

## APPENDIX C: CONSULTATION REFERENCES

This appendix contains all the documentation for the consultation for the FY2020–2023 TIP.

ACSET-Latin American Services Program	Kent County Farm Service Agency
Aero Med-Air Medical Transport	Kent County Health Department
Alger Heights Neighborhood Assn.	Kent County Home Repair Services
Allendale Township	Kent County Parks Department
Allendale Township DDA	Kent Intermediate School District
American Medical Response	Kent Michigan State University Extension
American Red Cross of Greater Grand Rapids	Keweenaw Bay Indian Community
Amtrak	Knight Transportation
Annis Water Resources Institute	Lac Vieux Desert Band of Lake Superior Chippewa Indians
Area Agency on Aging of Western Michigan	Lac Vieux Desert Band of Lake Superior Chippewa Indians; Tribal Historic Preservation Office
Assn. for the Blind & Visually Impaired	Lakeshore Advantage
Auburn Hills Neighborhood Assn.	Land Conservancy of West Michigan
Baxter Neighborhood Association	LGROW
Bay Mills Indian Community	Life EMS
Bay Mills Indian Community; Tribal Historic Preservation Office	Little River Band of Ottawa Indians
Belknap Lookout Association	Madison Area Neighborhood Assn.
Black Hills Neighborhood Assn.	MARP
Blandford Nature Center	Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians
Bureau of Indian Affairs	MDOT
Byron Township DDA	Mercy Ambulance Service
Calder City Taxi	MI Housing Development Authority
Cascade Charter Township	MI United Conservation Club
Cascade Township	Michigan Association of Railroad Passengers
City of Grand Rapids	Michigan Department of Environmental Quality
City of Grand Rapids Economic Development	Michigan Department of Natural Resources
City of Grandville DDA	Michigan Department of Transportation
City of Hudsonville DDA	Michigan Dept. of Agriculture and Rural Development
City of Rockford DDA	Michigan Economic Development Corporation
Columbian Logistics	Michigan History Center
Compass Coach Inc	Michigan Land Use Institute
Comstock Park DDA	Michigan Oaks Neighborhood Assn.
Creston Neighborhood Assn.	Michigan State Historic Preservation Office
CSX	Michigan State Police
Cutlerville-Gaines Chamber of Commerce	Michigan United Conservation Clubs, Inc.
Department of Agriculture and Rural Development	Mid-Michigan Railroad Co.
Department of Health and Human Services	Midtown Neighborhood Association
Department of Natural Resources	National Park Service
Disability Advocates	Natural Resources Conservation Service
Disability Advocates of Kent County	North Country Trails Association
Dwelling Place	North East Citizen Action Assn.
East Hills Council of Neighbors	Nottawaseppi Huron Band of the Potawatomi
Eastgate Neighborhood Assn.	Oakdale Neighbors Information
Easttown Neighborhood Assn.	Ottawa Conservation District
Environmental Protection Agency - Region 5	Ottawa County Drain Commission
Federal Aviation Administration - Great Lakes Region	Ottawa County Farm Bureau
Federal Transit Administration	Ottawa County Parks & Recreation
FHWA	Ottawa Hills Neighborhood Assn.
FHWA, MI Division	Pokagon Band of Potawatomi
Fish and Wildlife Service	Pokagon Band of Potawatomi Indians
Forward Air, Inc.	Pokagon Band of Potawatomi Indians; Tribal Historic Preservation Office
Friends of the White Pine Trail	Ready Ride Transportation, Inc.
Fuller Avenue Neighborhood Assn.	Rental Property Owners Assn.
Fulton Heights Neighborhood Assn.	Ridgemoor Neighborhood Assn.
Garfield Park Neighborhood Assn.	Right Place Program
Genesis Non-Profit Housing Corp.	Riverview Aviation
Georgetown Seniors	Rockford Chamber of Commerce
Grand Elk Railroad	Roosevelt Park Neighborhood Assn.
Grand Rapids Air Pollution Control	Roosevelt Park Neighborhood Association
Grand Rapids Area Chamber of Commerce	Sierra Club
Grand Rapids Area Coalition to End Homelessness	Sierra Club, Mackinac Chapter
Grand Rapids Audubon Club	South Hill Neighborhood Association
Grand Rapids Convention and Visitors Bureau	South West Area Neighbors
Grand Rapids Downtown Development Authority	Spectrum Health
Grand Rapids Greyhound	Standale DDA
Grand Rapids Pride Center	State Historic Preservation Office
Grand Rapids Sierra Club	State Housing Development Authority
Grand River Band of Ottawa Indians	The ARC Kent County
Grand Valley Metro Council	The Nature Conservancy-Michigan Field Office
Grassmid Transport	The Rapid Wheelmen
Greater Grand Rapids Bicycle Coalition	The Right Place
Greyhound Bus Lines	The TLC Group, Inc.
GRFIA	Thornapple Trail Assn.
GROW	U.S. Coast Guard

