wednesday, February 9, 2022 1:46 PM
To: 'Kilvington, Charlotte (MSP)'
Cc: Bott, Mark (MDOT)
Subject: RE: Safety Projects for Review

Thanks, Charlotte. I will add Mark to our consultation list.

Mark, our project lists for our FY2023-2026 TIP are on our [website](#). Please let me know if you'd like me to send you the project lists with the safety projects flagged. I'd be happy to pass that on for your review.

Andrea Faber
Transportation Planner
Grand Valley Metro Council

678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

From: Kilvington, Charlotte (MSP)
Sent: Wednesday, February 9, 2022 1:33 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Cc: Bott, Mark (MDOT)
Subject: RE: Safety Projects for Review

Dear Andrea:

I would include Mark Bott over at MDOT:

From: Andrea Faber <andrea.faber@gvmc.org>
Sent: Monday, February 7, 2022 4:09 PM
To: Kilvington, Charlotte (MSP)
Subject: RE: Safety Projects for Review

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Thanks, Charlotte. We only send out emails like this every couple of years, so I apologize for missing Anne's retirement. I will update our records. Is there anyone else I should be looping in when opportunities to comment on transportation project lists arise?

Andrea

From: Kilvington, Charlotte (MSP)
Sent: Monday, February 7, 2022 2:59 PM
To: Andrea Faber <andrea.faber@gvmc.org>;
Subject: RE: Safety Projects for Review

Dear Andrea:

Anne Readett retired over a year ago. I can take a look when my schedule allows.

From: Andrea Faber <andrea.faber@gvmc.org>
Sent: Monday, February 7, 2022 2:52 PM
To: Anne Readette
Cc: Kilvington, Charlotte (MSP)
Subject: Safety Projects for Review

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Anne,

Earlier today, you should have received an email from GVMC that asked consultation (“stakeholder”) agencies to please review the draft transportation project lists in our FY2023-2026 Transportation Improvement Program (TIP) and to offer their feedback. According to our records, the Michigan State Police has asked us to highlight safety projects on our draft project lists for your review. Please find attached the draft project list from our FY2023-2026 TIP with safety projects highlighted. We are requesting that the Michigan State Police please review these projects and respond with feedback by Wednesday, March 23rd. For more information about the TIP, please visit our [website](#).

Please feel free to reach out to me if you have any questions. Thanks for your help!

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

Consultation Organizations

Ada Township	Dwelling Place
Aero Med-Air Medical Transport	East Hills Council of Neighbors
Alger Heights Neighborhood Assn.	Eastgate Neighborhood Assn.
Allendale Township	Eastown Neighborhood Assn.
Allendale Township DDA	Environmental Protection Agency - Region 5
American Medical Response	Federal Aviation Administration - Great Lakes Region
Amtrak	Federal Transit Administration
Amway	FedEx Express
Annis Water Resources Institute	FedEx Freight
Area Agency on Aging of Western Michigan	FedEx Freight (safety)
Arrowaste	FedEx Ground
Assn. for the Blind & Visually Impaired	FHWA
Auburn Hills Neighborhood Assn.	Fish and Wildlife Service
Baxter Neighborhood Association	Forward Air, Inc.
Bay Mills Indian Community	Founders Brewing
Bay Mills Indian Community; Tribal Historic Preservation Office	Friends of the White Pine Trail
Belknap Lookout Association	Fulton Heights Neighborhood Assn.
Black Hills Neighborhood Assn.	Garfield Park Neighborhood Assn.
Blandford Nature Center	Genesis Non-Profit Housing Corp.
Boston Square Community Bikes	Georgetown Seniors
Bradford White	GR Chamber of Commerce
Bureau of Indian Affairs	Grand Elk Railroad
Byron Township	Grand Rapids Air Pollution Control
Calder City Taxi	Grand Rapids Area Chamber of Commerce
Caledonia Township	Grand Rapids Area Coalition to End Homelessness
Cascade Charter Township	Grand Rapids Audubon Club
City of Grand Rapids	Grand Rapids Downtown Development Authority
City of Grandville DDA	Grand Rapids Greyhound
City of Hudsonville DDA	Grand Rapids Pride Center
City of Kentwood	Grand Rapids Sierra Club
City of Rockford DDA	Grand River Band of Ottawa Indians
Columbian Logistics	Grassmid Transport
Compass Coach Inc	Greater Grand Rapids Bicycle Coalition
Comstock Park DDA	Greyhound Bus Lines
Courtland Township	GRFIA
Creston Neighborhood Assn.	GROW
CSX	Habitat for Humanity
Cutlerville-Gaines Chamber of Commerce	Hannahville Potawatomi Indian Community
Department of Agriculture and Rural Development	Health Care Associates
Department of Health and Human Services	Heartside Neighborhood Association
Disability Advocates of Kent County	Heritage Hill Neighborhood Assn.

Highland Park Neighborhood Association	Michigan Department of Environmental Quality
Hispanic Center of West Michigan	Michigan Department of Natural Resources
Historic Preservation	Michigan Department of Transportation
Hope Network	Michigan Dept. of Agriculture and Rural Development
Hope Network-Go Lux	Michigan Economic Development Corporation
Indian Trails Motorcoach	Michigan Land Use Institute
Inner City Christian Federation	Michigan Oaks Neighborhood Assn.
ITP-The Rapid	Michigan State Historic Preservation Office
Izaak Walton League - Dwight Lydell Chapter	Michigan State Police
Jamestown Township	Michigan United Conservation Clubs, Inc.
John Ball Park Neighborhood Assn.	Mid-Michigan Railroad Co.
John Ball Zoo	National Park Service
Just Bikes	Natural Resources Commission
Kent Conservation District	Natural Resources Conservation Service
Kent County	North East Citizen Action Assn.
Kent County Community Action	Nottawaseppi Huron Band of the Potawatomi
Kent County Dept. of Public Works	Oakdale Neighbors
Kent County Drain Commission	Oakdale Neighbors Information
Kent County Farm Service Agency	Ottawa Conservation District
Kent County Health Department	Ottawa County Drain Commission
Kent County Home Repair Services	Ottawa County Farm Bureau
Kent County Parks Department	Ottawa County Parks & Recreation
Kent Intermediate School District	Ottawa Hills Neighborhood Assn.
Kent Michigan State University Extension	Plainfield Township
Keweenaw Bay Indian Community	Pokagon Band of Potawatomi Indians
Knight Transportation	Pokagon Band of Potawatomi Indians; Tribal Historic Preservation Office
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Read to Ride
Lac Vieux Desert Band of Lake Superior Chippewa Indians; Tribal Historic Preservation Office	Ready Ride Transportation, Inc.
Lakeshore Advantage	Rental Property Owners Assn.
Land Conservancy of West Michigan	Ridgemoor Neighborhood Assn.
Life EMS	Riverview Aviation
Little River Band of Ottawa Indians	Rockford Chamber of Commerce
Madison Area Neighborhood Assn.	Roosevelt Park Neighborhood Association
MARP	Sierra Club
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians	Sierra Club, Mackinac Chapter
MDOT	South West Area Neighbors
MDOT Office of Economic Development	Standale DDA
MDOT OPT	State Historic Preservation Office
MEDC	State Housing Development Authority
MI Housing Development Authority	Tallmadge Township
MI United Conservation Club	The ARC Kent County
Michigan Association of Railroad Passengers	The Nature Conservancy-Michigan Field Office

The Right Place	Village of Sand Lake
The TLC Group, Inc.	Village of Sparta
Thornapple Trail Assn.	Village of Sparta DDA
U.S. Coast Guard	Water Resources Division, MDEGLE
U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration	Water Resources Institute
U.S. Dept. of Housing & Urban Development	West Grand Neighborhood Association
U.S. Dept. of Housing & Urban Development, Detroit Office	West MI Environmental Action Council
U.S. Environmental Protection Agency Region 5, E-19J	West Michigan Hispanic Chamber of Commerce
United in Christ Ministries	West Michigan Mountain Biking Association
United Methodist Community House	West Michigan Regional Planning Commission
UPS	West Michigan Trails & Greenways Coalition
US Environmental Protection Agency	Westside Connection
US Forest Service	XPO Logistics
USDA-Michigan State Office	YRC Freight
USGS - Lansing District Office	

Web Notice: Latest Developments

The screenshot shows a web browser window with the URL gvmc.org/latest-developments/2022/2/7/consultation-is-underway-for-fy2023-2026-transportation-improvement-program. The browser's address bar and tabs are visible at the top. The website header features the GVMC logo and a search bar. A navigation menu includes links for HOME, GVMC, TRANSPORTATION - MPO, REGIS, and ENVIRONMENTAL PROGRAMS. The main content area has a title "Consultation is Underway for FY2023-2026 Transportation Improvement Program" and a date "February 7, 2022". The text of the notice explains that the consultation period for the FY2023-2026 Transportation Improvement Program (TIP) has begun. It states that GVMC is seeking input on the Fiscal Year 2023-2026 TIP draft project lists from Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation to foster cooperation and promote communication with these organizations. GVMC is asking that consulted organizations look over the proposed project lists and the [corresponding map on GVMC's TIP page](#) and compare them with any projects or planned projects that their organization may be undertaking. (For example, using inventories of natural or historic resources, please note if there are transportation projects that will interact or interfere with your organization's future policies or programs.) Then, we ask that you provide your analysis of the information provided, including your opinion of how well the information was presented and the mitigation strategies you would offer to limit the impact of proposed transportation projects on the environment, your organization's plans, or people that you serve. **Comments or concerns regarding these projects should be submitted to Laurel Joseph by Wednesday, March 23, 2022.** Comments can be mailed to the address below, submitted over the phone (616.776.7610) or by [email](#). The address provided is Grand Valley Metropolitan Council, Attn: Laurel Joseph, 678 Front Ave. NW, Ste. 200, Grand Rapids, MI 49504. **GVMC staff is available to meet with you to compare your future plans with our draft project lists or to address your concerns. Please contact Laurel Joseph to schedule an appointment.** After the consultation period concludes, GVMC will make the draft project lists available for public comment. Please watch for additional details to be posted in March. For more information about the TIP, please [click here](#). For more information about GVMC's consultation process, please [click here](#). The Windows taskbar at the bottom shows the search bar, task view, and several application icons, along with the system tray displaying the date and time as 11:28 AM on 2/7/2022.

gvmc.org/latest-developments/2022/2/7/consultation-is-underway-for-fy2023-2026-transportation-improvement-program

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GVMC SEARCH

HOME GVMC TRANSPORTATION - MPO REGIS ENVIRONMENTAL PROGRAMS

Consultation is Underway for FY2023-2026 Transportation Improvement Program

February 7, 2022

The consultation period for the FY2023-2026 Transportation Improvement Program (TIP) has begun!

Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2023-2026 TIP draft project lists from Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation to foster cooperation and promote communication with these organizations.

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Grand Valley Metropolitan Council
Attn: Laurel Joseph
678 Front Ave. NW, Ste. 200
Grand Rapids, MI 49504

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Type here to search

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Web Notice: TIP Page

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Transportation Improvement Program

[SUBMIT A COMMENT](#)

The Transportation Improvement Program (TIP) identifies proposed projects developed by local agencies in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative (3C) planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials. All federal monies returned to the Grand Rapids metro area from the federal fuel tax are distributed through this process.

Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the Program of Projects (POP) requirements for Section 5307 public involvement.

Consultation is Underway for the FY2023-2026 TIP

The consultation period for the FY2023-2026 Transportation Improvement Program (TIP) has begun! Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2023-2026 TIP draft project lists from Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation to foster cooperation and promote communication with these organizations.

GVMC is asking that consulted organizations look over the proposed project lists (see post below) and the corresponding map and compare them with any projects or planned projects that their organization may be undertaking. (For example, using inventories of natural or historic resources, please note if there are transportation projects that will interact or interfere with your organization's future policies or programs.) Then, we ask that you provide your analysis of the information provided, including your opinion of how well the information was presented and the mitigation strategies you would offer to limit the impact of proposed transportation projects on the environment, your organization's plans, or people that you serve.

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Attn: Laurel Joseph
678 Front Ave. NW, Ste. 200
Grand Rapids, MI 49504

GVMC staff is available to meet with you to compare your future plans with our draft project lists or to address your concerns. Please contact Laurel Joseph to schedule an appointment.

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GVMC Developing FY2023-2026 Transportation Improvement Program

The Grand Valley Metropolitan Council is in the process of developing the FY2023-2026 Transportation Improvement Program (TIP), which will include funded transportation projects for Kent and eastern Ottawa Counties. Programming meetings took place in November and December, 2021 with the Transportation Programming Study Group (TPSG) Subcommittee, the Nonmotorized Committee, and the Rural Subcommittee, and the preliminary draft project lists - local, transit, MDOT, and unfunded needs (illustrative) - were approved by the Joint Technical/Policy Committee on January 19, 2022. This approval allows for the projects to move forward with consultation, environmental justice analysis, and additional public involvement.

Please stay tuned for information on upcoming public meetings, public comment opportunities, and updates, which will be posted as they occur.

Draft FY2023-2026 Project Lists

- [FY2023-2026 Draft Proposed Local Projects](#)
- [FY2023-2026 Draft Proposed Transit Projects](#)
- [FY2023-2026 Draft Proposed MDOT Projects](#)
- [FY2023-2026 Unfunded Needs \(Illustrative Projects\)](#)
- [Current FY2023 Projects in existing FY2020-2023 TIP \(overlapping year\)](#)

If you have questions about the TIP development process, please email [Laurel Joseph](#), Director of Transportation Planning, or call (616) 776-7610.

Individuals with disabilities requiring auxiliary aids or services and persons requiring translation or interpretation assistance should email [Andrea Faber](#) or call (616) 776-7603.

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Facebook Post:

The screenshot shows a Facebook profile for Grand Valley Metropolitan Council (GVMC). The page includes an 'Intro' section with contact information and a recent post. The post, published by Andrea Faber, invites consultation organizations to review and comment on draft project lists for the FY2023-2026 Transportation Improvement Program. It features a blue and white logo with the letters 'VM' and a 'Consultation is Underway for FY2023-2026 Transportation Improvement...' headline. The post text reads: 'GVMC invites consultation organizations to review and comment on draft project lists for the FY2023-2026 Transportation Improvement Program. Please click the link below for more information.' Below the text is a 'See Insights' button, a 'Boost post' button, and interaction options for 'Like', 'Comment', and 'Share'. A comment box is visible with the text 'Write a comment...' and 'Press Enter to post.'

Twitter Post:

The screenshot shows a Twitter profile for GVMC (@GVMC) with 40 tweets. The profile bio includes the website 'gvmc.org' and the date 'Joined June 2009'. The main tweet, posted 2 minutes ago, contains the same text as the Facebook post: 'GVMC invites consultation organizations to review and comment on draft project lists for the FY2023-2026 Transportation Improvement Program:'. It includes a link to 'gvmc.org' and a truncated headline: 'Consultation is Underway for FY2023-2026 Trans...'. The tweet also features a blue and white logo with the letters 'VM'. Below the tweet are icons for replies, retweets, likes, and a share icon. To the right of the tweet is a promotional graphic for a survey titled 'TRANSPORTATION PRIORITIES AS WE PLAN FOR THE FUTURE!' with a 'GVMC' logo and an 'ENTER SURVEY' button. Below the tweet, there is a 'You might like' section with recommendations for other accounts: BetMGM (@BetMGM), Rosalynn Bliss (@mayorbliss), and Kent County Road Co... (@MIKCRC).

Andrea Faber

From: Andrea Faber
Sent: Wednesday, April 27, 2022 4:33 PM
Subject: Draft GVMC FY2023-2026 Transportation Improvement Program Available for Review.

According to our records, you have asked to be notified when our draft Transportation Improvement Program (TIP) document is complete and available for public comment. This email is to inform you that GVMC's draft FY2023-2026 TIP, which contains transportation projects in Kent and eastern Ottawa Counties for the next four years, is available for your review. The document, as well as information on how to submit comments, including a list of meetings where comments may be made in person, is available at www.gvmc.org/TIP. Comments on the FY2023-2026 TIP may be submitted up until GVMC's Board Meeting on Thursday, June 2 at 8:30 am.

If you have any questions, please feel free to reach out.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

[View this email in your browser](#)



We'd Like Your Input on the Transportation Projects in the Draft FY2023-2026 Transportation Improvement Program



Grand Valley Metropolitan Council (GVMC) is seeking your organization's input on the Fiscal Year 2023-2026 Transportation Improvement Program (TIP) draft project lists in order to foster cooperation while promoting communication within Federal, State, Tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Projects in the TIP include road resurfacing, road reconstruction, bridge

replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects. Please note that while the TIP lists the priority transportation projects in Kent and eastern Ottawa Counties, the inclusion of a specific project does not guarantee construction.

We are asking you to look over the proposed project lists below and the [corresponding map](#) and compare them with any projects or planned projects that your organization may be undertaking. (For example, using inventories of natural or historic resources, please note if there are transportation projects that will interact or interfere with your organization's future policies or programs.) Then, we ask that you provide your analysis of the information provided, including your opinion of how well the information was presented and the mitigation strategies you would offer to limit the impact of proposed transportation projects on the environment, your organization's plans, or people that you serve.

[FY2023-2026 TIP Draft Proposed Local Projects](#)

[FY2023-2026 Draft Proposed Transit Projects](#)

[FY2023-2026 Draft Proposed MDOT Projects](#)

[FY2023-2026 Unfunded Needs \(Illustrative Projects\)](#)

[Current FY2023 Projects in Existing FY2020-2023 TIP \(overlapping year\)](#)

We are asking you to complete this analysis and submit your comments to Laurel Joseph, Director of Transportation Planning, by Wednesday, March 23. Comments can be mailed to the address below, submitted over the phone (616.776.7610), by [email](#), or [online](#). GVMC staff is also available to meet with you to compare your future plans with our draft project lists or to address your concerns. Please contact [Laurel](#)

[Joseph](#) to schedule an appointment.

In the event you do not have any input to provide, please be sure to send us a letter to that effect by the deadline. Regardless of how much or how little input you would like to provide, we are requesting to hear back from you.

Your comments are an important part of the transportation planning process. Without appropriate feedback, it is difficult for GVMC to foresee potential issues. Lack of comment on your part will be viewed as endorsement of the proposed TIP project lists. Thank you for your participation in this effort. We greatly appreciate your participation and suggestions during this evaluation process. Working together, we can create meaningful change within our communities.

For more information about the TIP, please click [here](#).

For more information about GVMC's consultation process, please click [here](#).



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You are receiving this email because you or your organization have expressed interest in sharing input about selected transportation projects and priorities and/or their impact in Kent or eastern Ottawa County or because we are required to consult with your organization due to federal regulations.

Our mailing address is:
Grand Valley Metro Council
678 Front Ave NW Ste 200
Grand Rapids, MI 49504-5335

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DEADLINE APPROACHING

We'd Like Your Input on the Transportation Projects in the Draft FY2023-2026 Transportation Improvement Program



Grand Valley Metropolitan Council (GVMC) is seeking your organization's input on the Fiscal Year 2023-2026 Transportation Improvement Program (TIP) draft project lists in order to foster cooperation while promoting communication within Federal, State, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Projects in the TIP include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects. Please note that while the TIP lists the priority transportation projects in Kent and eastern Ottawa Counties, the inclusion of a specific project does not guarantee construction.

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You are receiving this email because you or your organization have expressed interest in sharing input about selected transportation projects and priorities and/or their impact in Kent or eastern Ottawa County or because we are required to consult with your organization due to federal regulations.

Our mailing address is:
Grand Valley Metro Council

4/11/22, 4:00 PM

REMINDER: Please provide input on draft FY2023-2026 Transportation Improvement Program (TIP) project lists by Wednesday, ...

678 Front Ave NW Ste 200
Grand Rapids, MI 49504-5335




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APPENDIX D
ENVIRONMENTAL JUSTICE MAPS
AND PROJECT LISTS

Hispanic/Latinx Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

-  Block Group Higher than Regional Percentage
-  Block Group Double Regional Percentage
-  Block Group Triple Regional Percentage

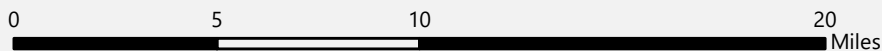
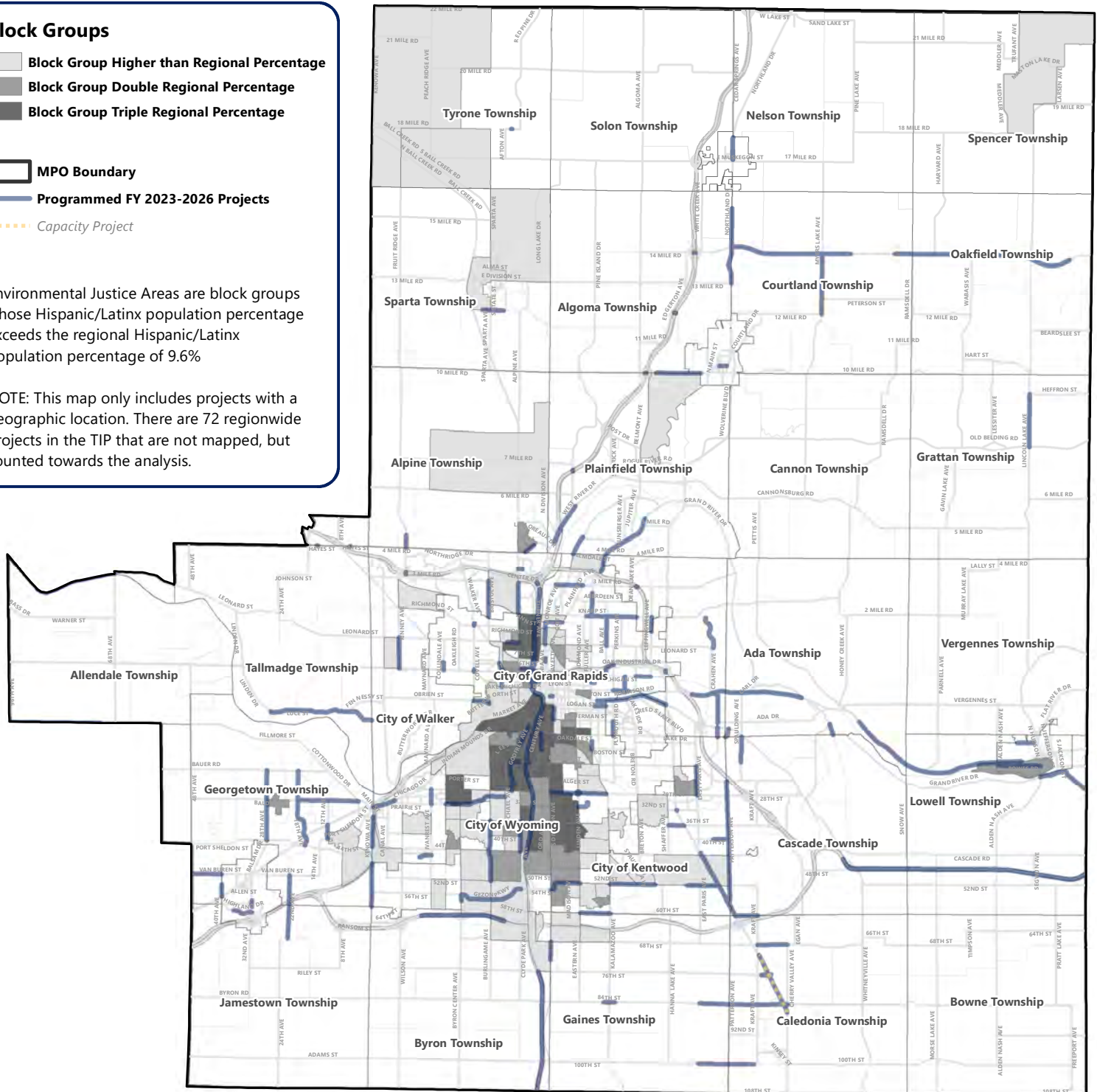
 MPO Boundary

 Programmed FY 2023-2026 Projects

 Capacity Project

Environmental Justice Areas are block groups whose Hispanic/Latinx population percentage exceeds the regional Hispanic/Latinx population percentage of 9.6%

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



DISCLAIMER: GVMC makes no warranty or guarantee regarding maps or other information provided herein. GVMC assumes no liability for errors, omissions, or inaccuracies that result in any decisions made or action taken upon any maps or information presented.

DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: HISPANIC/LATINX

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	Nonmotorized	\$601,979
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Kent	MDOT	M-6 E	From East Branch Rush Creek east to Burlingame Ave	Preservation	\$12,741,000
2023	Kent	Grand Rapids	Turner Ave NW	6th St to US-131 SB On Ramp and US-131 SB Off Ramp	Preservation	\$1,395,108
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo St to Adams St	Reconstruction	\$1,444,169
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	Grand Rapids	Burton St SW	Burton St nd Hall St over CSX Railroad	Bridge	\$284,000
2024	Kent	Sparta	12 Mile Rd NW	Citywide - Safe Routes to School	Nonmotorized	\$501,293
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000

2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	Reconstruction	\$2,700,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	KCRC	4 Mile Rd	Hachmuth Dr to Yorkland Dr	Nonmotorized	\$170,000
2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	Walker	Kinney Ave	Lake Michigan Dr to Leonard St	Nonmotorized	\$250,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000
2025	Kent	Grand Rapids	O Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Kentwood	52nd St SE	East Paris Ave to M-37	Preservation	\$1,050,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Kent	Kentwood	52nd St SE	Bailey's Grove to East Paris Ave	Preservation	\$504,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000

2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Kent	Walker	Alpine Ave NW	3 Mile Rd to Hillside Dr	Preservation	\$1,000,000
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	Preservation	\$1,200,000
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384
2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000
					Listed Projects	\$151,634,716
					Regionwide Projects	\$88,869,752
					Total	\$240,504,468

Black/African American Environmental Justice Areas With FY 2023-2026 TIP Projects

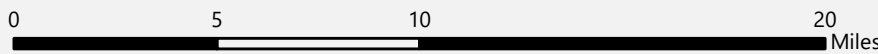
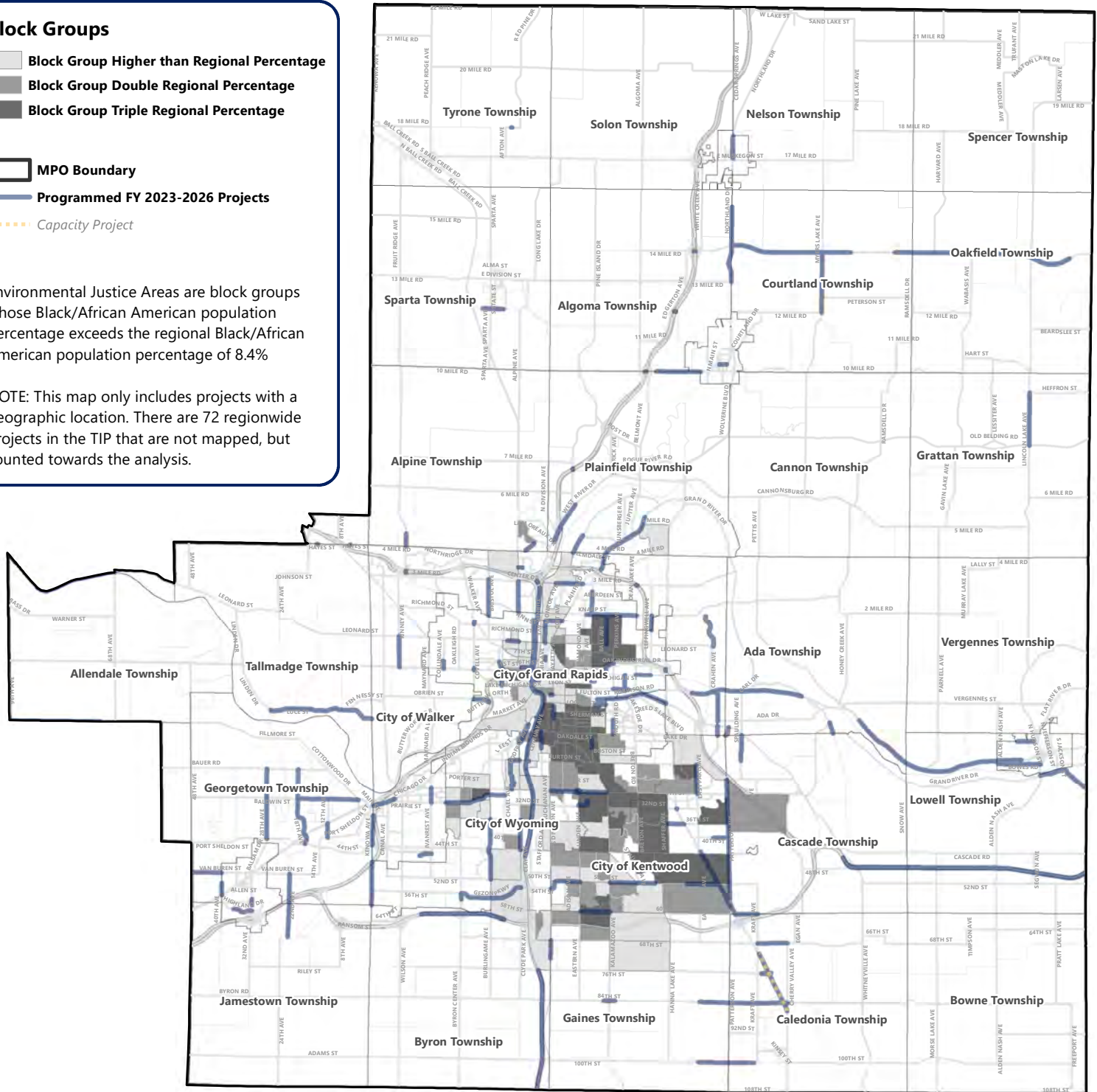
Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

- MPO Boundary
- Programmed FY 2023-2026 Projects
- Capacity Project

Environmental Justice Areas are block groups whose Black/African American population percentage exceeds the regional Black/African American population percentage of 8.4%

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



DISCLAIMER: GVMC makes no warranty or guarantee regarding maps or other information provided herein. GVMC assumes no liability for errors, omissions, or inaccuracies that result in any decisions made or action taken upon any maps or information presented.

DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: BLACK/AFRICAN AMERICAN




Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	Nonmotorized	\$601,979
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Kent	Grand Rapids	Turner Ave NW	6th St to US-131 SB On Ramp and US-131 SB Off Ramp to Richmond St	Preservation	\$1,395,108
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo St to Adams St	Reconstruction	\$1,444,169
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2024	Kent	Grand Rapids	Burton St SW	Burton St and Hall St over CSX Railroad	Bridge	\$284,000
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000
2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	Reconstruction	\$1,200,000
2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	KCRC	4 Mile Rd	Hachmuth Dr to Yorkland Dr	Nonmotorized	\$170,000

2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	MDOT	M-37 S	60th St to Patterson Ave	Operations	\$1,854,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Kentwood	52nd St SE	East Paris Ave to M-37	Preservation	\$1,050,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Kent	East Grand Rapids	Plymouth Rd	Franklin St to Hall St	Preservation	\$887,000
2025	Kent	Kentwood	52nd St SE	Bailey's Grove to East Paris Ave	Preservation	\$504,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Grand Rapids	Cherry St SE	Sheldon Ave to Legrave Ave & Prospect Ave to Madison Ave	Preservation	\$240,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	Wyoming	Grace Christian to Plaster Creek	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	Preservation	\$1,768,819
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384

2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836
					Listed Projects	\$131,968,654
					Regionwide Projects	\$88,869,752
					Total	\$220,838,406

Asian Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

-  Block Group Higher than Regional Percentage
-  Block Group Double Regional Percentage
-  Block Group Triple Regional Percentage

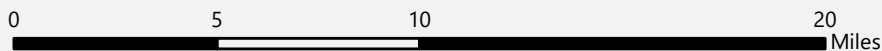
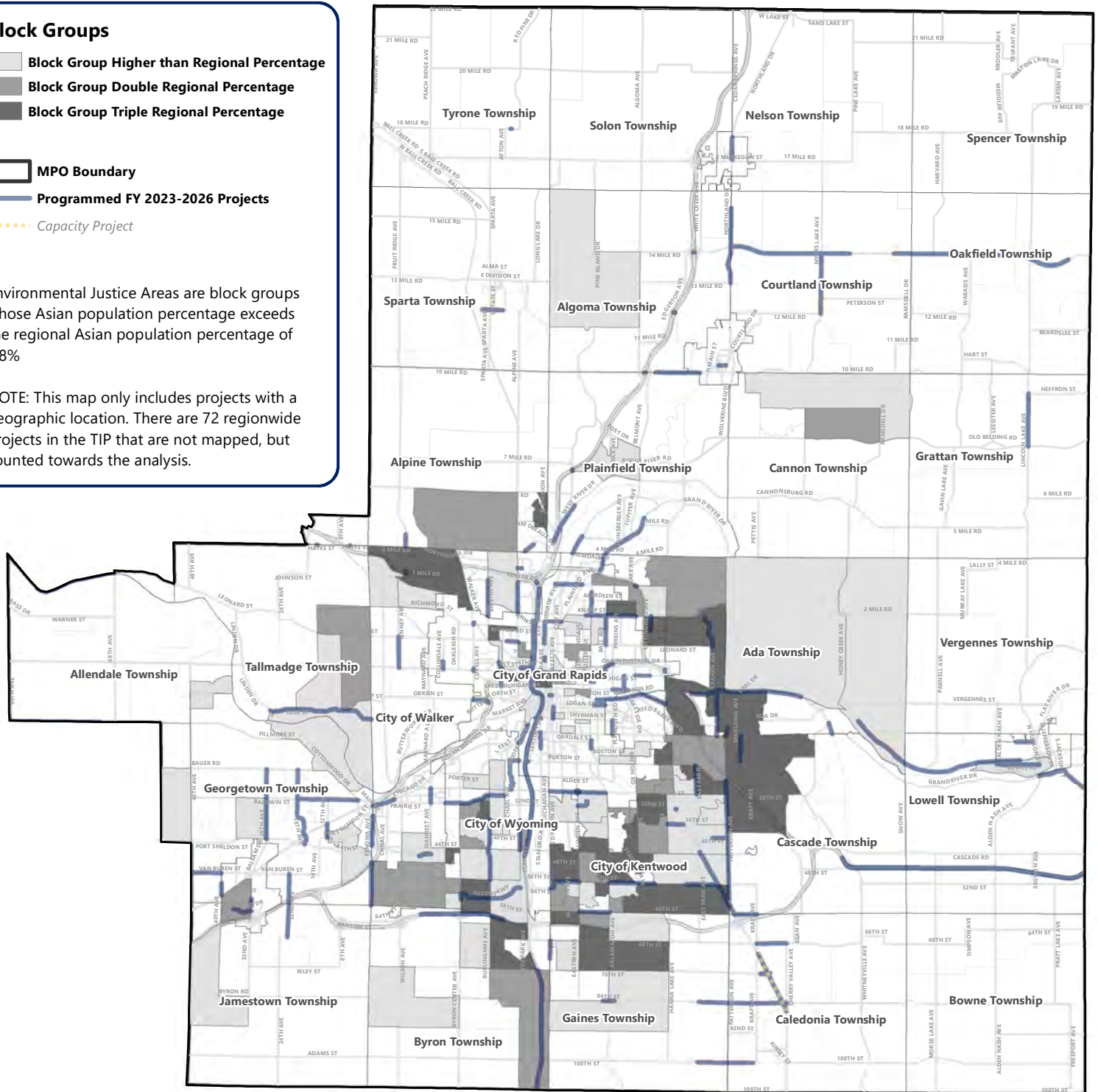
 MPO Boundary

 Programmed FY 2023-2026 Projects

 Capacity Project

Environmental Justice Areas are block groups whose Asian population percentage exceeds the regional Asian population percentage of 2.8%

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: ASIAN

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	MDOT	I-96 E	Fruit Ridge Rd Over I-96	Bridge	\$1,485,626
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Ottawa	Hudsonville	32nd Ave	32nd Ave	Operations	\$326,000
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Kent	MDOT	Spaulding Ave SE	M-6 / Holstege Wetland Mitigation Site	Planning	\$330,000
2023	Kent	MDOT	M-6 E	From East Branch Rush Creek east to Burlingame Ave	Preservation	\$12,741,000
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	MDOT	US-131 N	From Allegan/Kent County Line north to 76th St	Reconstruction	\$40,000,000
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2023	Kent	Kent County	84th St SE	84th St at Kalamazoo Ave	Safety	\$1,278,054
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	KCRC	Crahen Valley Park Trail	Leonard St to Knapp Ct	Nonmotorized	\$3,076,532
2024	Kent	Kent County	Argo Ave SE	Hall St to Cascade Rd	Nonmotorized	\$179,700
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Kentwood	40th St SE	Soundtech Ct to Patterson Ave	Preservation	\$408,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	Preservation	\$1,000,000
2024	Kent	Kent County	Leffingwell Ave NE	City Limits to Knapp St	Preservation	\$250,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000

2024	Kent	Grand Rapids	Division Ave NE	Fulton St to Michigan St	Reconstruction	\$11,644,545
2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	Reconstruction	\$1,200,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	MDOT	M-37 S	60th St to Patterson Ave	Operations	\$1,854,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Kentwood	52nd St SE	East Paris Ave to M-37	Preservation	\$1,050,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Ottawa	Ottawa County	Luce St SW	Lake Michigan Dr (M-45) to Kenowa Ave	Preservation	\$2,150,000
2025	Kent	Kentwood	52nd St SE	Bailey's Grove to East Paris Ave	Preservation	\$504,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	Preservation	\$600,000
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	Reconstruction	\$810,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Grandville	Century Center St SW	Ivanrest Ave to Mall Dr	Preservation	\$400,000
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Kent	Walker	Alpine Ave NW	3 Mile Rd to Hillside Dr	Preservation	\$1,000,000
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	Preservation	\$900,000
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512

2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384
2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836
2024, 2025	Kent	MDOT	I-96 E	3 Mile Rd Over I-96	Bridge	\$1,563,000
2024, 2026	Kent	MDOT	Pine Island Dr NE	Pine Island Dr over US-131	Bridge	\$548,000
2024, 2026	Kent	MDOT	M-37	32nd St over M-37	Bridge	\$4,663,000
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000
					Listed Projects	\$192,073,954
					Regionwide Projects	\$88,869,752
					Total	\$280,943,706

American Indian/Alaskan Environmental Justice Areas With FY 2023-2026 TIP Projects

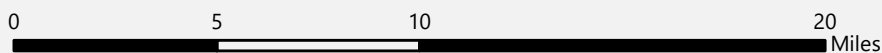
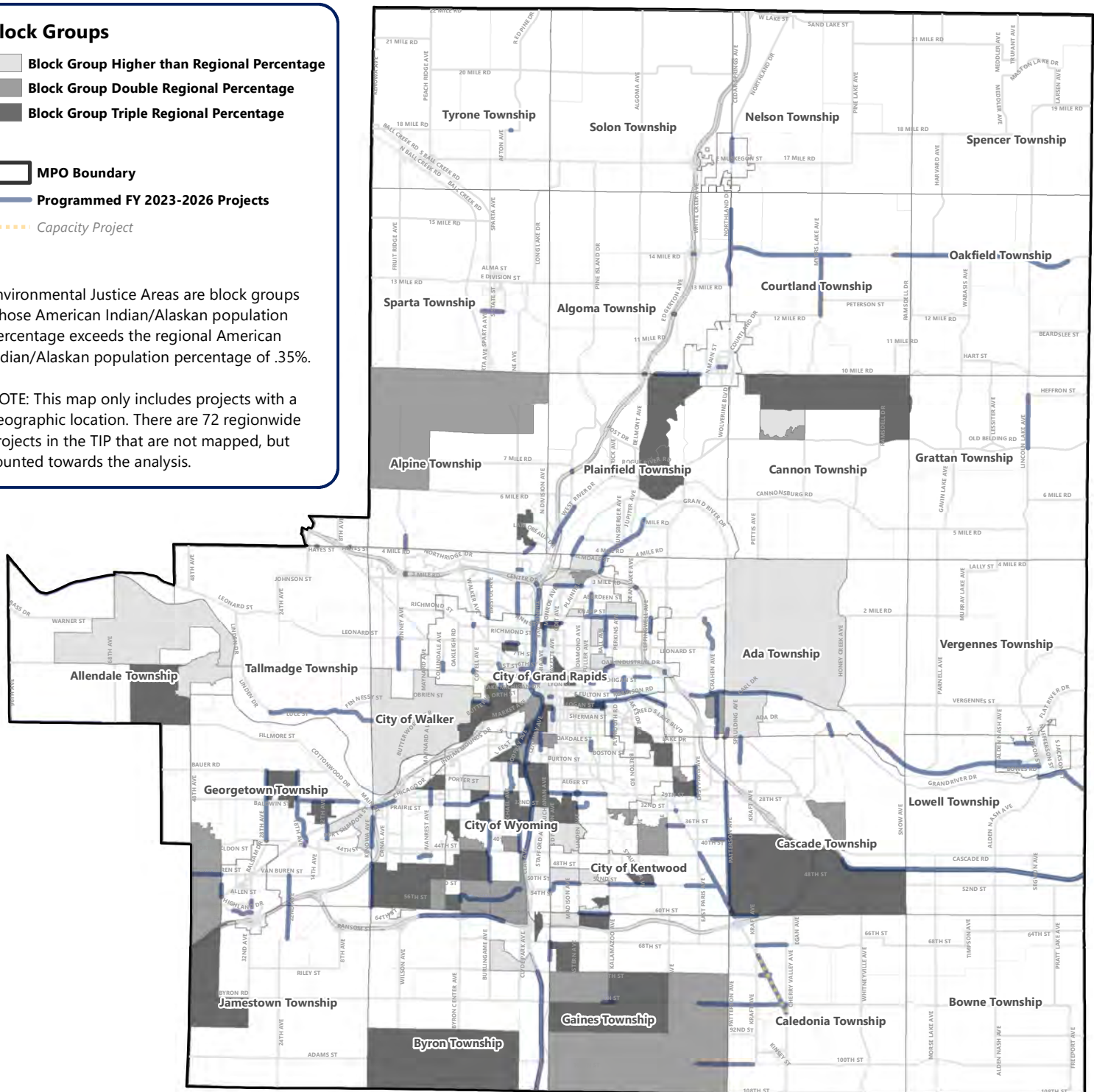
Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

- MPO Boundary
- Programmed FY 2023-2026 Projects
- Capacity Project

Environmental Justice Areas are block groups whose American Indian/Alaskan population percentage exceeds the regional American Indian/Alaskan population percentage of .35%.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: AMERICAN INDIAN/ALASKAN

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	MDOT	Spaulding Ave SE	M-6 / Holstege Wetland Mitigation Site	Planning	\$330,000
2023	Ottawa	Ottawa County	Leonard St	88th Ave to 68th Ave	Preservation	\$1,280,000
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Ottawa	Ottawa County	18th Ave	Chicago Dr to Bauer Rd	Preservation	\$975,000
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Grandville	Ivanrest Ave SW	Prairie St to 28th St	Preservation	\$280,000
2023	Kent	MDOT	I-96 E	Whitneyville Ave east to the Kent/Ionia County Line	Preservation	\$2,111,000
2023	Kent	Grand Rapids	Wealthy St SE	Ethel Ave to East City Limit	Reconstruction	\$2,966,672
2023	Kent	Kent County	84th St SE	Patterson Ave to East Paris Ave	Reconstruction	\$1,350,000
2023	Kent	Grand Rapids	Robinson Rd SE	Lake Dr to Plymouth Ave	Reconstruction	\$2,868,500
2023	Kent	Kent County	100th St SE	East Paris Ave to Patterson Ave	Reconstruction	\$1,400,000
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2023	Kent	Kent County	84th St SE	84th St at Kalamazoo Ave	Safety	\$1,278,054
2024	Kent	Grand Rapids	Burton St SW	Burton St nd Hall St over CSX Railroad	Bridge	\$284,000
2024	Kent	Kent County	Argo Ave SE	Hall St to Cascade Rd	Nonmotorized	\$179,700
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	40th St SE	Soundtech Ct to Patterson Ave	Preservation	\$408,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000

2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Broadmoor Ave to Thornapple River Dr	Preservation	\$1,000,000
2024	Ottawa	Ottawa County	Van Buren St	48th Ave to 40th Ave	Preservation	\$428,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000
2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	Kent County	100th St SE	Patterson Ave to Kraft Ave	Reconstruction	\$1,400,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	KCRC	4 Mile Rd	Hachmuth Dr to Yorkland Dr	Nonmotorized	\$170,000
2025	Kent	MDOT	M-37 S	60th St to Patterson Ave	Operations	\$1,854,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000
2025	Kent	Grand Rapids	O Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Ottawa	Ottawa County	Luce St SW	Lake Michigan Dr (M-45) to Kenowa Ave	Preservation	\$2,150,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	Preservation	\$600,000
2025	Kent	Grand Rapids	Wealthy St SE	Richard Terrace Ave to Ethel Ave	Reconstruction	\$1,968,327
2025	Kent	Kent County	84th St SE	Patterson Ave to Kraft Ave	Reconstruction	\$1,500,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	Preservation	\$1,768,819
2026	Ottawa	Hudsonville	40th Ave	M-121 to Grant St	Preservation	\$379,000