GVMC	U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration
Habitat for Humanity	U.S. Dept. of Housing & Urban Development
Hannahville Potawatomi Indian Community	U.S. Dept. of Housing & Urban Development, Detroit Office
Health Care Associates	U.S. Environmental Protection Agency Region 5, E-19J
Heartside Neighborhood Association	United in Christ Ministries
Heritage Hill Neighborhood Assn.	United Methodist Community House
Highland Park Neighborhood Association	US Environmental Protection Agency
Hispanic Center of West Michigan	US Fish and Wildlife Service
Historic Preservation	US Forest Service
Hope Network	USDA-Michigan State Office
Hope Network-Go Lux	USGS - Lansing District Office
Indian Trails Motorcoach	Village of Sparta DDA
Inner City Christian Federation	Water Resources Division, MDEQ
ITP - The Rapid	Water Resources Institute
Izaak Walton League - Dwight Lydell Chapter	West Grand Neighborhood Association
John Ball Park Neighborhood Assn.	West MI Environmental Action Council
John Ball Zoo	West MI Environmental Action Council
Kent Conservation District	West Michigan Hispanic Chamber of Commerce
Kent County	West Michigan Mountain Biking Association
Kent County Community Action	West Michigan Regional Planning Commission
Kent County Dept. of Public Works	West Michigan Trails & Greenways Coalition
Kent County Drain Commission	Westside Connection
	Wyoming - Kentwood Chamber Of Commerce
	XPO Logistics
	YRC Freight

**Andrea Faber**

---

**From:** Baas, Darwin [REDACTED]  
**Sent:** Thursday, February 07, 2019 9:34 AM  
**To:** Andrea Faber  
**Subject:** Fiscal Year 2020-2023 Transportation Improvement Program (TIP)

Good morning Andrea,

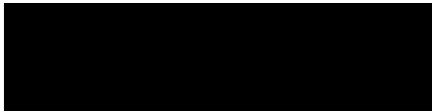
Kent County DPW does not have any corresponding projects planned in the areas identified.

Thanks,

*Dar*



**Darwin J. Baas**  
Director



*\*please note my new numbers*



Roy Hawkins

GRFIA

Comments: Left a voicemail message on 2/7 about 60<sup>th</sup> St. project. Roy stated that he would email the information and notified us of an error on the interactive map. GVMC staff returned his call and left another voicemail message on 2/8. The comment about the 60<sup>th</sup> St. project was never received by staff.

**Andrea Faber**

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**From:** Don Lee [REDACTED]  
**Sent:** Thursday, February 07, 2019 4:49 PM  
**To:** Andrea Faber  
**Subject:** Re: We'd like your input on proposed transportation projects for Kent and eastern Ottawa County

We're looking into what, if any impact this may have and will respond by the due date.

Thank you,  
Don

On Wed, Feb 6, 2019 at 4:06 PM Grand Valley Metropolitan Council <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

[View this email in your browser](#)



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**We are asking you to look over the [proposed project lists](#) 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.**

**We are asking you to complete this analysis and submit your comments to Andrea Faber, Transportation Planner, by Friday, March 8, 2019. Comments can be mailed to the address below, submitted over the phone (616.776.7603), by email ([andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)), 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 on Wednesday, February 13 from 9:00 am – 12:00 pm at our office, located at:**

**678 Front Avenue NW; Suite 200**

**Grand Rapids, MI 49504**

**If you are unable to attend this meeting but would still like to meet with GVMC staff in person, please contact Andrea Faber at 616.776.7603 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 project lists and the TIP document. 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 GVMC, the TIP, and the 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.

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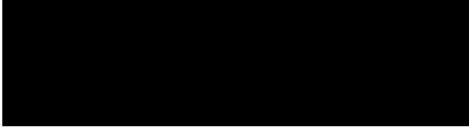
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Don Lee  
Executive Director  
Eastown Community Association





**Laurel Joseph**

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**From:** Andrea Faber  
**Sent:** Friday, February 15, 2019 12:50 PM  
**To:** Laurel Joseph  
**Subject:** FW: Transportation Improvement Program Input  
**Attachments:** AAAWM RideLink Trips.docx

Here's our most substantial consultation feedback to date.