2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000	
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000	
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000	
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	Preservation	\$850,000	
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000	
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000	
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	Preservation	\$900,000	
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	Preservation	\$1,200,000	
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512	
2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000	
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878	
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263	
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384	
2026	Kent	Grand Rapids	Wealthy St SE	Benjamin Ave to Richard Terrace Ave	Reconstruction	\$1,700,000	
2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000	
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836	
						Listed Projects	\$148,420,229
						Regionwide Projects	\$88,869,752
						Total	\$237,289,981

Hawaiian/Pacific Islander Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

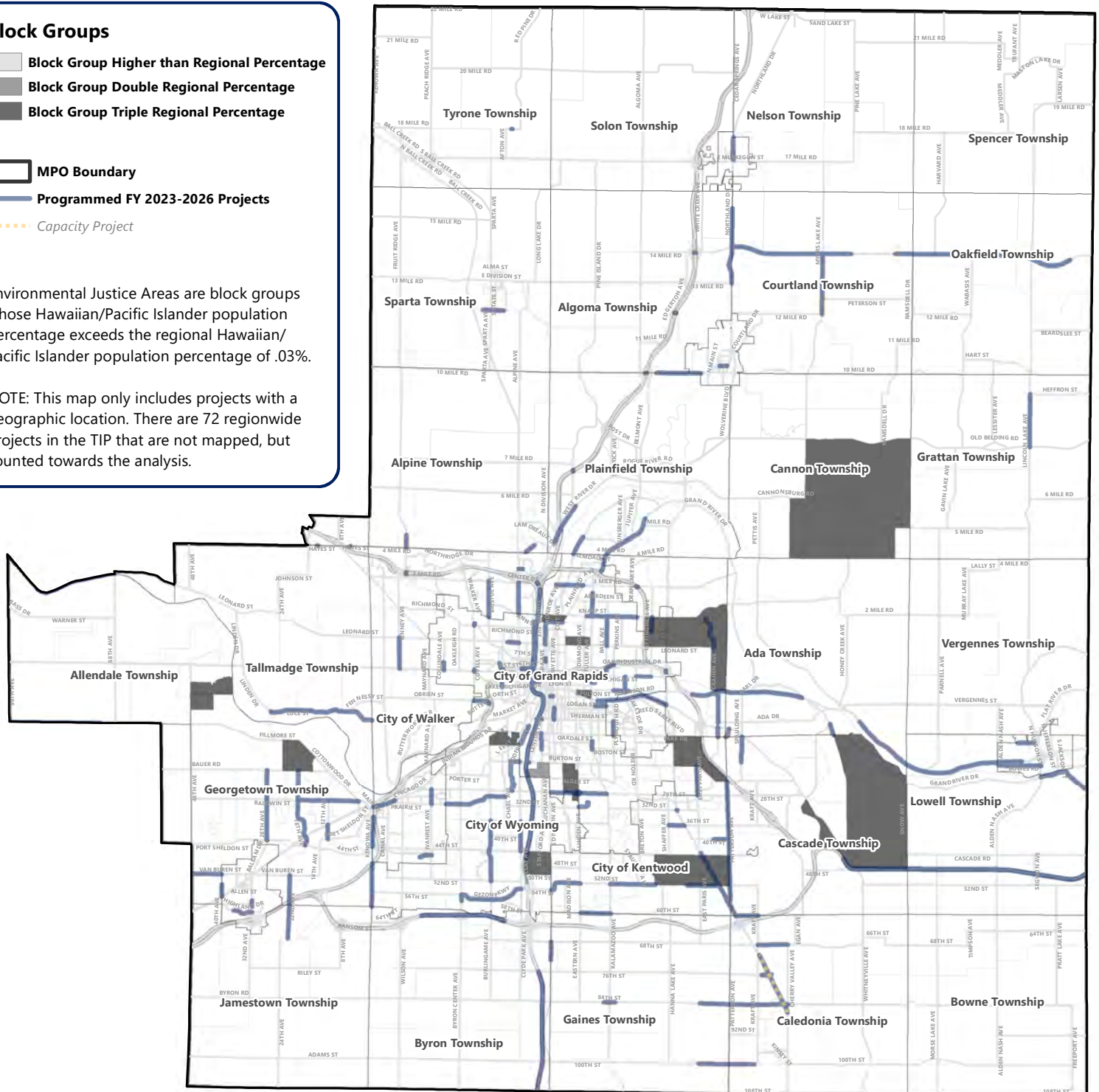
MPO Boundary

Programmed FY 2023-2026 Projects

Capacity Project

Environmental Justice Areas are block groups whose Hawaiian/Pacific Islander population percentage exceeds the regional Hawaiian/Pacific Islander population percentage of .03%.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: HAWAIIAN/PACIFIC ISLANDER

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost	
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874	
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983	
2023	Ottawa	Ottawa County	18th Ave	Chicago Dr to Bauer Rd	Preservation	\$975,000	
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000	
2023	Kent	Kent County	Buttrick Ave SE	Thornapple River Dr to Grand River Dr	Preservation	\$300,000	
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372	
2024	Kent	KCRC	Crahen Valley Park Trail	Leonard St to Knapp Ct	Nonmotorized	\$3,076,532	
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000	
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000	
2024	Kent	Kent County	Leffingwell Ave NE	City Limits to Knapp St	Preservation	\$250,000	
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000	
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000	
2025	Kent	Kentwood	52nd St SE	East Paris Ave to M-37	Preservation	\$1,050,000	
2025	Kent	Kentwood	52nd St SE	Bailey's Grove to East Paris Ave	Preservation	\$504,000	
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500	
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467	
						Listed Projects	\$52,469,728
						Regionwide Projects	\$88,869,752
						Total	\$141,339,480

Low-Income Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

- Block Group Lower than Regional Percentage
- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage
- MHI Lower than \$54,190

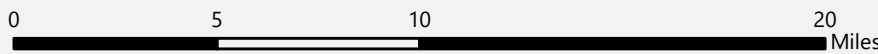
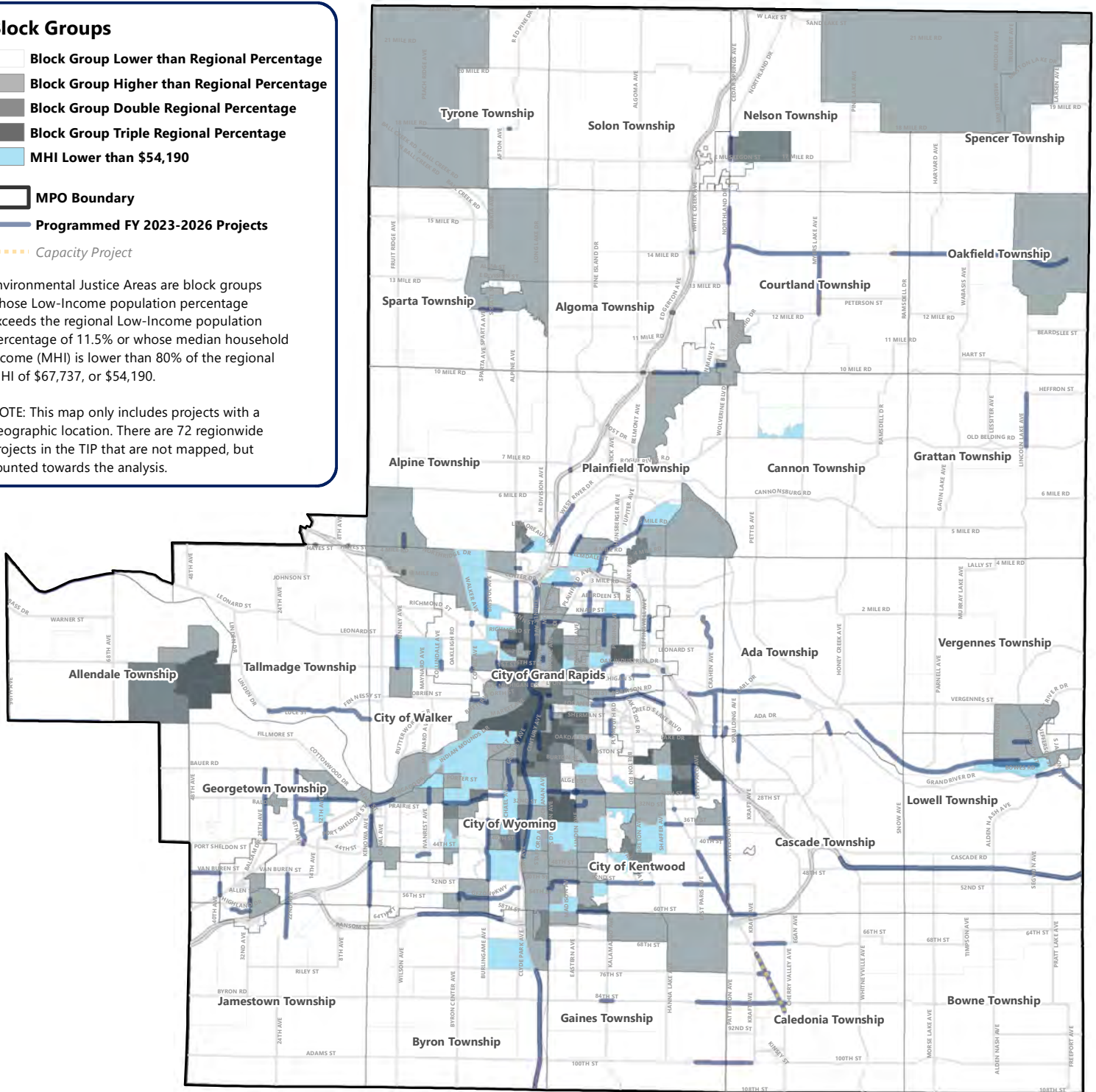
MPO Boundary

Programmed FY 2023-2026 Projects

Capacity Project

Environmental Justice Areas are block groups whose Low-Income population percentage exceeds the regional Low-Income population percentage of 11.5% or whose median household income (MHI) is lower than 80% of the regional MHI of \$67,737, or \$54,190.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: LOW-INCOME

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	MDOT	I-96 E	Fruit Ridge Rd Over I-96	Bridge	\$1,485,626
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	Nonmotorized	\$601,979
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Covell Ave	Lake Michigan Dr to Bridge St	Nonmotorized	\$53,750
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Collindave Ave	Lake Michigan Dr to Burritt St and 270' W of Collindale Ave	Nonmotorized	\$577,664
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Ottawa	Hudsonville	32nd Ave	32nd Ave	Operations	\$326,000
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	Preservation	\$483,750
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Kent	Grand Rapids	Turner Ave NW	6th St to US-131 SB On Ramp and US-131 SB Off Ramp	Preservation	\$1,395,108
2023	Ottawa	Ottawa County	18th Ave	Chicago Dr to Bauer Rd	Preservation	\$975,000
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	Grandville	Ivanrest Ave SW	Prairie St to 28th St	Preservation	\$280,000
2023	Kent	Rockford	Courtland St NE	Monro St to Wolverine Blvd	Preservation	\$1,005,000
2023	Kent	Grand Rapids	Ottawa Ave NW	Newberry St to Mason St	Reconstruction	\$712,922
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo St to Adams St	Reconstruction	\$1,444,169

2023	Kent	Grand Rapids	Robinson Rd SE	Lake Dr to Plymouth Ave	Reconstruction	\$2,868,500
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	Grand Rapids	Burton St SW	Burton St nd Hall St over CSX Railroad	Bridge	\$284,000
2024	Kent	Sparta	12 Mile Rd NW	Citywide - Safe Routes to School	Nonmotorized	\$501,293
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Lowell	Foreman St SE	Gee Drive to Beech	Preservation	\$481,250
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000
2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	Reconstruction	\$1,200,000
2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	Reconstruction	\$2,700,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	Grand Rapids	Fulton St	Plymouth Ave to Worcester Dr	Nonmotorized	\$676,993
2025	Kent	KCRC	4 Mile Rd	Hachmuth Dr to Yorkland Dr	Nonmotorized	\$170,000
2025	Kent	KCRC	Fruitridge Ave	3940 Fruitridge Ave to 4 Mile Rd	Nonmotorized	\$200,000
2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	KCRC	Robinson Rd and Cascade Rd	Plymouth Rd to Cascade Rd to East Beltline	Nonmotorized	\$1,113,640
2025	Kent	Walker	Kinney Ave	Lake Michigan Dr to Leonard St	Nonmotorized	\$250,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000

2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	Grand Rapids	O Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Grand Rapids	Cherry St SE	Sheldon Ave to Legrave Ave & Prospect Ave to Madison Ave	Preservation	\$240,000
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	Reconstruction	\$810,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Grand Rapids	Lyon St	Lyon St NE to Lyon ST NE through Fuller Park	Nonmotorized	\$250,000
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	Preservation	\$1,768,819
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	Preservation	\$850,000
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	Preservation	\$1,200,000

2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000	
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878	
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263	
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384	
2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000	
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836	
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000	
2024, 2026	Kent	MDOT	M-57	Ramsdell Dr to Morgan Mills Ave	Safety	\$2,678,250	
						Listed Projects	\$152,659,374
						Regionwide Projects	\$88,869,752
						Total	\$241,529,126

Aging (65+) Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

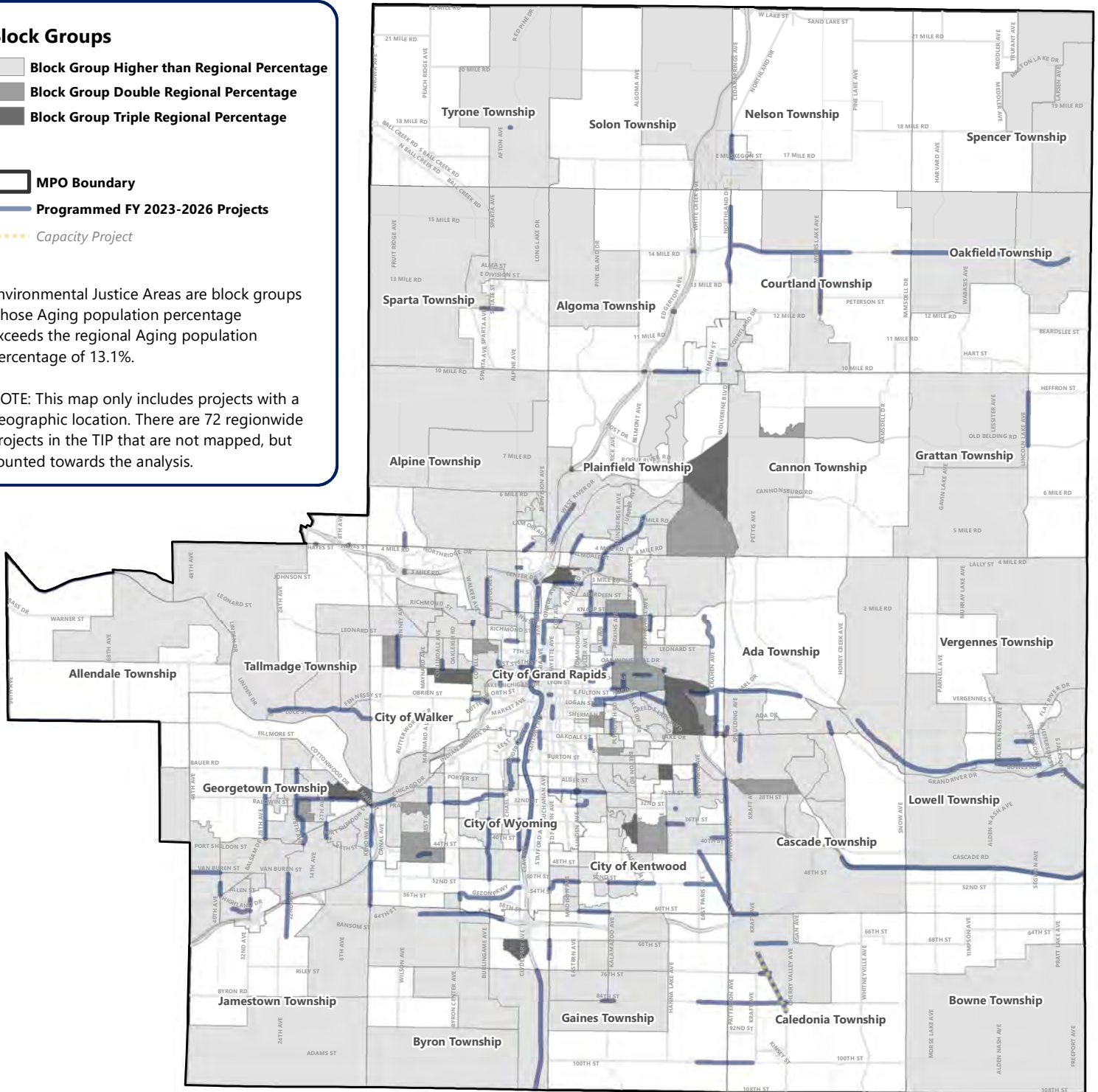
MPO Boundary

Programmed FY 2023-2026 Projects

Capacity Project

Environmental Justice Areas are block groups whose Aging population percentage exceeds the regional Aging population percentage of 13.1%.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: AGING (65+)

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	MDOT	I-96 E	Under Segwun Ave SE	Bridge	\$853,000
2023	Kent	Kent County	18 Mile Rd NW	18 Mile Rd over the Rogue River	Bridge	\$463,000
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Covell Ave	Lake Michigan Dr to Bridge St	Nonmotorized	\$53,750
2023	Kent	Grand Rapids	Covell Ave	Richmond St to Walker Ave	Nonmotorized	\$161,250
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Collindave Ave	Lake Michigan Dr to Burritt St and 270' W of Collindale Ave	Nonmotorized	\$577,664
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Ottawa	Hudsonville	32nd Ave	32nd Ave	Operations	\$326,000
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Kent	MDOT	Spaulding Ave SE	M-6 / Holstege Wetland Mitigation Site	Planning	\$330,000
2023	Ottawa	Ottawa County	Leonard St	88th Ave to 68th Ave	Preservation	\$1,280,000
2023	Kent	MDOT	M-6 E	From East Branch Rush Creek east to Burlingame Ave	Preservation	\$12,741,000
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	Preservation	\$483,750
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Ball Ave NE	Michigan to Olson and Olson Street - Ball to Plymouth	Preservation	\$931,788
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Ottawa	Ottawa County	18th Ave	Chicago Dr to Bauer Rd	Preservation	\$975,000
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	Kent County	Buttrick Ave SE	Thornapple River Dr to Grand River Dr	Preservation	\$300,000
2023	Kent	Grandville	Ivanrest Ave SW	Prairie St to 28th St	Preservation	\$280,000

2023	Kent	Rockford	Courtland St NE	Monro St to Wolverine Blvd	Preservation	\$1,005,000
2023	Kent	MDOT	I-96 E	Whitneyville Ave east to the Kent/Ionia County Line	Preservation	\$2,111,000
2023	Kent	Grand Rapids	Wealthy St SE	Ethel Ave to East City Limit	Reconstruction	\$2,966,672
2023	Kent	Grand Rapids	Robinson Rd SE	Lake Dr to Plymouth Ave	Reconstruction	\$2,868,500
2023	Kent	MDOT	US-131 N	From Allegan/Kent County Line north to 76th St	Reconstruction	\$40,000,000
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2023	Kent	Kent County	84th St SE	84th St at Kalamazoo Ave	Safety	\$1,278,054
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	Kent County	Argo Ave SE	Hall St to Cascade Rd	Nonmotorized	\$179,700
2024	Kent	Sparta	12 Mile Rd NW	Citywide - Safe Routes to School	Nonmotorized	\$501,293
2024	Kent	Kent County	76th St SE	76th @ Broadmoor and Cherry Valley @ Broadmoor	Operations	\$650,483
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Lowell	Foreman St SE	Gee Drive to Beech	Preservation	\$481,250
2024	Kent	Kent County	W River Dr NE	Lamoreaux Dr to Pine Island Dr	Preservation	\$950,000
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	40th St SE	Soundtech Ct to Patterson Ave	Preservation	\$408,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Broadmoor Ave to Thornapple River Dr	Preservation	\$1,000,000
2024	Kent	Kent County	Leffingwell Ave NE	City Limits to Knapp St	Preservation	\$250,000
2024	Ottawa	Ottawa County	22nd Ave	Quincy St to 44th St	Preservation	\$1,575,000
2024	Ottawa	Ottawa County	Van Buren St	48th Ave to 40th Ave	Preservation	\$428,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000

2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	Reconstruction	\$1,200,000
2024	Kent	Kent County	68th St SE	Kraft Ave to Cherry Valley Ave	Reconstruction	\$1,500,000
2024	Kent	Kent County	84th St SE	Kraft Ave to Cherry Valley Ave	Reconstruction	\$1,450,000
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	Reconstruction	\$2,700,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	Lowell	Grand River Dr SE	South Hudson St at the Lowell Fair to Montcalm St	Nonmotorized	\$3,458,000
2025	Kent	Grand Rapids	Fulton St	Plymouth Ave to Worcester Dr	Nonmotorized	\$676,993
2025	Kent	Grand Rapids	68th St	Kraft Ave to .4 Miles East	Nonmotorized	\$200,000
2025	Kent	KCRC	4 Mile Rd	Hachmuth Dr to Yorkland Dr	Nonmotorized	\$170,000
2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	KCRC	Robinson Rd and Cascade Rd	Plymouth Rd to Cascade Rd to East Beltline	Nonmotorized	\$1,113,640
2025	Kent	Walker	Kinney Ave	Lake Michigan Dr to Leonard St	Nonmotorized	\$250,000
2025	Kent	MDOT	M-44/M-37	Over I-96	Nonmotorized	\$2,000,000
2025	Kent	MDOT	M-37 S	60th St to Patterson Ave	Operations	\$1,854,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000
2025	Kent	MDOT	M-37 N	From 60th St north to 44th St	Preservation	\$11,000,000
2025	Kent	Grand Rapids	Michigan St NE	Maryland Ave to Leffingwel Ave	Preservation	\$1,647,994
2025	Kent	Grand Rapids	O'Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Ottawa	Ottawa County	Luce St SW	Lake Michigan Dr (M-45) to Kenowa Ave	Preservation	\$2,150,000

2025	Kent	East Grand Rapids	Plymouth Rd	Franklin St to Hall St	Preservation	\$887,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	Preservation	\$600,000
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	Reconstruction	\$810,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Kent County	Lincoln Lake Ave NE	Belding Rd to Strotheide St	Reconstruction	\$1,400,000
2026	Kent	MDOT	US-131 N	Over West River Dr	Bridge	\$4,315,000
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Grand Rapids	Lakeside Ave	Fulton St to Michigan St	Nonmotorized	\$577,125
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	Preservation	\$1,768,819
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Grandville	Century Center St SW	Ivanrest Ave to Mall Dr	Preservation	\$400,000
2026	Ottawa	Hudsonville	40th Ave	M-121 to Grant St	Preservation	\$379,000
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	Preservation	\$850,000
2026	Kent	Walker	Alpine Ave NW	3 Mile Rd to Hillside Dr	Preservation	\$1,000,000
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	Preservation	\$900,000
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	Preservation	\$1,200,000
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512
2026	Ottawa	Ottawa County	18th Ave	Port Sheldon St to Chicago Dr	Preservation	\$240,195

2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000	
2026	Kent	Kent County	Myers Lake Ave NE	12 Mile Rd to 14 Mile Rd	Reconstruction	\$3,420,219	
2026	Kent	Kent County	Lincoln Lake Ave NE	Strotheide St to Heffron St	Reconstruction	\$1,500,000	
2023, 2024	Kent	MDOT	M-37	From 92nd St north to 76th St	Capacity	\$32,000,000	
2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000	
2023, 2025	Kent	MDOT	I-96 E	M-37/M-44 (East Beltline) over I-96 from GRE Railroad to Bradford St	Bridge	\$19,265,000	
2023, 2025	Kent	MDOT	M-57	Northland Dr to Farland Ave	Safety	\$1,933,000	
2024, 2025	Kent	MDOT	I-96 E	3 Mile Rd Over I-96	Bridge	\$1,563,000	
2024, 2026	Kent	MDOT	Pine Island Dr NE	Pine Island Dr over US-131	Bridge	\$548,000	
2024, 2026	Kent	MDOT	M-37	32nd St over M-37	Bridge	\$4,663,000	
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000	
2024, 2026	Kent	MDOT	M-57	Ramsdell Dr to Morgan Mills Ave	Safety	\$2,678,250	
						Listed Projects	\$297,103,398
						Regionwide Projects	\$88,869,752
						Total	\$385,973,150

Households With Persons With Disabilities Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

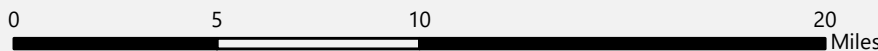
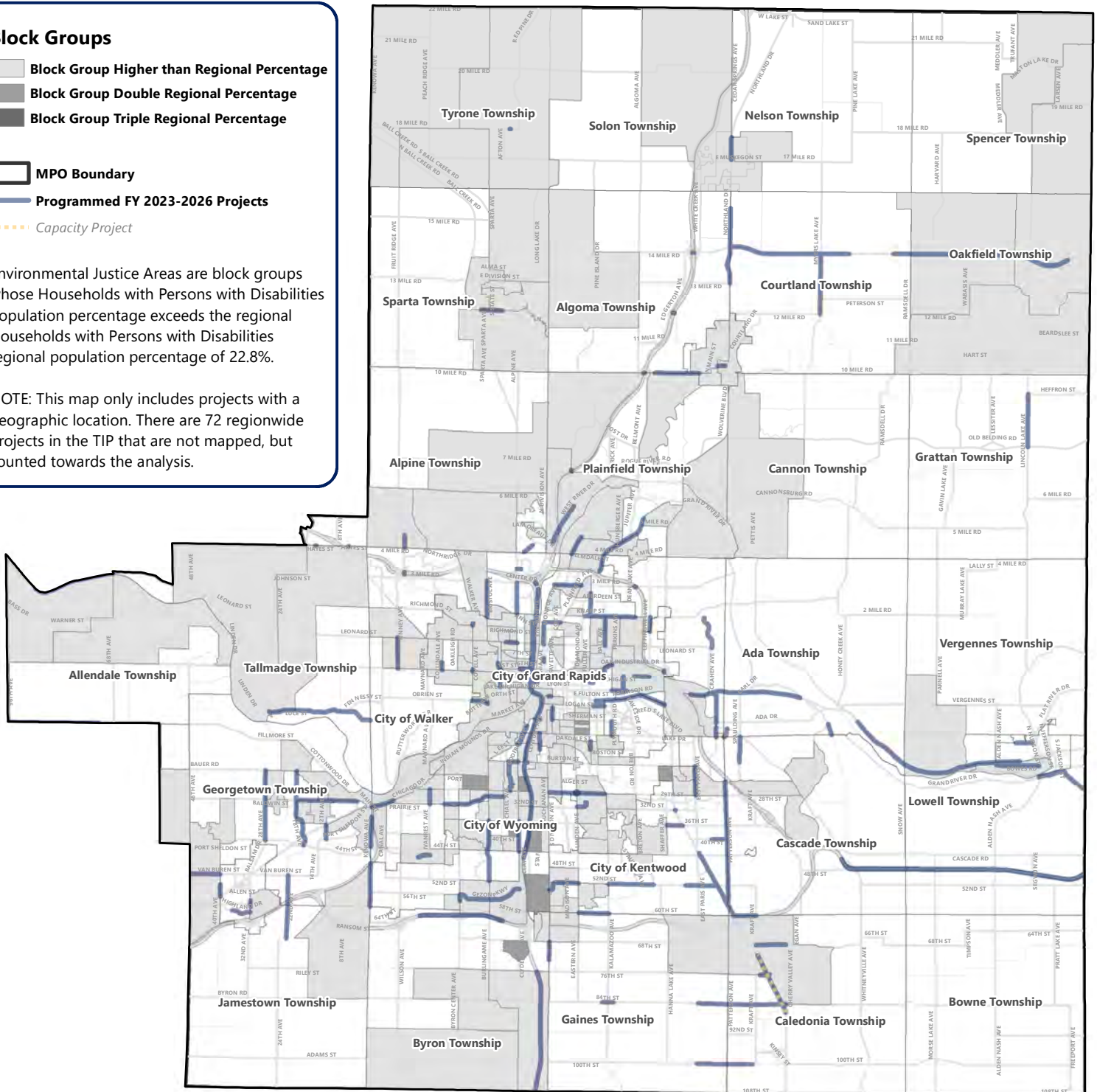
MPO Boundary

Programmed FY 2023-2026 Projects

Capacity Project

Environmental Justice Areas are block groups whose Households with Persons with Disabilities population percentage exceeds the regional Households with Persons with Disabilities regional population percentage of 22.8%.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: HOUSEHOLDS WITH PERSONS WITH DISABILITIES

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	Kent County	18 Mile Rd NW	18 Mile Rd over the Rogue River	Bridge	\$463,000
2023	Ottawa	Ottawa County	Hayes St	Hayes St ver Branch of Sand Creek	Bridge	\$1,276,000
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	Nonmotorized	\$601,979
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Covell Ave	Lake Michigan Dr to Bridge St	Nonmotorized	\$53,750
2023	Kent	Grand Rapids	Covell Ave	Richmond St to Walker Ave	Nonmotorized	\$161,250
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Collindave Ave	Lake Michigan Dr to Burritt St and 270' W of Collindale Ave	Nonmotorized	\$577,664
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Ottawa	Hudsonville	32nd Ave	32nd Ave	Operations	\$326,000
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Ottawa	Ottawa County	Leonard St	88th Ave to 68th Ave	Preservation	\$1,280,000
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	Preservation	\$483,750
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Ball Ave NE	Michigan to Olson and Olson Street - Ball to Plymouth	Preservation	\$931,788
2023	Kent	Grand Rapids	Fuller Ave NE	Knapp St to 3 Mile Rd	Preservation	\$1,707,420
2023	Kent	Grand Rapids	Turner Ave NW	6th St to US-131 SB On Ramp and US-131 SB Off Ramp	Preservation	\$1,395,108
2023	Ottawa	Ottawa County	18th Ave	Chicago Dr to Bauer Rd	Preservation	\$975,000
2023	Kent	Kentwood	52nd St SE	Kalamazoo Ave to Breton Ave	Preservation	\$1,850,000
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	Grandville	Ivanrest Ave SW	Prairie St to 28th St	Preservation	\$280,000

2023	Kent	Rockford	Courtland St NE	Monro St to Wolverine Blvd	Preservation	\$1,005,000
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo St to Adams St	Reconstruction	\$1,444,169
2023	Kent	MDOT	US-131 N	From Allegan/Kent County Line north to 76th St	Reconstruction	\$40,000,000
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	Grand Rapids	Burton St SW	Burton St nd Hall St over CSX Railroad	Bridge	\$284,000
2024	Ottawa	Ottawa County	Hayes St NW	Hayes St over Sand Creek Tributary	Bridge	\$1,003,000
2024	Kent	Kent County	Argo Ave SE	Hall St to Cascade Rd	Nonmotorized	\$179,700
2024	Kent	Sparta	12 Mile Rd NW	Citywide - Safe Routes to School	Nonmotorized	\$501,293
2024	Kent	Kent County	76th St SE	76th @ Broadmoor and Cherry Valley @ Broadmoor	Operations	\$650,483
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Kent County	W River Dr NE	Lamoreaux Dr to Pine Island Dr	Preservation	\$950,000
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Wyoming	Kenowa Ave SW	North City Limits to South City Limits	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Broadmoor Ave to Thornapple River Dr	Preservation	\$1,000,000
2024	Ottawa	Ottawa County	Van Buren St	48th Ave to 40th Ave	Preservation	\$428,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000
2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	Kent County	68th St SE	Kraft Ave to Cherry Valley Ave	Reconstruction	\$1,500,000
2024	Kent	Kent County	84th St SE	Kraft Ave to Cherry Valley Ave	Reconstruction	\$1,450,000
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	Reconstruction	\$2,700,000

2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	Grand Rapids	Fulton St	Plymouth Ave to Worcester Dr	Nonmotorized	\$676,993
2025	Kent	Grand Rapids	68th St	Kraft Ave to .4 Miles East	Nonmotorized	\$200,000
2025	Kent	KCRC	Fruitridge Ave	3940 Fruitridge Ave to 4 Mile Rd	Nonmotorized	\$200,000
2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	KCRC	Robinson Rd and Cascade Rd	Plymouth Rd to Cascade Rd to East Beltline	Nonmotorized	\$1,113,640
2025	Kent	Walker	Kinney Ave	Lake Michigan Dr to Leonard St	Nonmotorized	\$250,000
2025	Kent	MDOT	M-44/M-37	Over I-96	Nonmotorized	\$2,000,000
2025	Kent	MDOT	M-37 S	60th St to Patterson Ave	Operations	\$1,854,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000
2025	Kent	Grand Rapids	Michigan St NE	Maryland Ave to Leffingwel Ave	Preservation	\$1,647,994
2025	Kent	Grand Rapids	O'Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218
2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Ottawa	Ottawa County	Luce St SW	Lake Michigan Dr (M-45) to Kenowa Ave	Preservation	\$2,150,000
2025	Kent	East Grand Rapids	Plymouth Rd	Franklin St to Hall St	Preservation	\$887,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	Preservation	\$600,000
2025	Kent	Grand Rapids	Cherry St SE	Sheldon Ave to Legrave Ave & Prospect Ave to Madison Ave	Preservation	\$240,000
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	Reconstruction	\$810,000

2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	MDOT	US-131 N	Over West River Dr	Bridge	\$4,315,000
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Grand Rapids	Lakeside Ave	Fulton St to Michigan St	Nonmotorized	\$577,125
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	3 Mile Rd NE	Monroe Ave to Plainfield Ave	Preservation	\$1,768,819
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Grandville	Century Center St SW	Ivanrest Ave to Mall Dr	Preservation	\$400,000
2026	Ottawa	Hudsonville	40th Ave	M-121 to Grant St	Preservation	\$379,000
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	Preservation	\$850,000
2026	Ottawa	Ottawa County	28th Ave	City Limits to Bauer Rd	Preservation	\$900,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	Preservation	\$900,000
2026	Kent	Kent County	10 Mile Rd NE	East of Belmont Bypass to Childsdale Ave	Preservation	\$1,200,000
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512
2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000
2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384
2023, 2024	Kent	MDOT	M-37	From 92nd St north to 76th St	Capacity	\$32,000,000

2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836
2023, 2025	Kent	MDOT	I-96 E	M-37/M-44 (East Beltline) over I-96 from GRE Railroad to Bradford St	Bridge	\$19,265,000
2024, 2026	Kent	MDOT	Pine Island Dr NE	Pine Island Dr over US-131	Bridge	\$548,000
2024, 2026	Kent	MDOT	US-131 N	10 Mile Rd over US-131	Bridge	\$767,000
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000
2024, 2026	Kent	MDOT	M-57	Ramsdell Dr to Morgan Mills Ave	Safety	\$2,678,250
					Listed Projects	\$273,481,054
					Regionwide Projects	\$88,869,752
					Total	\$362,350,806

Zero Vehicle Household Environmental Justice Areas With FY 2023-2026 TIP Projects

Block Groups

- Block Group Higher than Regional Percentage
- Block Group Double Regional Percentage
- Block Group Triple Regional Percentage

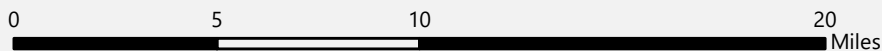
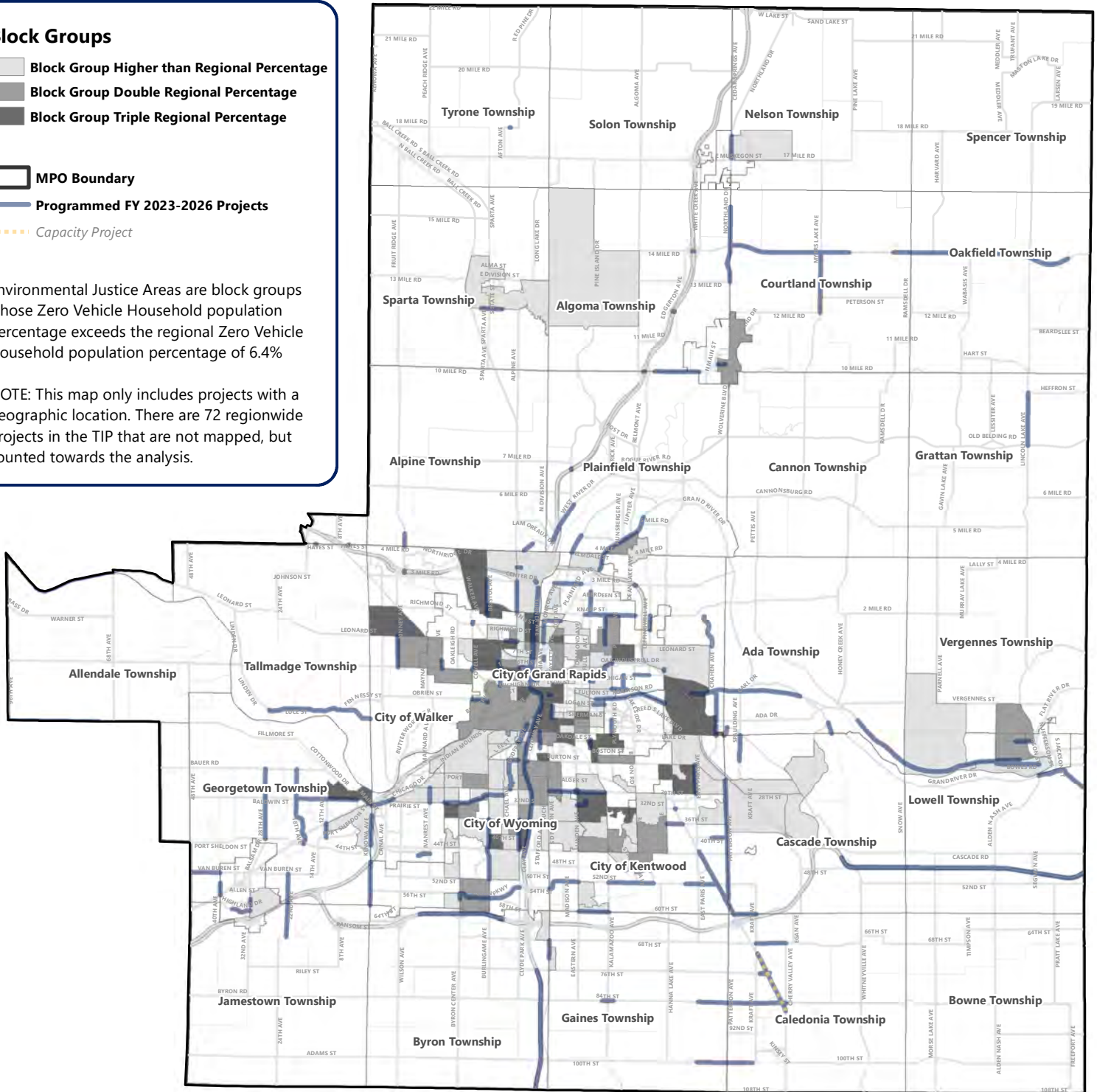
MPO Boundary

Programmed FY 2023-2026 Projects

Capacity Project

Environmental Justice Areas are block groups whose Zero Vehicle Household population percentage exceeds the regional Zero Vehicle Household population percentage of 6.4%

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: ZERO VEHICLE HOUSEHOLDS

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	MDOT	US-131 N/I 96 Ramp	Two Structures along the US-131 NB Ramp to I-96 WB	Bridge	\$5,597,000
2023	Kent	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) to South Hudson St	Nonmotorized	\$1,110,000
2023	Kent	Grand Rapids	Monroe Ave NW	Leonard St to Ann St	Nonmotorized	\$1,899,874
2023	Kent	Grand Rapids	Turner Ave NW	4th St NW to Ann St NW	Nonmotorized	\$601,979
2023	Kent	KCRC	Coit Ave NE	Woodworth St to 4 Mile Rd	Nonmotorized	\$200,000
2023	Kent	Grand Rapids	Covell Ave	Lake Michigan Dr to Bridge St	Nonmotorized	\$53,750
2023	Kent	Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft East of Eastern Ave	Nonmotorized	\$224,793
2023	Kent	Grand Rapids	Collindale Ave	Lake Michigan Dr to Burritt St and 270' W of Collindale Ave	Nonmotorized	\$577,664
2023	Kent	Grand Rapids	Eastern Ave	Eastern Ave at Plaster Creek Trail	Nonmotorized	\$251,983
2023	Kent	Walker	Bristol Ave NW	Under Bristol Railroad Bridge	Operations	\$950,000
2023	Ottawa	Hudsonville	32nd Ave	32nd Ave	Operations	\$326,000
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	Preservation	\$483,750
2023	Kent	Grand Rapids	Ball Ave NE	Leonard St to Knapp St	Preservation	\$1,965,586
2023	Kent	Grand Rapids	Ball Ave NE	Michigan to Olson and Olson Street - Ball to Plymouth	Preservation	\$931,788
2023	Kent	Grand Rapids	Turner Ave NW	6th St to US-131 SB On Ramp and US-131 SB Off Ramp	Preservation	\$1,395,108
2023	Kent	Wyoming	Gezon Pkwy SW	Byron Center to Clyde Park and 54th from Clyde Park to Division	Preservation	\$4,035,000
2023	Kent	Walker	Alpine Ave NW	Ann St to Hillside Dr	Preservation	\$800,000
2023	Kent	Grandville	Ivanrest Ave SW	Prairie St to 28th St	Preservation	\$280,000
2023	Kent	Rockford	Courtland St NE	Monro St to Wolverine Blvd	Preservation	\$1,005,000
2023	Kent	Grand Rapids	Fuller Ave SE	Kalamazoo St to Adams St	Reconstruction	\$1,444,169
2023	Kent	Grand Rapids	Robinson Rd SE	Lake Dr to Plymouth Ave	Reconstruction	\$2,868,500
2023	Kent	MDOT	US-131 N	US-131 from 44th to Post	Safety	\$1,783,372
2024	Kent	Grand Rapids	Pearl St NW	Pearl St over the Grand River	Bridge	\$325,000
2024	Kent	Grand Rapids	Burton St SW	Burton St and Hall St over CSX Railroad	Bridge	\$284,000

2024	Kent	Kent County	Argo Ave SE	Hall St to Cascade Rd	Nonmotorized	\$179,700
2024	Kent	Sparta	12 Mile Rd NW	Citywide - Safe Routes to School	Nonmotorized	\$501,293
2024	Kent	MDOT	M-11	From Division Ave east to Kalamazoo Ave	Preservation	\$17,000,000
2024	Kent	Lowell	Foreman St SE	Gee Drive to Beech	Preservation	\$481,250
2024	Kent	Grand Rapids	Knapp St NE	Truxton Dr to East City Limits	Preservation	\$3,936,000
2024	Kent	Grand Rapids	Leonard St NW	Powers Ave to Alpine Ave	Preservation	\$888,000
2024	Kent	Grandville	Chicago Dr SW	Division to West City Limits	Preservation	\$625,000
2024	Kent	Kentwood	East Paris Ave SE	Burton St to 28th St	Preservation	\$650,000
2024	Kent	Wyoming	Clyde Park Ave SW	36th St to 44th St	Preservation	\$1,000,000
2024	Kent	Kent County	60th St SE	Eastern Ave to Kalamazoo Ave	Preservation	\$1,100,000
2024	Kent	Walker	Center Dr NW	Center Drive at Weatherford	Reconstruction	\$1,200,000
2024	Kent	Grand Rapids	Grandville Ave SW	Clyde Park Ave to Stolpe Ave	Reconstruction	\$1,939,470
2024	Kent	Grand Rapids	Valley Ave NW	Fulton St to Bridge St	Reconstruction	\$2,341,804
2024	Kent	Walker	Kinney Ave NW	Leonard St to Lake Michigan Dr	Reconstruction	\$2,700,000
2024	Kent	MDOT	US-131 S	From Wealthy St to Pearl St	Safety	\$77,500
2025	Kent	MDOT	Old 196	Franklin St over US-131	Bridge	\$8,960,000
2025	Kent	Grand Rapids	Fulton St	Plymouth Ave to Worcester Dr	Nonmotorized	\$676,993
2025	Kent	Wyoming	Jenkins Ave to Grace Christian	28th St to Aldon St	Nonmotorized	\$290,000
2025	Kent	KCRC	Robinson Rd and Cascade Rd	Plymouth Rd to Cascade Rd to East Beltline	Nonmotorized	\$1,113,640
2025	Kent	Walker	Kinney Ave	Lake Michigan Dr to Leonard St	Nonmotorized	\$250,000
2025	Kent	MDOT	M-44/M-37	Over I-96	Nonmotorized	\$2,000,000
2025	Kent	MDOT	US-131 N	From Wealthy St north to Pearl St	Operations	\$6,030,000
2025	Kent	Wyoming	Byron Center Ave SW	Byron Center at 56th St	Operations	\$500,000
2025	Kent	MDOT	US-131 N	From Bridge St north to Richmond St	Preservation	\$18,091,000
2025	Kent	MDOT	M-21	From I-96 east to Grand River Ave	Preservation	\$8,900,000
2025	Kent	Grand Rapids	O'Brien Rd SW	Covell Ave to Butterworth Ave	Preservation	\$992,218