Andrea

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**From:** Kendrick Heinlein [REDACTED]  
**Sent:** Friday, February 15, 2019 9:29 AM  
**To:** Andrea Faber  
**Subject:** Transportation Improvement Program Input

Hello –

Attached is the Area Agency on Aging of Western Michigan's input for the 2020 – 2023 Transportation Improvement Program. Please let me know if you have any questions.

Thank you.

*Kendrick Heinlein*

Contract Administrator  
[REDACTED]

[www.aaawm.org](http://www.aaawm.org)



**2019 Area Agency on Aging of Wester Michigan (AAAWM) Transportation Updates for Grand Valley Metropolitan Council**

**RideLink:**

AAAWM funds and monitors RideLink. RideLink is a alliance of transportation providers who collaborate together to provide rides to adults 60+ throughout Kent County. RideLink had a consistent 2018. Partners of RideLink are; Hope Network, Kent County Community Action, the Rapid, Senior Neighbors and United Methodist Community House. RideLink partners have made improvements for 2018. Kent County Community Action has acquired a new vehicle and is recruiting new drivers to fully staff their routes. Hope Network introduced an on-demand transportation service that has slowly been implemented for RideLink clients. The Rapid wants to dedicate another route that would be solely used for RideLink clients. Senior Neighbors is trying to increase program income in order to provide more rides. United Methodist Community House is acquiring two new vehicles, through MDOT, and hopes to provide more RideLink routes. Attached on a separate page is a map of Kent County Residents who used RideLink in 2018 from January – July 2018. In 2018 RideLink provided 69,676 rides for adults who are 60+ and live in Kent County.

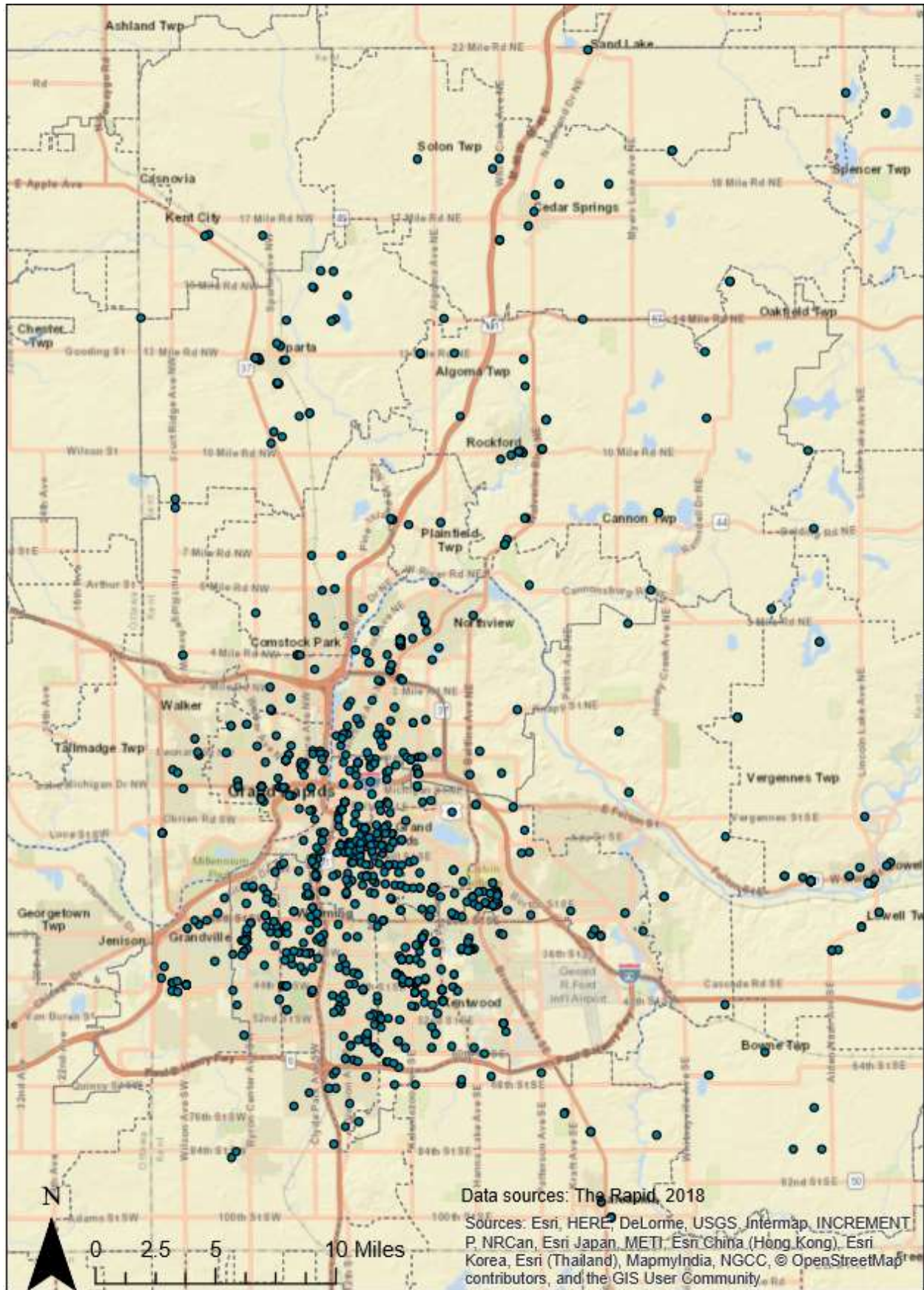
**2020 - 2023 TIP Information:**

I thought the proposed project lists and corresponding map were both easily accessible and gave a clear understanding of the transportation projects and goals set for 2020 – 2023. The only interaction I see between RideLink and the TIP Projects would be construction and resurfacing projects could cause some of the vehicles to reroute on trips and change drop off and pick up points. This is a common thing that will not be a disturbance to how RideLink operates.

The following programs, I believe are being done by the Rapid, could impact RideLink in a positive manor.

Rideshare program	Areawide	Rideshare program	ITP
Ellsworth Ave	Areawide	Free rides on Clean Air Action Days	ITP
Ellsworth Ave	Areawide	4 Replacement VanPool Vans	ITP

Map shows RideLink trips through July, 2018. Each dot represents using the service at least once in 2018. Multiple trips are not recorded and are shown just as one dot.



**Andrea Faber**

---

**From:** Squarespace <no-reply@squarespace.info>  
**Sent:** Tuesday, February 26, 2019 1:25 PM  
**To:** Andrea Faber  
**Subject:** Form Submission - New Form

**Name:** Michael Bouwkamp

**Company:** City of Rockford

**Email Address:** [REDACTED]

**Comment:** After reviewing the "Updated Project List" for 2020-2023, I only have one (1) comment at this time. Under the Illustrative Candidate Projects for 2020-23, there are two (2) proposed projects that may or may not have an impact to the City. 1) Wolverine Blvd. Between 10 Mile & 11 Mile: 2) Northland Dr. between 11 Mile & 12 Mile. The concern would be the impact on traffic.

**Would you like to be added to our consultation list?:** No

**Would you like to be added to our public involvement list?:** No

(Sent via [Grand Valley Metro Council](#))

**Andrea Faber**

---

**From:** Squarespace <no-reply@squarespace.info>  
**Sent:** Friday, March 01, 2019 12:08 PM  
**To:** Andrea Faber  
**Subject:** Form Submission - New Form

**Name:** Brandie Stefanski

**Company:** DEQ Water Resouces Division CSW/SESC Program

**Email Address:** [REDACTED]

**Comment:** The DEQ GR District Construction Storm Water and Soil Erosion and Sedimentation program conducts inspections of related projects and does not implement projects itself. Therefoer this DEQ program does not have any DEQ-initiated projects that would conflict with the proposed TIP.

**Would you like to be added to our consultation list?:** No

**Would you like to be added to our public involvement list?:** No

(Sent via [Grand Valley Metro Council](#))

**Andrea Faber**

---

**From:** Green, Kelly (DEQ) [REDACTED]  
**Sent:** Monday, March 04, 2019 1:31 PM  
**To:** Andrea Faber  
**Subject:** Draft Transportation Project List  
**Attachments:** Reminder: Please provide input on draft transportation project lists by Friday, March 8

Andrea, can you please remove me from your contact list. I do not regulate projects or issue permits and therefore cannot provide comment.

Thanks.

*Kelly Green*

Office of Administration  
[REDACTED]



**Andrea Faber**

---

**From:** Jess Bitting [REDACTED]  
**Sent:** Monday, March 04, 2019 1:55 PM  
**To:** Andrea Faber  
**Subject:** Re: Reminder: Please provide input on draft transportation project lists by Friday, March 8

Hello,

We reviewed the information and maps and the proposed projects do not affect our organization, so we have no comment to share.

Thank you,  
Jess

**Jess Bitting**  
*Executive Specialist*



On Mon, Mar 4, 2019 at 1:14 PM Grand Valley Metropolitan Council <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

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**If you would like to meet with GVMC staff in person to review the project lists, please contact Andrea Faber at 616.776.7603 to schedule an appointment.**

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**Andrea Faber**

---

**From:** Yonker, Ken [REDACTED]  
**Sent:** Tuesday, March 05, 2019 3:56 PM  
**To:** Andrea Faber  
**Subject:** RE: Reminder: Please provide input on draft transportation project lists by Friday, March 8

I don't have anything to add to this.