2025	Kent	Grandville	Kenowa Ave SW	36th St to 44th St	Preservation	\$715,000
2025	Kent	Kentwood	Kellogg Woods Dr SE	Division Ave to Eastern Ave	Preservation	\$700,000
2025	Kent	Wyoming	Burlingame Ave SW	44th St to 52nd St	Preservation	\$1,000,000
2025	Kent	Wyoming	Burlingame Ave SW	36th St to 44th St	Preservation	\$1,000,000
2025	Kent	East Grand Rapids	Plymouth Rd	Franklin St to Hall St	Preservation	\$887,000
2025	Kent	Kent County	Patterson Ave SE	M-37 to Burton St	Preservation	\$922,500
2025	Kent	Kent County	Forest Hill Ave SE	Hall St to Cascade Rd	Preservation	\$600,000
2025	Kent	Grand Rapids	Cherry St SE	Sheldon Ave to Legrave Ave & Prospect Ave to Madison Ave	Preservation	\$240,000
2025	Ottawa	Hudsonville	Highland Dr	32nd Ave to Creek View Dr	Reconstruction	\$810,000
2025	Kent	Grand Rapids	Ann St NW	Monroe Ave to Plainfield Ave	Reconstruction	\$2,056,467
2025	Kent	Grand Rapids	Grandville Ave SW	Stolpe St to Hall St	Reconstruction	\$1,835,655
2026	Kent	Walker	Bristol Ave	Three Mile Rd to South City Limits	Nonmotorized	\$1,000,000
2026	Kent	Grand Rapids	Lyon St	Lyon St NE to Lyon ST NE through Fuller Park	Nonmotorized	\$250,000
2026	Kent	Wyoming	Grace Christian to Plaster Cr	Aldon St to Burton St and Clyde Park Ave	Nonmotorized	\$3,270,625
2026	Kent	Grand Rapids	Turner Ave, Mt Vernon Ave, 2nd	4th to Bridge, Bridge to Pearl, Turner to Stocking	Nonmotorized	\$504,169
2026	Kent	Grand Rapids	Valley Ave NW	Bridge St to 4th St	Preservation	\$2,188,864
2026	Kent	Kentwood	36th St SE	Shaffer Ave to M-37	Preservation	\$500,000
2026	Kent	Wyoming	Prairie St SW	West City Limit to Byron Center Ave	Preservation	\$450,000
2026	Kent	Wyoming	Prairie Pkwy SW	Byron Center Ave to Burlingame Ave	Preservation	\$1,000,000
2026	Kent	Wyoming	Prairie Pkwy SW	Burlingame Ave to Michael Ave	Preservation	\$450,000
2026	Ottawa	Ottawa County	Baldwin St	20th Ave to Cottonwood Dr	Preservation	\$850,000
2026	Kent	Walker	Alpine Ave NW	3 Mile Rd to Hillside Dr	Preservation	\$1,000,000
2026	Kent	Kent County	S Division Ave	76th St to 68th St	Preservation	\$1,000,000
2026	Kent	Kent County	Forest Hill Ave SE	Ada Dr to Fulton St	Preservation	\$900,000
2026	Ottawa	Ottawa County	12th Ave	Port Sheldon St to Chicago Dr	Preservation	\$226,512
2026	Kent	Kentwood	36th St SE	36th St at Shaffer Ave	Reconstruction	\$1,400,000

2026	Kent	Grand Rapids	Buchanan Ave SW	Corrine St to Hall St	Reconstruction	\$3,223,878	
2026	Kent	Grand Rapids	Grandville Ave SW	Hall St to Beacon St	Reconstruction	\$2,453,263	
2026	Kent	Grand Rapids	Jefferson Ave SE	Franklin St to Logan St	Reconstruction	\$2,313,384	
2023, 2024	Kent	MDOT	Conn 44	From I-96 north to Airway St	Preservation	\$6,459,000	
2023, 2024, 2026	Kent	MDOT	I-296 N	From I-96 north to Post Dr	Operations	\$32,621,914	
2023, 2025	Kent	MDOT	US-131 N	US-131 NB over Grandville Ave	Bridge	\$2,808,836	
2023, 2025	Kent	MDOT	I-96 E	M-37/M-44 (East Beltline) over I-96 from GRE Railroad to Bradford St	Bridge	\$19,265,000	
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000	
						Listed Projects	\$212,120,251
						Regionwide Projects	\$88,869,752
						Total	\$300,990,003

Rural Environmental Justice Areas With FY 2023-2026 TIP Projects

 Rural Area

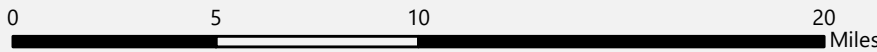
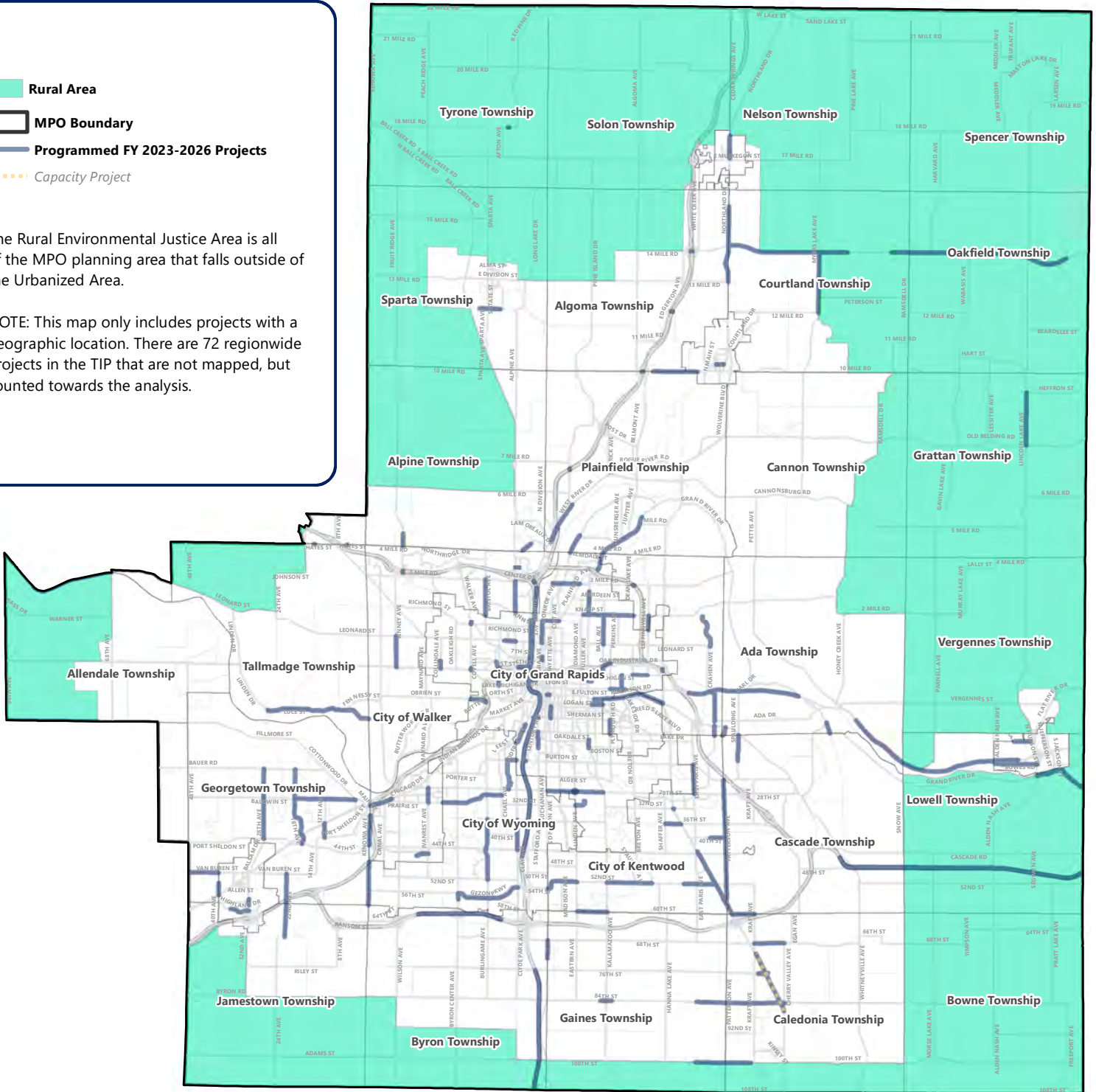
 MPO Boundary

 Programmed FY 2023-2026 Projects

 Capacity Project

The Rural Environmental Justice Area is all of the MPO planning area that falls outside of the Urbanized Area.

NOTE: This map only includes projects with a geographic location. There are 72 regionwide projects in the TIP that are not mapped, but counted towards the analysis.



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DATA SOURCE: 2019 ACS 5-Year Estimates

ENVIRONMENTAL JUSTICE PROJECT LIST: RURAL

Fiscal Year(s)	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	MDOT	I-96 E	Under Segwun Ave SE	Bridge	\$853,000
2023	Kent	Kent County	18 Mile Rd NW	18 Mile Rd over the Rogue River	Bridge	\$463,000
2023	Ottawa	Ottawa County	Leonard St	88th Ave to 68th Ave	Preservation	\$1,280,000
2023	Kent	Cedar Springs	S Main St NE	Church Street to 18 Mile Road	Preservation	\$483,750
2023	Kent	MDOT	I-96 E	Whitneyville Ave east to the Kent/Ionia County Line	Preservation	\$2,111,000
2023	Kent	MDOT	US-131 N	From Allegan/Kent County Line north to 76th St	Reconstruction	\$40,000,000
2023	Kent	Kent County	100th St SE	East Paris Ave to Patterson Ave	Reconstruction	\$1,400,000
2024	Ottawa	Ottawa County	Fillmore St	96th Ave to 72nd Ave	Preservation	\$1,050,000
2024	Ottawa	Ottawa County	Van Buren St	48th Ave to 40th Ave	Preservation	\$428,000
2024	Kent	Kent County	100th St SE	Patterson Ave to Kraft Ave	Reconstruction	\$1,400,000
2025	Kent	Lowell	Grand River Dr SE	South Hudson St at the Lowell Fair to Montcalm St	Nonmotorized	\$3,458,000
2025	Kent	Kent County	Lincoln Lake Ave NE	Belding Rd to Strotheide St	Reconstruction	\$1,400,000
2026	Kent	Kent County	Myers Lake Ave NE	12 Mile Rd to 14 Mile Rd	Reconstruction	\$3,420,219
2026	Kent	Kent County	Lincoln Lake Ave NE	Strotheide St to Heffron St	Reconstruction	\$1,500,000
2023, 2025	Kent	MDOT	M-57	Northland Dr to Farland Ave	Safety	\$1,933,000
2024, 2026	Kent	MDOT	M-21	From Bennett St east to Valley Vista Dr	Preservation	\$5,400,000
2024, 2026	Kent	MDOT	M-57	Ramsdell Dr to Morgan Mills Ave	Safety	\$2,678,250
					Listed Projects	\$69,258,219
					Regionwide Projects	\$25,856,934
					Total	\$95,115,153

ENVIRONMENTAL JUSTICE PROJECT LIST: REGIONWIDE

Fiscal Year	County	Jurisdiction	Project	Limits	Project Type	Project Cost
2023	Kent	Grand Rapids	Regionwide - Grand Rapids	Regionwide - Grand Rapids	Nonmotorized	\$359,216
2023	Kent	Grand Rapids	Market Ave SW	Market Avenue	Operations	\$660,000
2023	Kent	MDOT	Regionwide	Various locations in Grand Region	Operations	\$1,643,194
2023	Kent	MDOT	Regionwide	Regionwide	Operations	\$1,100,000
2023	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$187,500
2023	Kent	GVMC	Front Ave NW	GVMC--Kent and Eastern Ottawa County	Planning	\$164,568
2023	Kent	Grand Rapids	Market Ave SW	Market Avenue	Safety	\$300,000
2023	Kent	MDOT	Regionwide	Kent and Ottawa	Safety	\$383,355
2023	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$700,700
2023	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$122,500
2023	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$3,920
2023	Kent	MDOT	Front Ave NW	Kent County	Safety	\$310,000
2023	Kent	MDOT	Leonard St NE	TSCWIDE	Safety	\$32,250
2023	Kent	ITP	Transit Capital	Regionwide	Transit	\$12,586,978
2023	Kent	ITP	Transit Project	Regionwide	Transit	\$285,000
2023	Kent	ITP	Transit capital	Regionwide	Transit	\$1,263,205
2023	Kent	ITP	Transit Capital	Regionwide	Transit	\$425,000
2023	Kent	ITP	Transit Operating	Regionwide	Transit	\$186,207
2023	Kent	ITP	Transit Capital	Regionwide	Transit	\$124,301
2023	Kent	ITP	Transit Operating	Regionwide	Transit	\$100,000
2024	Kent	Kent County	Countywide	Various Locations - Kent County	Bridge	\$365,000
2024	Kent	Grand Rapids	Market Ave SW	Market Avenue	Operations	\$670,000
2024	Kent	Kentwood	Walma Ave SE	37 Signalized Intersections in Kentwood, 14 signalized intersections in Walker	Operations	\$200,000
2024	Ottawa	MDOT	I-96	I-96 in Ottawa and Kent	Operations	\$645,307
2024	Kent	MDOT	Regionwide	Various locations in Grand Region	Operations	\$1,762,490

2024	Kent	MDOT	Regionwide	Regionwide	Operations	\$1,100,000
2024	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$100,000
2024	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$187,500
2024	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	Preservation	\$80,000
2024	Kent	Grand Rapids	Market Ave SW	Market Avenue	Safety	\$300,000
2024	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$761,950
2024	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$122,500
2024	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$3,920
2024	Kent	MDOT	M-37	8 Signals on M-37 (Broadmoor)	Safety	\$2,680,593
2024	Kent	MDOT	Front Ave NW	Kent County	Safety	\$310,000
2024	Ottawa	MDOT	M-46	Non-Freeway Signing Upgrade	Safety	\$645,992
2024	Kent	ITP	Transit Capital	Regionwide	Transit	\$143,401
2024	Kent	ITP	Transit Capital	Regionwide	Transit	\$12,561,978
2024	Kent	ITP	Transit Capital	Regionwide	Transit	\$1,317,003
2024	Kent	ITP	Transit Operating	Regionwide	Transit	\$150,000
2024	Kent	ITP	Transit Operating	Regionwide	Transit	\$50,000
2025	Kent	MDOT	I-296/US-131 NB	7 Bridges along US-131/I-296 NB Corridor	Bridge	\$6,355,000
2025	Kent	Grand Rapids	Market Ave SW	Regionwide	Operations	\$680,000
2025	Kent	MDOT	Regionwide	Various locations in Grand Region	Operations	\$1,776,564
2025	Kent	MDOT	Regionwide	Regionwide	Operations	\$1,150,000
2025	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$100,000
2025	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$187,500
2025	Kent	Grand Rapids	Market Ave SW	Regionwide	Safety	\$375,000
2025	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$725,200
2025	Kent	MDOT	Regionwide	All trunkline routes of GVMC MPO	Safety	\$116,375
2025	Kent	MDOT	Regionwide	All trunkline routes of GVMC MOP	Safety	\$3,920
2025	Kent	MDOT	M-46	Non-Freeway Signing Upgrade	Safety	\$592,016
2025	Kent	ITP	Transit Capital	Regionwide	Transit	\$179,473

2025	Kent	ITP	Transit Capital	Regionwide	Transit	\$125,000
2025	Kent	ITP	Transit Capital	Regionwide	Transit	\$12,561,978
2025	Kent	ITP	Transit Capital	Regionwide	Transit	\$1,317,003
2025	Kent	ITP	Transit Capital	Regionwide	Transit	\$496,010
2025	Kent	ITP	Transit Operating	Regionwide	Transit	\$150,000
2025	Kent	ITP	Transit Operating	Regionwide	Transit	\$50,000
2026	Kent	Grand Rapids	Market Ave SW	Regionwide	Operations	\$690,000
2026	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$100,000
2026	Kent	GVMC	Areawide	GVMC Planning Area	Planning	\$187,500
2026	Kent	Grand Rapids	Market Ave SW	Up to 120 intersections on federal aid roads	Safety	\$300,000
2026	Kent	MDOT	Regionwide	All Trunkline Routes in Grand Region	Safety	\$725,200
2026	Kent	MDOT	Regionwide	All trunkline routes in GVMC MPO	Safety	\$220,500
2026	Kent	MDOT	Grand Region Regionwide Pvmt Mrkg Retro Readings	All of GVMC MPO	Safety	\$3,920
2026	Kent	ITP	Transit Capital	Regionwide	Transit	\$402,084
2026	Kent	ITP	Transit Capital	Regionwide	Transit	\$125,000
2026	Kent	ITP	Transit Capital	Regionwide	Transit	\$12,561,978
2026	Kent	ITP	Transit Capital	Regionwide	Transit	\$1,317,003
2026	Kent	ITP	Transit Operating	Regionwide	Transit	\$150,000
2026	Kent	ITP	Transit Operating	Regionwide	Transit	\$50,000
Total						\$88,869,752

APPENDIX E

POLICIES AND PRACTICES FOR PROGRAMMING PROJECTS



POLICIES AND PRACTICES
FOR PROGRAMMING
PROJECTS

Updated May 2021

General Policies and Transportation Performance Measures

The Policies and Practices document outlines what strategies GVMC has put into place to govern the selection of regional transportation projects and how federal and state dollars are spent for the Metropolitan Planning Organizing (MPO) through the implementation of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP). All projects listed in the TIP and MTP fall under these policies/practices, regardless of funding source or category.

The MPO project prioritization and selection process will support federal Transportation Performance Measures (TPMs) identified in the current transportation bill, other applicable federal laws, as well as corresponding statewide or regional measures, as defined by the MPO.

Each year, the MPO will assess pavement and bridge condition to determine if progress is being made toward established targets, based on the funding available. If the MPO system is not within the parameters set by targets, the MPO will adjust strategies to the extent feasible and practical.

In addition, all major pavement rehabilitation and reconstruction projects will assess and incorporate feasible safety enhancements to address correctable crash patterns, consistent with the Regional Transportation Safety Plan and TPM Safety targets, to reduce the number and rate of vehicular and nonmotorized fatal and serious injury crashes, to the extent practicable.

Congestion and TPM Travel Time Reliability and CMAQ targets will also be considered as part of other roadway and bridge improvement projects. However, this will need to consider the impact of revised federal Air Quality Conformity rules, which could impact major roadway and transit capacity improvement projects. The impact of these rules will need to be monitored and coordinated with TPM targets.

Decisions related to capital transit project funding will be made in the context of federal Transit Asset Management (TAM) requirements and support regional TAM targets and applicable Public Transportation Agency Safety Plans.

To the extent of the MPO's ability, decisions related to bridge project funding will be made in the context of federal bridge condition performance requirements and support regional bridge condition performance targets.

The MPO will monitor progress toward all TPM targets. Progress reporting will be consistent with the procedures and documentation developed in consultation with the Federal Highway Administration (FHWA)/the Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), and the Michigan Transportation Planning Association (MTPA). If progress is not being made toward the targets, the MPO investment strategies in each category will be adjusted for those areas within MPO control, pursuant to federal regulations.

A comprehensive Roadway Infrastructure Deficiency Management System (RIDMS) will be used as an inventory for all federal-aid roadways within the MPO boundary. The information contained in RIDMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIDMS will be updated as information becomes available. All MTP/TIP projects (state and local) will come from RIDMS. Data for RIDMS will be acquired through various sources, including, but not limited to, local data submittal, Pavement Surface Evaluation and Rating (PASER) inventory, the GVMC traffic count program, MDOT's traffic count program, Michigan Traffic Crash Fact data analysis, etc.

All projects using federal-aid monies require consideration of Social and Environmental (S/E) impacts through the federal NEPA process. Minor projects, generally within the existing right-of-way, are usually classified as Categorical Exclusions. Projects which change capacity to an existing road or transit facility, and/or involve construction of a new transportation facility, often require an Environmental Assessment (EA). The purpose of the EA is to identify the S/E effects of the proposed project and any mitigation required. If, through the EA process, significant S/E impacts are identified, an Environmental Impact Statement (EIS) is required. The EIS quantifies all S/E impacts associated with major projects and identifies the required and feasible mitigation measures to address the impacts identified. Extensive public involvement, including a public hearing and federal/state regulatory agency review, are included in both the EA and EIS processes. Proposed projects involving new or modified access to the Interstate system also require the completion of an Interstate Access Change Request (IACR), to assess traffic impacts on the interstate highway system. The EA, EIS, and IACR processes may occur prior to inclusion of a project in the MPO MTP or may occur as part of the TIP project implementation process, depending on the scope of the proposed project.

Projects included on the draft project lists for GVMC's TIP and MTP go through extensive consultation, environmental justice (EJ) and public involvement processes before the documents are approved. For the consultation process, GVMC reaches out to stakeholders by email inviting them to comment on proposed projects through a process described in GVMC's Consultation Plan. GVMC also conducts an EJ analysis of the projects to ensure that there will be no adverse or disproportionate impacts to populations that have been or are underserved in the transportation planning process. Finally, the public is engaged during the development of the TIP and the MTP at several pivotal milestones, and public input is sought on draft project lists before the documents are brought forward for committee approval. More information on GVMC's public participation process can be found in GVMC's Public Participation Plan (PPP).

Funding Sources and Eligible Work

For the most part, Federal transportation funds are flexible, giving state and local governments control over how to best invest in the transportation system. These monies come from fuel taxes, mostly gas and diesel, which are deposited in the Federal Highway Trust Fund (HTF), then apportioned to states through a formula outlined in the current transportation bill. This funding is then delegated to several programs designed to accomplish different objectives. Whether through direct allocation for programming by the MPO, through an application process administered by the state, or direct allocation to transit agencies, the following federal transportation funding programs are used for eligible projects in the TIP/MTP. State law governs the distribution of these funds, in some instances.

Bridge

Administered by MDOT, funds are used for bridge preventative maintenance, rehabilitation, replacement, approach construction, etc.

Congestion Mitigation and Air Quality (CMAQ)

Funds intended to reduce emissions from transportation-related sources. Up to half of local CMAQ funds go to transit and the remainder is designated to roadway and other eligible projects.

FTA Section 5307 – Urbanized Area Formula Grants

Funding made available to designated recipients (transit agencies) for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

FTA Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA Section 5339 – Buses and Bus Facilities Program

Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Highway Infrastructure Program (HIP)

As established in the Fixing America's Surface Transportation (FAST) act, this funding is distributed by FHWA, and has had several individual cycles of funding, each applicable to different eligible project types. Eligibility may vary by fiscal year and overall funding availability.

Highway Safety Improvement Program (HSIP)

Funds to correct or improve a hazardous road location or feature or address other highway safety problems.

National Highway Performance Program (NHPP)

Funds to maintain condition and support performance on the National Highway System (NHS) and to construct new facilities on the NHS.

Surface Transportation Program

Funds for construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads that are on the federal-aid transportation system. STP can also be flexed to transit projects. Subcategories include STP Urban, STP Flex, STP Small Urban, and STP Rural categories.

Transportation Alternatives (TA)

Funds can be used for several activities to improve the transportation system environment, including (but not limited to) nonmotorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds may also be used to support nonmotorized improvements on other road and bridge jobs. These funds do not have location restrictions (i.e. they can be used off road/off the federal aid network).

State Funding Sources

Michigan also has programs that use both state and federal funding. These programs are collectively known as the Transportation Economic Development Fund (TEDF). The following TEDF funds apply to GVMC's area.

Category C – Urban Congestion Relief (Kent County) (EDC)

To provide funding for transportation projects which improve the operational level of service in heavily congested urban areas, reduce the accident rate on heavily congested urban roadways, improve the surface and base condition of heavily congested urban roadway.

Category D – Secondary All-Season Roads (Ottawa County) (EDD)

To provide funding for transportation projects which complement the existing state trunkline system with improvements on connecting local routes that have high commercial traffic and minimize disruptions that result from seasonal load restrictions.

2045 MTP Priorities

During the development of the 2045 Metropolitan Transportation Plan (MTP), the MTP Steering Committee determined five priority areas for future investment, including:

- Maintaining the system in a state of good repair
- Congestion management
- Nonmotorized
- Safety
- Transit

Projects that work toward achieving these priorities will be funded as follows:

Priority	Fund Source(s)
Maintaining the system in a state of good repair	STP, NHPP
Congestion Management	<i>Expansion Projects</i> STP (Ottawa County only), EDC (Kent County only), NHPP <i>System Signal Operations and Intersection Improvements</i> CMAQ (~50% of available funds) MDOT Operations Template funding (state highway only)
Nonmotorized	All TAP Funds
Safety	STP Funds (\$50 million over the life of the Plan proposed)
Transit	CMAQ (~50% of available funds), FTA funds

Capacity Deficient Project Eligibility

Goal

Reduce system-wide congestion and unreliability.

Strategy/Practice

In Kent County, the MPO shall use available EDC funding to improve capacity and operations of facilities that are rated or are projected to be rated Moderate Congestion or Severe Congestion. In Ottawa County, the MPO shall use available federal funding to improve capacity and operations of facilities that are rated or are projected to be rated Moderate Congestion or Severe Congestion. These projects must be listed in the MPO's Metropolitan Transportation Plan (MTP) prior to implementation through the TIP process.

Projects that increase capacity by adding lanes (thru lanes, center turn lanes, and/or boulevard) should be prioritized for funding with EDC funding. Projects that widen existing lanes should not be funded with EDC funds. Rehabilitation projects on roadways that were formerly widened with EDC funding are also eligible for current EDC funding.

The funding ratios for capacity deficient projects should be set at 80% EDC with a required 20% local match. The committees may alter this ratio to accommodate funding shortfalls. STP funding may be used for capacity improvement projects in Kent County if the necessity exists to do so due to financial constraint demonstrated in the MTP.

Travel time reliability is an important performance measure of congestion because it can better measure the benefits of traffic management and operation activities than simple averages. Travel time reliability can be used to prioritize roadway segments for congestion improvement in the GVMC transportation system, where feasible. The MPO shall also use available EDC and CMAQ funding to improve travel time reliability on the GVMC highway network on segments that are identified as congested/unreliable as outlined below.

Capacity and operational improvements on state highways are prioritized based on MPO and regional needs, statewide polices, and funding levels.

Eligibility/Explanation

All capacity and bridge improvement projects programmed in the TIP will be designed to reduce the existing/projected congestion and unreliability through the time period of the Metropolitan Transportation Plan. No improve/expand or bridge projects will be programmed that do not address current and future congestion through the life of the MTP.

New transit routes (aiming to address capacity/congestion issues) to be included in the TIP that receive non-FTA federal funding, must be supported by information identifying the need and demand for such

services. A commitment to continue the proposed service beyond the scope of the federal funding must also be in place if ridership meets projections.

Level of Service (LOS)/Volume to Capacity Ratio (V/C)

Level of Service (LOS) grades may be used to assess relative traffic conditions, both quantitatively and qualitatively. Historically, LOS grades (A representing optimum facility operation and F being capacity deficient / over-capacity) were used to determine funding eligibility and prioritization of projects. As a result of the new travel demand model used for the MPO’s MTP, and to align with Travel Time Reliability metrics, it was necessary to modify the categories to represent the operational conditions in a broader sense. LOS grades can be applied at a high level using these revised categories: LOS A, B and C would equate to the low/no congestion category including some LOS D conditions, high LOS D through low LOS E would equate to moderate congestion, while high LOS E and LOS F would equate to severe congestion or traffic conditions above safe operational capacity of a roadway.

If a facility on the National Highway System (NHS) in the GVMC region has a 24-hour capacity of 24,000, and a 24- hour traffic volume of 18,000, then the V/C ratio would be 0.75. The enhanced GVMC travel demand model will produce estimated volume, speed, and travel time for each road. GVMC will use peak hour volume-capacity (V/C) ratio from the enhanced travel demand model to identify congested corridors on existing and future highway network. Greater of the AM and PM peak period V/C ratio will be selected for congestion deficiency analysis. Corridors are identified as “Low/No Congestion,” “Moderate Congestion,” or “Severe Congestion,” as summarized below. Corridors identified with “Low/No Congestion” would not be eligible for federal funding for the purpose of widening or adding capacity.

LOS Scale	
V/C 0.00-0.79	Low/No Congestion
V/C 0.80-0.99	Moderate Congestion
V/C 1.00-9.99	Severe Congestion

Travel Time Index

Travel time index provides an easy way to understand the scale of congestion. It is defined as the ratio of actual travel time to free-flow travel time. GVMC also uses AM (7:00-9:00am) and PM (3:00-6:00pm) travel time index on weekdays to identify congested corridors on the highway network. The thresholds for different congestion levels based on travel time index are shown below.

Travel Time Index for Congestion Levels for Freeway	
<1.25	Low/No Congestion
1.25-1.5	Moderate Congestion
>1.5	Severe Congestion

Travel Time Index for Congestion Levels for Non-Freeway Arterial	
<1.5	Low/No Congestion
1.5-2.0	Moderate Congestion
>2.0	Severe Congestion

Planning Time Index

Planning time index is defined as the ratio of the 95th percent travel time to the free-flow travel time. It represents the total time needed to plan for an on-time arrival 95% of the time. A value of 1.50 means that a 30-minute trip in free-flow traffic should be planned for 45 minutes. The thresholds for different reliability levels based on worst peak period (AM or PM peak) planning time index are shown below.

Planning Time Index for Reliability Levels	
<2.0	Low/No Congestion
2.0-3.0	Moderate Congestion
>3.0	Severe Congestion

Level of Travel Time Reliability

As defined in federal regulations, the Level of Travel Time Reliability Index (LOTTRI) is defined as the ratio of the 80th percentile travel time to the 50th percentile travel time for four time periods including 6AM to 10AM, 10AM to 4PM, 4PM to 8PM for weekdays and 6AM to 8PM for weekends. The segment will be deemed as reliable when the LOTTR for each time period is below 1.5.

Condition Deficient Project Eligibility

Goal

Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure in support of federal performance measures.

Strategy/Practice

The MPO will use STP, NHPP, and other applicable funding sources to fund projects that improve the condition of the existing transportation system.

Eligibility/Explanation

The MPO will maintain a Pavement Management System (PaMS) and include pavement condition data in the RIDMS. This system will include all necessary data to reasonably manage and improve the pavement condition of the federal aid network. MPO staff will update the condition data on the network annually.

GVMC will follow directives from the Transportation Asset Management Council (TAMC) annually to determine what networks will be evaluated at a minimum using the Pavement Surface Evaluation and Rating (PASER) system. The PASER system will be utilized as the primary basis for determining project

eligibility. Staff representing individual jurisdictions in conjunction with trained GVMC staff will conduct the survey in the GVMC data collection vehicle. Field data for the entire network will be verified by GVMC staff by using data and photos collected concurrently with the automated data collection system. Final PASER ratings will be provided to each jurisdiction in the study area. Upon completion of the data review, an annual system condition report will be produced and placed on the GVMC website for public consumption.

GVMC shall program federal funds using PASER condition according to the following criteria.

PASER Rating	PASER Investment Scale
PASER 10-8	Not eligible for federal funds
PASER 7	Eligible for crack sealing funding*
PASER 6-5	Eligible for sealcoat/thin overlay funding*
PASER 4	Eligible for structural overlay funding
PASER 3-1	Eligible for reconstruction funding
*Approved GVMC treatment, subject to MDOT programming approval	

Additional metrics that pertain to the Federal Transportation Performance Measures (TPM) will be utilized on the National Highway System (NHS). TPM data will be collected by the MDOT and/or the MPO. These metrics will allow for the reporting of overall performance—Good, Fair, or Poor—for each segment. International Roughness Index (IRI) data will be collected on all NHS classified roads where Rutting, Faulting (Concrete), and Cracking will be identified for Interstate NHS only.

In planning for future improvements both TPM metrics and PASER data will be presented to our committees for review to help inform and validate the project selection process. Current and projected programmed year pavement condition will be utilized in programming efforts, both to document current structural issues that may receive a non-structural, life-extending treatment prior to the programmed year, and to acknowledge projected degradation of pavement condition between the first and last year of the TIP cycle.

Projects that receive funding through the MPO process should be designed and constructed to ensure a long-lasting, improved condition.

Jurisdictions shall use due diligence to properly maintain each facility that receives federal funding. These maintenance strategies could include, but are not limited to, crack sealing when a facility reaches a PASER “7,” or sealing or thin overlay when it reaches a PASER “6”. Proper maintenance will ensure a high level of return on the federal investment. Please see the recommended Condition and Treatment Measures in the link below based on the PASER system for asphalt and concrete.

https://www.michigan.gov/documents/tamc/paser-cheat-sheet_602538_7.pdf

Safety Project Eligibility

Goal

Improve safety of the transportation system for motorized and nonmotorized users in support of federal performance measures by identifying and prioritizing projects that will reduce the likelihood or severity of crashes and incorporating safety improvements with all transportation projects where feasible and practical.

Strategy/Practice

Safety enhancement(s) will be considered with all projects. High-priority roadway segments and intersections based on federal performance measures are identified in the GVMC Traffic Safety Plan along with the RIDMS. Roadway segments, intersections, and initiatives identified in both the plan and the RIDMS should be given priority for safety funding.

Eligibility/Explanation

Safety improvements are reviewed with most projects and safety improvements are added with most preservation and operational improvement projects, where feasible. The federal safety program funds have more specific goals and criteria, as defined in federal regulation.

The Safety Performance Management Final Rule issued by FHWA requires the use of a five-year rolling average for each of the five safety performance measures shown below:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

GVMC staff performs a safety deficiency analysis which includes whether segments are safety deficient based on the targets currently supported/adopted by the MPO as outlined on the MPO's Performance-Based Planning and Programming webpage (<https://www.gvmc.org/performance-based-planning-and-programming>). If supporting state targets, a roadway segment will be considered safety deficient based on the fatality or serious injury **rate** being greater than the targets for those performance measures.

Furthermore, GVMC has maintained a safety plan or safety management system for many years.

Currently, this plan lists the top 25 segments and intersections ranked by the following safety criteria:

- Intersections Ranking by Expected Excess Fatal and Injury Crash
- Intersections Ranking by Total Crashes in five years
- Intersections Ranking by Fatal and Serious Injury Crash in five year
- Freeway Segments Ranking by Expected Excess Fatal and Injury Crash
- Non-Freeway Segments Ranking by Expected Excess Fatal and Injury Crash

- Segments Ranking by Total Crash in five year
- Segments Ranking by Fatal and Serious Injury Crash in five year
- Intersection Ranking by Expected Excess Fatal and Injury Pedestrian Crash
- Intersection Ranking by Pedestrian Crash in five year
- Intersection Ranking by Expected Excess Fatal and Injury Bicycle Crash

These segments/intersections should be prioritized for safety improvements as well.

CMAQ Project Eligibility

Goal

Reduce emissions from transportation-related sources by funding projects that reduce reliance on single occupancy vehicles and/or support intelligent transportation systems, improved system signal operations, and intersection and mobility improvements.

Strategy/Practice

Traditionally, buses, intersection improvements, traffic signal optimization, and the West Michigan Clean Air Action Program are funded with this program. Other eligible projects – e.g. nonmotorized facilities and travel demand management projects – will be considered on a case-by-case basis. With the CMAQ funds allocated to the MPO, up to 50% will be flexed to transit. With the remaining funds, the TSPG Committee will rank all CMAQ eligible projects based on an emission reduction/cost benefit basis.

Eligibility/Explanation

MPO staff/Committees, based on MTPA and MDOT process agreements, will develop and implement a consistent and improved statewide evaluation process of CMAQ projects, and project selection process, based on federal guidelines and TPM targets for CMAQ (if applicable to the GVMC region). The Statewide CMAQ Committee has delegated authority, from FHWA, to determine most state and local project eligibility, unless there is a need for FHWA clarification on federal eligibility guidelines. The MPO will monitor improvements to air quality and the effectiveness of CMAQ projects based on MPO progress toward approved statewide or future MPO targets.

All new transit route projects need to show a demonstration of need and that service will continue beyond a 3-year commitment if ridership meets projections.

Agreement for CMAQ funding in West Michigan:

1. MDOT allocates CMAQ funding to local areas (MPOs, RTFs, etc.) based on population from the most current Census data, Air Quality non-attainment status, and other applicable guidelines.
2. MDOT will provide estimates of funding available for each eligible MPO.

3. Working through the TIP development process, the MPO will cooperatively distribute the funds to local and state eligible projects; currently, statewide CMAQ funding for MDOT state highway projects are programmed through the Statewide Operations Template, based on eligibility.
4. All parties will meet to discuss all projects and compile the CMAQ program.
5. MDOT (Statewide CMAQ Committee) makes the final decisions to reach financial constraint statewide and project eligibility. The MPO is responsible for CMAQ financial constraint for local projects.
6. This process may be modified based on updated FHWA and USEPA air quality guidelines and federal funding levels. MDOT will notify the MPOs, through MTPA, of program and process changes.

Nonmotorized Transportation Project Eligibility

Goal

Promote a balanced transportation system and work toward creating a mode shift from single occupancy vehicles to more active forms of transportation.

Strategy/Practice

Federal surface transportation law provides flexibility to MPOs to fund bicycle and pedestrian improvements from a wide variety of federal programs (STP, CMAQ, TAP, etc.). All nonmotorized projects included in the GVMC Metropolitan Transportation Plan/Nonmotorized Transportation Plan are eligible for funding as allowed under these applicable federal-aid categories.

All GVMC Transportation Alternatives funding will be used to fund bicycle and pedestrian facilities.

Any allocated funds to the MPO for the CMAQ program shall also be eligible and considered for use on bicycle and pedestrian facility improvements. All CMAQ funded nonmotorized projects shall be addressed on a case-by-case basis to prove high use, mode shift, and connectivity and score well using the scoring criteria set forth in the Nonmotorized Plan. For the use of CMAQ funds all projects must demonstrate emission reduction.

Eligibility/Explanation

All nonmotorized projects included in the MTP/Nonmotorized Plan are eligible for funding as allowed under applicable federal-aid categories.

Projects receiving TA funding must be selected using a competitive process. Therefore, proposed projects shall be evaluated during the development of the Nonmotorized Plan and the development of the TIP and scored using the evaluation criteria set forth in the plan and/or agreed upon by the Nonmotorized Subcommittee (if updated between NM Plans). The utilized evaluation criteria and scoring process will be documented in the Nonmotorized Plan and TIP documents as applicable. Project

evaluation results – along with fiscal constraint, project readiness, and other context-related factors – shall drive the programming process.

Projects selected during the TIP development process for potential TA funding will go through the Committee process for endorsement to complete the constructability and eligibility review process through MDOT. Once a project completes that process and receives a Conditional Commitment it will be officially added to the TIP through the TIP amendment/modification process.

Transit Project Eligibility

Goal

Identify strategies and recommend investments that preserve and enhance regional transit systems and support federal State of Good Repair and Transit Safety performance measures.

Strategy/Practice

Capital transit projects will be funded with FTA Section 5307, 5310, and 5339 funds awarded to the transit agencies either directly or through MDOT Office of Passenger Transport (OPT). Transit projects will also be funded with up to 50% of GVMC CMAQ funds as outlined above.

Eligibility/Explanation

Transit project eligibility will align with the FTA eligibility requirements for the applicable funding programs. Additionally, capital transit projects should be consistent with agency Transit Asset Management (TAM) and Transit Safety performance measure requirements and contribute to meeting regional TAM targets and agency safety performance targets.

Bridge Project Eligibility

Goal

Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure (including bridges) in support of federal performance measures.

Strategy/Practice

To the extent of the MPO's ability, decisions related to bridge project funding should be made in the context of federal bridge performance requirements and support regional bridge condition performance targets.

The MPO encourages local jurisdictions to apply for local bridge funds administered by MDOT.

Freight-Related Project Eligibility

Goal

Implement strategies to promote efficient and reliable system management and operation that result in the reliable and safe movement of people and freight and support federal freight performance measures.

Strategy/Practice

Allow the use of federal funds, where eligible, to address identified freight constrained intersections, roadways, and corridors. While there are no identified federal fund sources specifically designated for freight projects, during the development of a TIP, special consideration may be given to proposed projects that are in an identified and/or candidate freight corridor/route and contribute to statewide or MPO performance targets. Concerns identified by the GVMC Freight Subcommittee, made up of industry stakeholders, will also be considered in this process, to the extent practicable.

Eligibility/Explanation

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

If a proposed project specifically addresses an identified constraint/conflict point/etc. that project may be given a higher priority over a typical resurface/reconstruct project. Freight needs will be balanced with other federal performance measures when selecting projects for the TIP, unless funds are allocated and restricted to freight corridor needs and improvements. All federal fund sources currently available (where appropriate) shall be considered for addressing freight-related projects.

The Use and Definition of General Program Accounts (GPAs)

Federal regulation 23 CFR 450.324 (f) states projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the Transportation Improvement Program (TIP).

In Michigan, these groupings of projects are called General Program Accounts (GPAs). A project consists of all the job numbers and phases for proposed work that are included in the associated environmental documents. Projects that have similar work type activities can be grouped together in a GPA based on that work type activity and included in the state's metropolitan area TIPs and/or the State Transportation Improvement Program (STIP) for non-metropolitan areas. Trunkline project lists for each individual GPA are maintained by MDOT.

To streamline TIP and STIP development processes and minimize the need to amend the TIP and STIP, a statewide committee was developed in 2017 to review current definitions for General Program Accounts. The goal of the committee is to clearly define the General Program Account categories and to find ways to make more efficient use of them for eligible state, local and transit projects. Furthermore, this committee will continue to review the GPA process and reconvene as deemed necessary to make updates to this process and this document. MDOT-Statewide Transportation Planning Division worked with the Michigan MPOs, FHWA, FTA and others within MDOT to review the current use of GPAs and their definitions.

GPAs may be used as a tool to streamline the TIP and STIP development processes and minimize the need to amend the TIP and STIP. The GPA, while it contains several small-scale projects, is treated as one project for the purposes of amendment/administrative modifications to the TIP and STIP. This allows for more flexible programming of the TIP and STIP and a reduction in the number of amendments.

Strategy/Practice

GVMC uses GPAs where and when possible to facilitate smooth modification of projects listed in the current TIP. GPA projects, while grouped together for TIP amendment threshold purposes are listed individually in the TIP reports for clear viewing by stakeholders and the public.

The following rules apply to all GPA categories:

1. The project cannot be a new road/facility, capacity expansion, or capacity reduction (road diet) project.
2. The project cannot be funded with a congressional or state earmark.
3. The project cannot be experimental.
4. Each project must be a categorical exclusion and air quality neutral.
5. Advance Construct and Advance Construct Conversion phases cannot be listed as a GPA project.
6. Reconstruction projects are not GPA eligible. (Reconstruction projects are identified by work type codes.)
7. GPA projects shall cost less than \$5.0 million.

Adding/Programming New or Revised Projects to the TIP

Federal TIP Amendments

TIP amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as MDOT and federal approval, and are characterized by one of the following proposed changes:

- Applies to projects over \$5.0 million and all reconstruction projects.
- Projects (including GPA category accounts/budgets) with cost change exceeding 25% of the programmed total participating project cost.
- Adding a “new” local project; the candidate project should be included on a deficiency list as well as the illustrative list.
- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming.
- Changing non-federally funded project to federally funded project.
- Major changes in project design concept or design scope affecting lane configuration, roadway capacity, and/or air quality.

Exceptions to this policy include new projects using Federal aid funding sources not impacting other Federal aid funded projects, such as MDOT, ITP, Statewide TAP, bridge, safety, or other discretionary sources. Upon MPO staff recommendation, the Technical and Policy Committee chair or vice chairpersons are authorized to approve Federal project amendments and MPO adjustments in the referenced federal funding categories. Projects covered under these exceptions will be posted on the GVMC website for public review for 1 week prior to submitting for federal approval. MPO Committees will be notified at their next regular meeting.

Projects that are categorized as “GPA Projects” can be added, deleted, moved, and changed in cost, through administrative modifications (per policies herein), as long as the GPA account/budget does not exceed the 25% threshold outlined above.

Existing MPO, State and Federal processes will be followed for proposed TIP amendments in the areas of air quality conformity, financial constraint, public participation, environmental justice, and consultation. TIP amendments involving the addition of a new project to an existing TIP will be subject to public involvement as described in the MPO Public Participation Plan. Public involvement for changes to existing projects or moving projects from the illustrative list to the funded TIP project list will be accommodated through the MPO committee process as these projects have gone through the extensive public participation, environmental justice, and consultation processes during TIP development.

At all times, the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Committee approved Federal amendments will be forwarded to MDOT via electronic

format (via JobNet) with the noted changes, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

TIP Administrative Modifications

Administrative modifications or MPO adjustments for the TIP will be considered when any of the following is proposed to an existing project:

- Change in total cost less than or equal to 25% of the TIP programmed amount is an administrative modification and requires MPO staff approval (before it is obligated).
- Cost changes which may impact project funding available to other MPO members will be classified as MPO adjustments, requiring MPO Committee approval as well as staff approval.
- Minor Federal-aid changes may be administrative if other local projects are not impacted and will be reflected in the next TIP list of projects (i.e., MDOT, ITP, TAP, bridge, safety, or other discretionary sources).
 - May include at staff's discretion: 1) lane extensions up to 1/4 mile, 2) sidewalks and nonmotorized facilities, 3) ADA enhancements and compliance modifications, 4) signalization and/or signs, 5) utility issues, 6) pavement type, 7) phase changes, 8) additional spaces in park-and-ride lots, 9) other.
- Revisions that cause projects to switch fiscal years can be made by MPO staff with Committee notification; however, if financial constraint and/or another agency project are impacted, MPO Committee approval is required (MPO adjustment).
- Minor changes in scope; however, project scope changes affecting AQ conformity or other projects will require MPO Committee approval (MPO adjustment) and may become a TIP amendment.
- Changes in funding source within the same funding category (i.e., federal to federal, state to state and local to local; adding, changing, or combining job numbers within the project funding limits described herein); these modifications will be reflected in the next TIP list of projects.
- Corrections to minor listing errors that do not change cost or scope; these modifications will be reflected in the next TIP list of projects.
- Changing an existing project to an advance construction project and vice versa.
- Adding lanes or non-motorized, up to ½ mile.
- Adding, deleting, or changing GPA qualifying projects in most cases will be an administrative modification.
- GPA budget changes less than 25% of the last federally approved threshold will qualify as an administrative change requiring MPO staff approval, consistent with the Statewide GPA Policy.

Administrative modifications or MPO adjustments do not require Federal approval. GVMC practice is that project changes affecting Federal-aid and/or other projects require Technical review and

recommendation and Policy Committee approval as an MPO adjustment. In addition, MPO staff may approve modifications as noted above. The public will be notified of administrative modifications and MPO adjustments affecting existing projects in the TIP through the MPO committee meetings or the GVMC website.

If an administrative modification or MPO adjustment must be considered immediately, staff will have the authority to implement it; for MPO adjustments, with permission from the Chairpersons of the Technical and Policy Committees and the requesting agency impacted by the adjustment. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought. The modification will be included in the next TIP list of projects.

At all times, the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications and MPO adjustments will be communicated to MDOT and FHWA in a timely fashion and reflected in the next TIP list of projects and posted on the GVMC website for public information.

Major transit capital expenditures and/or projects may be considered a Federal TIP amendment, depending on their scope and impact on the air quality conformity process.

Technical and Policy Committee Quorum

If a quorum is not present, or an action item (modifications or amendments) is time sensitive, at the Technical Committee meeting, action items can go directly to the Policy Committee; if a quorum is not present at either the Technical and/or Policy Committee meeting(s), then action by the respective Chairperson(s) may be requested and then confirmed at the next committee meeting.

Adding/Programming New or Revised Projects to the MTP

MTP Amendments

MTP amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as state and federal approval and are characterized by one of the following proposed changes:

- Adding a new regionally significant project, as defined by inter-agency work group (IAWG) and/or air quality (AQ) conformity non-exempt project list. ***See the definition of regionally significant projects below for more detail.**
- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming.
- Projects with cost exceeding 25% of the MTP programmed amount.
- Major changes in project design concept or design scope. A major change is one affecting lane configuration, roadway capacity, and/or air quality.
- Moving an illustrative list project into the body or project list of the MTP document.

- Changing non-federally funded project to federally funded project.
- Changing air quality conformity model year grouping for a regionally significant project.

Existing MPO, State and Federal processes will be followed for proposed MTP amendments in the areas of air quality conformity, financial constraint, public participation, and environmental justice. MTP amendments will be subject to public involvement as described in the MPO Public Participation Plan.

Major projects affecting roadway through capacity or transit service capacity (non-exempt for AQ) shall be listed specifically in the MTP and subject to a MTP amendment if not in the plan. AQ exempt projects are not required to be listed individually, outside of those in the current TIP, but may be listed by categories of work (such as preservation, safety, etc.)

At all times, the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Approved MTP amendments will be forwarded to MDOT with updated project lists, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

MTP Administrative Modification

Administrative modifications will be considered when any of the following is proposed to an existing project:

- Adding lanes or non-motorized facilities, up to one mile, or as defined by the IAWG.
- Increase in Federal-aid cost less than or equal to 25% of the MTP programmed amount.
- Decrease in Federal-aid project cost.
- Change in Non-Federal-aid project cost.
- Change in Federal or Non-Federal funding category.
- Corrections to minor listing errors or other non-regionally significant project changes.
- Minor changes in scope, or scope changes not considered regionally significant.
 - May include at staff's discretion: 1) lane extensions up to 1/4 mile, 2) sidewalks and nonmotorized facilities, 3) ADA enhancements and compliance modifications, 4) signalization and/or signs, 5) utility issues, 6) pavement type, 7) phase changes, 8) additional spaces in park-and-ride lots, 9) other.
- Update to the first four-years of the MTP to correspond to the most current TIP. The first four years of the MTP are the TIP. When the MTP is updated or amended, the first four years will be adjusted to match the latest version of the TIP, including all TIP amendments and modifications to-date.

Administrative modifications regarding the addition of lanes or non-motorized facilities up to one mile and increases in Federal-aid project cost up to 25% require MPO Committee approval. The other minor modifications to the MTP occur only when the MTP itself is undergoing an update or is being amended.

The MTP document is visionary and long range by its very nature and is only administratively modified when other major changes (amendments) are demanded.

At all times, the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications will be communicated to MDOT and FHWA during the next MTP amendment or plan update and be available for public information through the GVMC website.

Regionally Significant Project

Regionally significant project definition from 23 CFR 450.104:

A transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Additionally, for GVMC's purposes a project is considered regionally significant if it involves adding or reducing through road capacity over one mile or adding a newly constructed Federal-aid road, fixed guideway or BRT transit project, substantial multi-jurisdictional non-motorized project, or a major rail or transit infrastructure project. Roadway and bridge preservation, operational and/or safety (turning lanes, signalization, ITS equipment or services, etc.) projects are not considered regionally significant, as long as any new turning lanes are one mile or less in length (or exempt projects as defined in FHWA-FTA guidance issued on 4-23-2018 and Transportation Conformity Regulations issued in April of 2012 from EPA).

Adding a new regionally significant project as defined by IAWG and/or air quality (AQ) conformity non-exempt project list (per FHWA-FTA guidance issued on 4-23-2018 and Transportation Conformity Regulations issued in April of 2012 from EPA) may require a new AQ conformity analysis and finding, based on IAWG discussion and concurrence.

- Major projects affecting roadway through capacity or transit service capacity (non-exempt for AQ) shall be listed specifically in the MTP (in a TIP if applicable), and subject to a MTP/TIP amendment if not. AQ exempt projects are not required to be listed in the MTP, outside of those in the current TIP, but may be listed by categories of work (such as preservation, safety, etc.).

All non-federal aid projects (for regional significance determination) will be considered on a case-by-case basis based on the regionally significant criteria herein by GVMC's Technical and Policy committee for inclusion into a TIP and MTP.

Advanced Construction

Advanced Construction allows agencies to begin a project in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs and will be paid back when obligation funds become available, usually in a later year.

Policy/Practice

When the TIP program is developed it needs to be financially constrained. The conversion of advance construction projects is the 1st priority. GVMC allows advanced construction within the four-year TIP and two illustrative years. There are no limits on the dollar amount and the number of advance construct projects allowed as long as the TIP remains fiscally constrained.

Obligation Authority

Obligation authority is a limitation put on the Federal-aid highway program financial obligations to act as a ceiling on the obligation of contract authority that can be made within a specific time period, usually a fiscal year, regardless of the year in which the funds are authorized. Obligation authority is currently tracked on a statewide basis.

Policy/Practice

- Encourage the use of advance construction.
- The goal is to have projects obligated by April 1st.
- If a project cannot be obligated in the first year, that projects drops to the second or third year and the advance construction project(s) are converted (paid for) in the first year.
- Carry over projects (where possible) have priority to be funded in the next year of the TIP.
- Preferably the fourth year of the TIP contains easily built projects (several overlay projects).
- Projects to be tracked monthly.

Functional Classification

Policy/Practice

- 1) Existing system considered legacy.
- 2) Classify facilities as County Primary or City Major roads according to Michigan Public Act 51 designations.
- 3) Use the following table prepared as proposed recommended thresholds for consideration:

NFC #	Facility Type	Area Type	Low AADT	High AADT	Proposed Min Threshold
1	Interstate	Rural	12,000	34,000	
		Urban	35,000	129,000	
2	Other freeways and expressways	Rural	4,000	18,500	
		Urban	13,000	55,000	
3	Other principal arterial	Rural	2,000	8,500	6,000
		Urban	7,000	27,000	15,000
4	Minor Arterial	Rural	1,500	6,000	4,000
		Urban	3,000	14,000	10,000
5	Major Collector	Rural	300	2,600	2,000
		Urban	1,100	6,300	4,000
6	Minor Collector	Rural	150	1,110	1,000
		Urban	1,100	6,300	4,000
7	Local	Rural	15	400	Not eligible for federal aid
		Urban	80	700	Not eligible for federal aid

Source (AADT range for NFC 1-7): FHWA Highway Functional Classification Concepts, Criteria and Procedures)

*Facilities not yet constructed would have to be modeled to determine out-year volume (nearest model year).

Note: The above represent only volume thresholds. Other criteria must also be evaluated to determine regional significance of a roadway facility.

A list of NFC value and general description are described below (Source: MDOT NFC Review),

- NFC 1 = Interstate, the limited access Dwight D. Eisenhower interstate system, federal-aid eligible and automatically National Highway Performance Program (NHPP) eligible.
- NFC 2 = Other freeways and expressways, limited access, grade separated interchanges and design features of interstates, but not part of the Dwight D. Eisenhower interstate system, federal-aid eligible.
- NFC 3 = OPA, connecting routes between cities and the most heavily traveled cross city routes within urbanized areas that encourage mobility and commercial traffic, federal-aid eligible.
- NFC 4 = Minor Arterial – shorter trip distances, less traffic and more local in nature than the other principal arterials, federal-aid eligible.
- NFC 5 = Major Collector – these routes funnel traffic from local and minor collector routes to the arterials. These may directly serve schools, business districts and important public functions, federal-aid eligible.

- NFC 6 = Minor Collector – more through traffic than a local road but not as heavy as a major collector. These may directly serve schools, business districts and public functions but less important than major collectors. Urban minor collectors were created recently by the 2010 Highway Performance Monitoring system (HPMS) re-assessment and have federal-aid eligibility; rural minor collectors are not federal-aid highways but do have limited STP federal-aid eligibility.
- NFC 7 = Local – predominately traveled by those accessing their property, rural farm roads and residential neighborhood roads. This is the majority of public road mileage, prior to the 2013 functional classification federal guidance, considered 65% or greater of a state’s mileage. Not federal-aid eligible.

NFC Modification Process

1. If a local jurisdiction wants to add/remove/modify a facility’s functional class, that jurisdiction needs to draft a memo describing the justification for the change to the road on, or adding to, the Federal-Aid network and fill out the NFC revision form. Justification needs to be that the function of the road has changed and not because the road needs to be improved using federal funds. Odds of the road getting reclassified go up for roads that serve as a pass-through between existing Federal-aid roads, have multiple lanes, have high daily traffic volume, and have higher speeds.
2. MDOT and the MPO need to review the submission preliminarily before submission to the Technical & Policy Committees for review and approval. Once approved by the Committees, the final submission is made by the MPO to MDOT. MDOT then reviews the request then submits it to the Federal Highway Administration for their review and approval.

High Priority Corridors

Policy/Practice

The TPSG and Technical Committees will review and recommend corridors to the Policy Committee on a case-by-case basis to determine if a High Priority Corridor is eligible for special funding. Facilities must:

- Be continuous
- Provide connectivity
- Provide alternative routing during emergency situations
- Serve a regionally significant purpose
- Serve major activity centers
- Serve intermodal facilities
- Serve regional medical facilities
- Be a Minor Arterial or above

Federal Funding of Right of Way (ROW)

Policy/Practice

Use of Federal funds for ROW acquisition is not allowed in the local program unless the TPSG committee deems a corridor as a regionally significant special case as identified by the MPO.

MDOT federal funding for ROW will be allowed following the required TIP administrative modification, MPO adjustment or Federal TIP amendment processes.

Federal Funding of Engineering Expenses

Policy/Practice

There is no local allowance for the use of Federal funds for engineering costs by the MPO Committees.

MDOT federal funding for engineering will be allowed following the required TIP administrative modification, MPO adjustment or Federal TIP amendment processes.

Title VI

Policy/Practice

The MPO will update the Title VI Plan before the beginning of the development of the Metropolitan Transportation Plan, with new censuses, or when one of the signers of the plan changes (such as the Title VI Coordinator). The Plan will then be offered to the MPO members to complement their policies and practices. Any agency that receives federal funds must maintain a Title VI Plan that meets Federal regulations. GVMC will notify members to review their Title VI Plans to make sure they comply with the law at the start of the fiscal year.

APPENDIX F

NONMOTORIZED PROJECT EVALUATION CRITERIA

GVMC Nonmotorized Project Evaluation Criteria

Updated September 2021

Study Process and Project Evaluation Criteria

In July 2013, the Nonmotorized Committee created a new evaluation process for projects submitted for inclusion into the 2014 Nonmotorized Plan. The new priority process involved the rating of five major components: mode shift, connectivity/continuity, safety/ADA, regional vs. local facility, and high use/social equity. The rating system was designed to have minimal personal influence by the rater, with the physical location of the project being the primary determining factor for each project's score.

On August 31, 2021 the Nonmotorized Committee met to discuss updates to the evaluation criteria to align with federal performance measures and incorporate additional factors of value to the competitive scoring process for programming regional Transportation Alternatives (TAP) funds. Each factor has the possibility of 0 to 3 points awarded relating to low, medium, and high, with a minimum of 0 and maximum of 21 points awarded for each project. The updated rating factors are as follows along with the methodology for determining their scores.

This scoring system is to be used as a guide to show what the MPO's priorities might be for funding proposed projects with federal dollars in the future in alignment with federal requirements for a competitive selection process for projects funded with federal TAP funding.

Evaluation Criteria

Mode Shift

Measurable changes in bicycling, walking trips, and/or transit ridership are likely based on the geographic proximity to trip attractors, trip generators and transit bus stops.

Methodology

Three points are awarded for each project that would display a measurable likelihood of mode shift. Each project is awarded a point for being near trip attractors, trip generators, and transit.

For measuring trip attractors, employment statistics are used to determine what projects are close to retail, education services, health care, arts, entertainment, recreation, and food services. Point employment values are aggregated using a point density analysis in GIS that calculates a magnitude per unit area from point features that fall within a neighborhood around each cell. In other words, the higher concentration of services within a specified distance from any given location, the greater the value is. This calculation is used to paint a picture for the whole MPO area. Projects located in an area with medium to high density of attractors are awarded a point.

Trip generators are traditionally factors of population and can represent the possibility of latent demand. Census block centroids are used to create a point density analysis for population in GIS to find the highest concentration of people, using a similar methodology to that which was used to determine trip attractors. Projects located in an area with medium to high density of generators are awarded a point.

Although a quarter mile is the standard for the average distance people are willing to walk to a bus stop it is not a hard boundary. However, for the purpose of giving each project a rating based on proximity to transit, this distance is used to define whether the project receives a point for transit. Projects that may bridge a gap for bus access and/or be near a bus stop are awarded a point.

Connectivity/Continuity

The project will fill a gap in relation to existing facilities and allow for the continuous flow of travel for a specific type of nonmotorized travel.

Methodology

Three points are awarded for each project that is bridging a gap or removing a current barrier that exists. A point is awarded if existing facilities are found on both sides of the proposed project – these may include sidewalks, neighborhood bikeway networks, multiuse paths, etc. If the project is a small piece of a proposed alignment and connected by proposed facilities on either side as part of a larger connector to existing facilities it would still be awarded a point for this rule. Another point award occurs if the facility being proposed services both bicyclists and pedestrians if nothing currently exists for either mode along the proposed facility/street alignment. A final point is awarded if the proposed project allowed for the continuous flow of travel for nonmotorized users.

Safety

The project will eliminate conflict points between vehicles and forms of nonmotorized travel. This should minimize the incidents of crashes, injuries, and fatalities.

Methodology

Three points are awarded for each project that address safety based on the following characteristics. A point density GIS analysis was created using bicycle/pedestrian safety statistics provided from the State of Michigan Police Division. This provided a measure of crash rate and severity over the past ten years. If the project falls in an area of moderate to high crashes involving nonmotorized travelers, it receives a point. A project identified within a half mile of a past pedestrian- or bicycle-related fatality or serious injury is awarded a point. Finally, if the proposed facility will be separated from vehicle traffic (through barriers and/or space), it will be awarded a point.

ADA/Accessibility

The project will improve the nonmotorized network conditions for users with disabilities and/or the elderly.

Methodology

All projects must address applicable ADA requirements; however, three points will be awarded to projects that address ADA/accessibility based on the following characteristics. A point is awarded to each project that improves ADA accessibility for facilities in the nonmotorized network. Based on the most recent available census information, a point is awarded to each project that is located in an area with higher than the regional average of persons 65 years and older, and an additional point if that project is located in an area with higher than the regional average of persons with disabilities.

Regional vs. Local Facility

The project allows for the continuous flow of travel for users, and transportation impacts are regional or multi-jurisdictional.

Methodology

Three points are awarded based on the regional impact of the project proposed. If the project is a connection that bridges a gap for a populous from a localized system to access a more regional network that extends into other jurisdictions, it is awarded a point. If the project allows for the continuous flow of travel between jurisdictions, it is awarded another point. If the project has been identified as a multi-jurisdictional need and has formally received such support, it is awarded a final point.

Environmental Justice and Sensitive Environmental Resources

The project should provide transportation for traditionally underserved communities and improve/mitigate negative impacts on sensitive environmental resources.

Methodology

Three points are awarded for each project that serves a population center within an environmental justice (EJ) area and incorporates elements to mitigate negative impacts on environmentally sensitive resources. Using the GIS analysis from the most recent Metropolitan Transportation Plan identifying MPO EJ areas each project that falls within an EJ area will receive two points. Each project that includes elements that will improve or mitigate negative impacts on sensitive environmental resources (protecting established vegetation/habitat, improving air quality, implementing sediment and erosion control techniques, protecting water quality, etc.) will receive an additional point.

Project Support, Readiness, and Maintenance

The project should demonstrate local support, an ability to be constructed according to applicable federal and state standards within the estimated budget and timeline, and include a plan for continued maintenance.

Methodology

Three points may be awarded to each project in this category. Each project that is included in a locally developed and approved plan (including appropriate public input/involvement) will be awarded one point. Each project that has gone through a “feasibility study” process to ensure that all federal and state design standards can be met within the proposed project alignment with an accurate estimated budget (accounting for retaining walls, boardwalk, etc.) will be given one point. Each project that has an associated plan for routine and periodic maintenance (snow plowing, cleaning, structural issues, etc.) will receive one additional point.

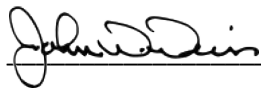
APPENDIX G

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Michigan Department of Transportation and the Grand Valley Metropolitan Council, the Metropolitan Planning Organization for the Grand Rapids and Lowell area urbanized areas, Michigan urbanized area, hereby certify, as part of the Transportation Improvement Program submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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



John Weiss, Executive Director
Grand Valley Metropolitan Council

Todd White, Director
Bureau of Transportation Planning

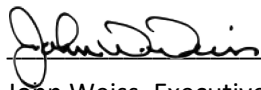
6/2/2022
Date

Date

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- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;



John Weiss, Executive Director
Grand Valley Metropolitan Council

Todd White, Director
Bureau of Transportation Planning

6/2/2022
Date

Date

APPENDIX H

AIR QUALITY CONFORMITY RESOLUTION

Resolution to Accept the 1997 Ozone NAAQS Transportation Conformity report for Kent County and the Ottawa County part of the 2045 Metropolitan Transportation Plan and FY2023-2026 Transportation Improvement Program for the Grand Valley Metropolitan Council (GVMC)

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

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

WHEREAS, the Grand Valley Metropolitan Council is the designated Policy Committee and Metropolitan Planning Organization for the Grand Rapids, Michigan urban area; and

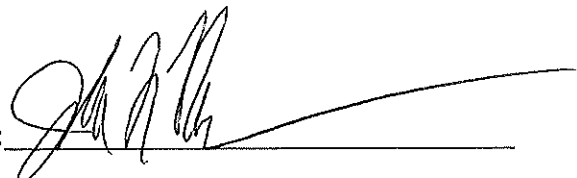
WHEREAS, the conformity of the GVMC 2045 Metropolitan Transportation Plan and FY2023-2026 Transportation Improvement Program (TIP) will be pending approval by the Federal Highway Administration after local action on the conformity report by the GVMC Policy Committee; and

WHEREAS, the GVMC 2045 Metropolitan Transportation Plan and FY2023-2026 Transportation Improvement Program (TIP) were analyzed in accordance with 40 CFR 51 for air quality conformity

NOW THEREFORE BE IT RESOLVED, that the Policy Committee of the Grand Valley Metropolitan Council supports the determination of the 1997 ozone transportation Conformity Determinization Report for the Grand Rapids, MI LOMA for the FY2023-2026 Transportation Improvement Program in Kent and Ottawa County; and

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

ATTEST:



Josh Naramore, Chair
Grand Valley Metropolitan Council Policy Committee

Date: 09/18/2022

APPENDIX I

LIST OF CONTACTS

Technical & Policy Committee Membership List

Ada Township

Policy Committee Representative: Julius Suchy (jsuchy@adatownshipmi.com)

Technical Committee Representative: John Said (jsaid@adatownshipmi.com.)

7330 Thornapple River Dr.—PO Box 370

Ada, Michigan 49301

Phone (616) 676-9191

Algoma Township

Policy Committee Representative: Kevin Green (supervisor@algotatwp.org)

Technical Committee Representative: Kevin Green

10531 Algoma NE

Rockford, Michigan 49341

Phone (616) 866 -1583

Allendale Township

Policy Committee Representative: Adam Elenbaas (supervisor@allendale-twp.org)

Technical Committee Representative: Adam Elenbaas

6676 Lake Michigan Drive, PO Box 539

Allendale, Michigan 49401

Phone (616) 895-6295

Alpine Township

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APPENDIX J
GLOSSARY AND LIST OF ACRONYMS

AASHTO: American Association of State and Highway Transportation Officials - a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

ACCESS - The ability to enter or leave a residence, business, or parcel of land from a roadway by way of a connecting driveway. Alternatively, it means the opportunity to reach a given point within a certain time frame, or without being impeded by physical, social, or economic barriers.

ACCESS MANAGEMENT - Limiting the ability of traffic to enter, leave, or cross thoroughfares; regulating the spacing and design of driveways, medians, intersections, and traffic signals to promote the efficient flow of through traffic.

ACCESSIBILITY - The ability to reach destinations, activities, and services.

ADA: Americans with Disabilities Act - A set of guidelines passed in 1990 to assure a minimum level of accessibility to buildings and facilities for individuals with disabilities; Title III of the legislation deals with public accommodations.

ADT: Average Daily Traffic - The average number of vehicles passing a specific point on a roadway during 24-hour period.

ALLOCATION - An administrative distribution of funds among States which do not have statutory distribution formulas

APPORTIONMENT - A division or assignment of funds based on prescribed formulas in the law and consisting of divided authorized obligation authority for a specific program among the States.

ARTERIAL - A controlled access highway designed for through traffic (longer trips, higher volume and speed); arterials are typically on a continuous route and are often divided; the right-of-way is usually 120 feet.

BASE YEAR - The year which serves as a starting point of data used in a study.

BICYCLE LANE - Portion of the street designated by striping, signing, or pavement markings for preferential or exclusive use by bicyclists. Bike lanes are established with appropriate pavement markings and signing to delineate the right of way assigned to bicyclists and motorists, and to provide more predictable movements by each. Bike lanes are usually paired one-way facilities located on both sides of streets with moderate to heavy traffic volumes. Steeply sloped streets can have bike lanes on one side for climbing, while it may not be necessary to stripe lanes on the downhill side because bicycle speeds approach motor vehicles on these sections. The minimum width of a bike lane is 4 feet in most areas, or 5 feet when adjacent to on-street parking or if measured from the curb face. Bicycle lane design at intersections must be treated carefully to minimize conflicts between bicycle and auto movements.

BOULEVARD - A wide street, usually with a median or promenade, lined with trees.

BRT: Bus Rapid Transit - A transportation system that, through improvements to infrastructure, vehicles, and scheduling, uses buses to provide a service that is of similar quality to light-rail systems.

BUFFER - Portion of the roadway between the curb or edge of the pavement and the sidewalk; used to separate pedestrians and vehicles. Buffers often include landscaping, trees, or utility poles.

BULBOUT - An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. Also known as curb bulb-outs or neckdowns, curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions should not extend more than 6 feet from the curb, and must not extend into travel lanes, bicycle lanes or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design.

CAAA: Clean Air Act of 1990 and Amendments - Federal legislation that sets standards for air quality levels.

CMAQ: Congestion Mitigation and Air Quality Improvement Program - Program which directs funding to projects that contribute to meeting national air quality standards.

CO: Carbon Monoxide - A colorless, odorless, tasteless, gas that impedes the oxygenation of blood. CO is formed, in large part, by incomplete combustion of fuel.

COLLECTOR - A two- to four-lane roadway providing mobility and access. Collector streets can be found in residential neighborhoods, commercial and industrial areas, and central business districts. Collectors usually have minimal access control, and the right-of-way is typically 80 feet. Collectors are designed to move traffic from local roads to secondary arterials.

CONFORMITY - Compliance of any transportation plan with air quality control plans.

CONGESTION MANAGEMENT SYSTEM - One of six management systems required by ISTEA and subsequent transportation legislation. Future highway projects that significantly increase capacity for single occupant vehicles (SOV) should be part of a CMS or those projects may be ineligible for federal funding.

CONTRACT AUTHORITY - Budget authority that permits obligations to be made in advance of appropriations.

CONTROLLED INTERSECTION - Intersection with a traffic light or other traffic control device.

CORRIDOR - Transportation pathway allowing movement between activity centers; a corridor may encompass single or multiple transportation routes and facilities, adjacent land uses, and the connecting street network.

CROSSWALK - Marked portion of the street designated for pedestrian crossing, either mid-block or at an intersection. The most common markings are double parallel lines, ladder, and zebra stripes.

CURB EXTENSION - An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. Also known as curb bulb-outs or neckdowns, curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions should not extend more than 6 feet from the curb, and must not extend into travel lanes,

bicycle lanes or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design.

DEMAND RESPONSIVE - Transit services that can be variably routed and timed to meet the changing needs of the user on an as-needed basis.

DENSITY - The number of dwelling units, buildings, or persons per unit of land, usually per acre (expressed as du/ac).

EASEMENT - Contractual agreement allowing temporary or permanent access through and/or use of a property.

EMISSIONS BUDGET - The part of the State Implementation Plan that identifies allowable emissions levels, mandated by the National Ambient Air Quality Standards, for certain pollutants.

ENVIRONMENTAL IMPACT STATEMENT - Reports which details any adverse economic, social, environmental effects of a proposed transportation project that the federal government funds.

ENVIRONMENTAL JUSTICE - Refers to Executive Order 12898 which seeks to address disproportionately high and adverse human health or environmental effects in Federal programs or policies on minority and low-income populations.

EPA: Environmental Protection Agency - Federal source agency of environmental and air quality regulations affecting transportation.

EXPENDITURES - Disbursement of funds for repayment of obligations occurred.

EXPRESSWAY - A divided highway, typically with a 150-200-foot right-of-way, with full or partial access control and interchanges at selected public roads. Expressways may also have at-grade intersections spaced at 1500-2000-foot intervals.

FHWA: Federal Highway Administration - Federal agency within the United States Department of Transportation that deals with roadway and highway issues.

FREEWAY - A divided highway for through traffic with full access control and interchanges at selected public roads.

FTA: Federal Transit Administration - Federal agency within the United States Department of Transportation that deals with transit issues.

FUNCTIONAL CLASSIFICATION - A system for classifying streets and highways based on the nature of service they are intended to provide.

FY: Fiscal Year - Year in which public and private agencies use for conducting business; it usually differs from the calendar year. Most State and Federal agencies use an October 1 through September 30 fiscal year.

GIS: Geographic Information System - Computer mapping capabilities used to provide information.

GRATA: Grand Rapids Area Transit Authority - Now known as the Interurban Transit Partnership, it is the agency responsible for providing public transit service in the Grand Rapids area.

GRETS: Grand Rapids and Environs Transportation Study - Previous designation of the Grand Rapids Metropolitan Planning Organization (MPO).

GREENWAY - A protected open-space area following a natural or man-made linear feature; greenways are often used for recreation, transportation, conservation, and to link amenities.

GVMC: Grand Valley Metropolitan Council - Agency that serves as the Metropolitan Planning Organization (MPO) for the Grand Rapids area. The Council is made up of members, all local units of government, that want to work cooperatively on issues that have a multi-jurisdictional or regional scope. Those issues include transportation, the environment, economics, and those with social impact.

HIGHWAY PERFORMANCE MONITORING SYSTEM - A federal database of roadway characteristics and traffic information for pre-selected roadway segments throughout the entire MPO Study Area.

IAWG: Inter-Agency Work Group - Group consisting of Federal, State, and MPO staffs that meet periodically to discuss transportation project development and its relationship to air quality on both a short and long-range basis.

IJA: Infrastructure, Investment, and Jobs Act - Also known as The Bipartisan Infrastructure Deal, this act was passed in November 2021 to aid in rebuilding America's roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle the climate crisis, advance environmental justice, and invest in communities that have too often been left behind.

INFRASTRUCTURE - The built facilities required to serve a community's development and operational needs, e.g. roads, water, and sewer systems.

INTERMODAL - Refers to connections between modes of transportation.

INTERSECTION - The area where two or more roadways join or cross including the roadway and roadside facilities.

INTERSTATE SYSTEM - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the U.S. to internationally significant routes in the Mexico and Canada.

ISTEA: Intermodal Surface Transportation Efficiency Act Of 1991 - Federal legislation that reconstructed funding for the transportation program and opened up the transportation planning process to the public. ISTEA was replaced by newer federal transportation legislation, SAFETEA-LU, in August 2005.

ITE: Institute of Transportation Engineers - An international association of transportation professionals that supports transportation-related education, research, professional development, public awareness programs, and facilitates the exchange of professional information.

ITP: Interurban Transit Partnership - Agency responsible for providing public transportation and transit service in the Grand Rapids area, also known as The Rapid.

ITS: Intelligent Transportation System - Technologies that focus on monitoring, guiding, or operating motorized vehicles.

KCRC: Kent County Road Commission - Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of Kent County.

LAND USE - The way in which a parcel of land is used or occupied, i.e. the types of buildings or activities, and/or the purpose for which it is designed, arranged, intended, or maintained.

LOCAL STREET - Primary role is providing access to adjacent properties; local streets have low levels of mobility and serve residential, commercial, and industrial areas.

LOS: Level of Service - A qualitative rating system used to describe the adequacy of the road network at a specific intersection or street segment, based on factors including travel time, freedom to maneuver, driver comfort, and interruptions; LOS A is used to describe the best traffic conditions while LOS F denotes gridlock. LOS can also be used to describe transit and bicycle/pedestrian networks.

L RTP: Long-Range Transportation Plan - A document that provides a strategy and methodology for an area's long-range transportation needs. The Plan must have at least a twenty-year window and must be updated every four years.

MAJOR THOROUGHFARE - Major, multimodal streets in urban areas (arterials and collectors) which are designed to complement and support adjacent land uses.

MDNRE: Michigan Department of Natural Resources and Environment - State agency dedicated to environmental improvements and policies that impact public health and natural resources such as air quality, water quality, and waste management.

MDOT: Michigan Department of Transportation - State agency responsible for monitoring and improving the transportation system in Michigan.

MIRIS: Michigan Resource Information System - State level data base which contains information on a number of items including roads, land cover, and natural resources.

MIXED-USE ZONING - Zoning allowing several types of uses (e.g. residential, commercial, office, and/or retail) within a single building or development. The uses can be mixed vertically, with different uses stacked in a single building, or horizontally, with different uses adjacent to or near each other.

MOBILITY - Movement of people or goods within the transportation system.

MODE - Form of transportation, such as automobile, transit, bicycle, and walking.

MODEL - A mathematical and geometric projection of activity and interactions in the transportation system of an area.

MPO: Metropolitan Planning Organization - A federally required planning entity responsible for transportation planning and project selection in its region; every urbanized area with a population over 50,000 should have an MPO, designated by the governor. The Grand Valley Metro Council (GVMC) is the MPO for the Grand Rapids area.

MSA: Metropolitan Statistical Area - U.S. Census determination which delineates the boundaries of the Metropolitan area.

MULTIMODAL - A system or corridor providing a range of transportation options including walking, bicycling, driving, and transit.

MUTCD: Manual on Uniform Traffic Control Devices - The MUTCD defines the standards used for the installation and maintenance of traffic control devices (signs, signals, and pavement markings) nationwide; the manual is published by the Federal Highway Administration.

NAAQS: National Ambient Air Quality Standards - Standards set forth through the Clean Air Act which monitor air quality.

NETWORK - A graphic and/or mathematical representation of multimodal paths in a transportation system.

OCRC: Ottawa County Road Commission - Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of the county.

ON-STREET PARKING - Space for parking cars within the street right-of-way; on-street parking can improve access to nearby land uses, create a buffer between pedestrians and vehicles, and help reduce traffic speeds by narrowing the perceived right-of-way.

OXIDES OF NITROGEN (NOX) - A byproduct of processes employing a high temperature combustion. Power plants, industrial boilers, and motor vehicles are all principal sources of NoX.

PARATRANSIT - Services which serve the special needs of persons that standard mass transit services would serve with difficulty, or not at all.

PARTICULATE MATTER - Particulate Matter less than or equal to 10 microns. Consists of matter suspended in the atmosphere such as dust, chemicals, etc.

PEAK HOUR - The 60-minute period in the morning and evening in which the largest volume of travel is experienced.

PEDESTRIAN-ORIENTED - A built environment that emphasizes and is conducive to walking between destinations. A pedestrian-friendly environment may include sidewalks, buffers, street trees, benches, fountains, transit stops, pedestrian-oriented signs and lighting, public art, and buildings that are visually interesting with high levels of transparency and articulation.

PERSON-TRIP - A trip made by one person from one origin to one destination

PMS or PaMS: Pavement Management System - A system used to monitor and evaluate pavement conditions on the road network.

PPM: Parts Per Million - A measurement used in relating concentrations of matter, such as ozone in the atmosphere.

PPP: Public Participation Plan - Plan developed by GVMC that dictates how public involvement will be incorporated into the transportation planning process.

PROVIDER - An agency that causes clients to be transported, as opposed to an agency whose role is limited to funding programs.

PTMS: Public Transportation Management System - A system which allows for the monitoring and evaluation of the public transportation system for an area.

REGION - An entire metropolitan area including designated urban and rural subregions.

REGIS: Regional Geographic Information System - Geographic Information System being utilized in the Grand Rapids area through the Grand Valley Metropolitan Council. (See Geographic Information System for more information)

REGIONALLY SIGNIFICANT - A project that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Said project also offers an alternative to regional highway travel.

RESCISSION - Legislative action to cancel the obligation of unused budget authority previously provided by Congress before the time when the authority would have otherwise lapsed.

REVERSE COMMUTE - Commuting against the main direction of traffic or a commute from the central city to the suburbs.

ROAD DIET - Narrowing a roadway by reducing the number of lanes or lane width; a traffic calming strategy used to reduce vehicle speeds. Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane (TWLTL). The ROW of the fourth lane may be used for bicycle lanes, sidewalks, and/or on-street parking.

ROADWAY - A thoroughfare at least twenty feet in width that has been dedicated to the public for transportation use; a section of the right-of-way that has been designed, improved, surfaced, or is typically used for motor vehicle travel.

ROUNDBABOUT - A traffic calming device in which vehicles follow a circular path around a central island; upon approaching the roundabout, vehicles are expected to yield to traffic already in the circle.

ROW: Rights-of-Way - Public strip of land on which streets, sidewalks, alleys, transit and railroad lines, and public utilities are built.

SAFE ROUTES TO SCHOOL - Programs designed to encourage and enable children to safely walk and bike to school. These programs often include education, encouragement, and enforcement efforts in conjunction with a variety of site-specific engineering measures designed to improve safety for bicycling and walking. See www.saferoutesinfo.org and <http://safety.fhwa.dot.gov/saferoutes/> for more information.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - \$286.4 federal transportation legislation that governs the United States federal surface transportation spending. It was signed into law by President George W. Bush on August 10, 2005 and will expire September 30, 2009.

SHARED LANE - A wide outside/curb or shared lane (WCL) is the lane nearest the curb and is wider than a standard (12-foot) lane, providing additional space so that the lane may be shared more comfortably by motor vehicles and bicycles. These lanes should be about 14 feet wide, as lanes wider than 15 feet can encourage the operation of two motor vehicles side by side. If lanes become too wide, some motorists may also assume parallel parking is allowed, constricting the travel lane for bikes.

SHARED ROADWAY - A roadway that is open to both bicycle and motor vehicle travel - may be an existing roadway, street with wide curb/outside lanes, or road with paved shoulders. Shared roadways typically have no bikeway designation, but should be designed and constructed under the assumption that they will be used by bicyclists.

SHARED USE PATH - A path physically separated from motorized vehicular traffic by an open space or barrier located either within the highway right-of-way or within an independent right-of-way. Shared use paths may be used by pedestrians, bicyclists, skaters, wheelchair users, runners, and other non-motorized users.

SHARROW - A chevron-style roadway lane marking that indicates that the lane is shared by bicyclists and other vehicles. Sharrows are used when the road lane is not wide enough to accommodate both a traffic lane and a dedicated bicycle lane.

SHOULDER - The portion of the roadway to the right of the rightmost travel lane, excluding curbs, buffers, and sidewalks; shoulders can be paved, gravel, dirt, or grass, and serve a number of different purposes, (bicycle and pedestrian travel, structural roadway support, space for emergency vehicles to pass, stopped/disabled vehicle pull-off, space for vehicles to slow and turn right) typically dictated by their width and composition.

SHUTTLE - Usually a service provided with a vehicle seating twenty or more passengers that connects major trip destinations and origins on a fixed-route or route-deviation basis.

SIDEPATH - A type of multi-use path running adjacent and parallel to a roadway, like an extra wide sidewalk. Sidepaths have special design challenges, as motor vehicles may not expect bikes to be entering an intersection from outside the travel lanes. AASHTO discourages two-way paths located immediately adjacent to roadways due to the operational and safety issues that can occur. Sidepaths should not be considered a substitute for street improvements even when the path is located adjacent to a highway, as many bicyclists find these paths less convenient than on-street facilities, particularly for utilitarian trips.

SIDEWALK - A paved pathway paralleling a highway, road, or street that is intended for pedestrians. Most sidewalks are separated from the curb by trees, grass, landscaping, lights, or other streetscape elements and are most common in areas of higher land use densities.

SIGNED SHARED ROADWAY - A shared roadway that has been designated with signing as a preferred route for bicycle use to provide continuity to other bicycle facilities, or to designate preferred routes through high-demand corridors.

SIP: State Implementation Plan - Required documents prepared by States and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act and subsequent amendments.

SOV: Single Occupancy Vehicle - The use of vehicle to get one person to a destination.

SMSA: Standard Metropolitan Statistical Area - A U.S. Census delineation for larger metropolitan areas in the U.S.

STIP: State Transportation Improvement Program - The compilation of Transportation Improvement Programs (TIPs) from around the State.

STPU: Surface Transportation Program-Urban - Federal funding category geared specifically to urbanized areas.

STREETSCAPE - The elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

STPR: Surface Transportation Program-Rural - Federal funding category geared specifically to rural areas.

TAZ: Traffic Analysis Zone - The smallest geographically designated area for analysis of transportation activity.

TCM: Transportation Control Measure - Local actions to adjust traffic patterns or reduce vehicle use to reduce air pollution.

TDM: Transportation Demand Management - Process used to monitor and evaluate the need of the transportation network relative to the number of users, and the total amount of usage the transportation network will receive.

TEDF: Transportation Economic Development Funds - This program has different lettered categories A through F that provide competitive statewide funding for roadways of different types that serve economic development purposes.

TIP: Transportation Improvement Program - A short-term, three-year program of transportation projects which are expected to be federally funded; these projects are drawn from and should be consistent with the Long Range Transportation Plan.

TMA: Transportation Management Area - An MPO with over 200,000 population. All transportation plans for these areas must be based on a continuing and comprehensive planning process carried out by the MPO in cooperation with the States and transit operators.

TOD: Transit Oriented Development - Development in which land uses are designed and sited to maximize transit ridership and the use of alternative forms of transportation; TOD's are typically also mixed-use developments.

TRAFFIC CALMING - Transportation techniques, facilities, or programs designed to slow the movement of motor vehicles. Traffic calming typically involves changes in street alignment, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of safety, livability, and other public interests. Physical treatments may include speed tables, raised crosswalks, textured pavement, roundabouts, chicanes, curb extensions, partial roadway closures, diagonal diverters and median barriers.

TRANSIT - Passenger transportation service provided to the general public along established routes with fixed or variable schedules at published fares.

TRANSIT DEPENDENT - Persons who must rely on public transit or paratransit for most or all of their transportation needs.

TRANSIT EQUIPMENT - An article of non-expendable, tangible property that has a useful life of at least one year

TRANSIT FACILITIES - A building or structure that is used on providing public transportation

TRANSIT INFRASTRUCTURE - The underlying framework or structures that support a public transportation system

TRANSIT ROLLING STOCK - a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services

TRAVEL TIME - Customarily calculated as the time it takes to travel from door-to-door.

TSM: Transportation System Management - The element of a TIP that proposes non-capital-intensive steps toward the improvement of a transportation system.

URBANIZED AREA - An area which contains a city of 50,000 or more in population plus adjacent surrounding areas having a density of at least 1,000 people per square mile as determined by the U.S. Census.

USDOT: United States Department of Transportation - The principal direct federal funding and regulating agency for transportation facilities and programs.

UWP: Unified Work Program - Annual document prepared by the MPO that outlines transportation work tasks and products that will be completed and produced for the upcoming fiscal year.

VOC: Volatile Organic Compounds - Chemicals that are generated through the combustion of fossil fuels, industrial processes, and vegetation. VOCs are an ingredient in ground level ozone and smog.

VMT: Vehicle Miles Traveled - The number of vehicle miles traveled within a specified geographic area during a given period of time; one vehicle traveling one mile constitutes one vehicle mile, regardless of its size or the number of passengers.

WIDE OUTSIDE LANE - A wide outside/curb or shared lane (WCL) is the lane nearest the curb and is wider than a standard (12-foot) lane, providing additional space so that the lane may be shared more comfortably by motor vehicles and bicycles. These lanes should be about 14 feet wide, as lanes wider than 15 feet can encourage the operation of two motor vehicles side by side. If lanes become too wide, some motorists may also assume parallel parking is allowed, constricting the travel lane for bikes.

WMCAC: West Michigan Clean Air Coalition - A partnership of business, academia, government, industry, and the non-profit sector in Kent, Ottawa, and Muskegon counties working together to achieve cleaner air in the region.

WMEAC: West Michigan Environmental Action Council - A non-profit environmental advocacy and education organization founded in 1968.

ZONING - Classification system based on permitted and prohibited land uses, densities, and intensities used to promote land use compatibility.