Drain Commissioner  
[REDACTED]

*This message has been prepared on resources owned by Kent County, MI. It is subject to the Acceptable Use Policy of Kent County.*



---

**From:** Grand Valley Metropolitan Council [mailto:andrea.faber@gvmc.org]  
**Sent:** Monday, March 04, 2019 1:14 PM  
**To:** [REDACTED]  
**Subject:** Reminder: Please provide input on draft transportation project lists by Friday, March 8

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**Andrea Faber**

---

**From:** Nys, Rachel T CIV USARMY CELRE (US) [REDACTED]  
**Sent:** Wednesday, March 06, 2019 10:45 AM  
**To:** Andrea Faber  
**Subject:** RE: [Test] We'd like your input on proposed transportation projects for Kent and eastern Ottawa County (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Ms. Farber,

We appreciate the ability to review your Fiscal Year 2020-2023 Transportation Improvement Program (TIP). We do not have any specific comments on the proposed projects. If you do propose any work in the Grand River or adjacent wetlands a permit will be required from the Corps of Engineers.

If you anticipate discharging any dredged or fill material into a water of the United States including adjacent wetlands and/or you anticipate any construction or other work waterward of the Ordinary High Water Mark of a Navigable Water of the U.S., you will need to apply for and receive authorization from the Corps prior to starting such work. The necessary permit application can be found on our website at <http://www.lre.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>. Please complete and return the application following the procedures set forth in the application. Plan view and cross-sectional view drawings, in 8½" x 11" format, should accompany the application. Drawings and a narrative on the form should specifically identify and describe all of the structures, work, and discharges which we regulate as described above, including temporary or construction measures.

Should you have any questions please contact me.

Rachel Nys  
Regulatory Project Manager  
Permit Evaluation Western Branch  
Regulatory Office  
US Army Corps of Engineers, Detroit District  
[REDACTED]

Please visit our Detroit District Regulatory website at <http://www.lre.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>

We would appreciate your feedback. Our National Customer Service Survey is located at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey)

-----Original Message-----

From: Andrea Faber [mailto:[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)]  
Sent: Wednesday, February 06, 2019 4:22 PM  
To: Nys, Rachel T CIV USARMY CELRE (US) <[Rachel.T.Nys@usace.army.mil](mailto:Rachel.T.Nys@usace.army.mil)>

Subject: [Non-DoD Source] FW: [Test] We'd like your input on proposed transportation projects for Kent and eastern Ottawa County

Rachel,

This is the consultation email that went out today from our Mail Chimp account. Please let me know that you received this. Thanks!

Andrea

From: Grand Valley Metropolitan Council [mailto:andrea.faber@gvmc.org]

Sent: Wednesday, February 06, 2019 4:21 PM

To: Andrea Faber

Subject: [Test] We'd like your input on proposed transportation projects for Kent and eastern Ottawa County

View this email in your browser <Blocked<https://us19.campaign-archive.com/?e=&u=fb5efeae7756ea58b9da752c&id=462723bb9b>>

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We are asking you to look over the proposed project lists <Blocked[https://www.gvmc.org/s/5\\_Simplified-Master-Project-List-FY2020-23-Updated-12-3.pdf](https://www.gvmc.org/s/5_Simplified-Master-Project-List-FY2020-23-Updated-12-3.pdf)> and the corresponding map <Blocked<http://regis-gvmc.maps.arcgis.com/apps/View/index.html?appid=d73913a4d33445339ca6cb186e915472>> 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.

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CLASSIFICATION: UNCLASSIFIED



**Andrea Faber**

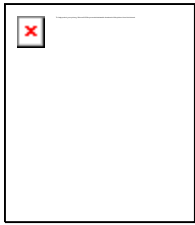
---

**From:** Jessie Schulte [REDACTED]  
**Sent:** Thursday, March 07, 2019 8:49 AM  
**To:** Andrea Faber  
**Subject:** Fwd: Here is my input Re: Please provide input on draft transportation project lists by Friday, March 8

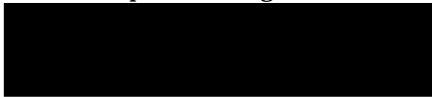
Hi Andrea,

We asked our Board members and the Rogue River watershed folks to take a peek at the plans. See one comment below. Kent CD is most concerned about disturbances of sites where invasive species like Japanese knotweed could be moved from one site to another but we are working with the Kent County Road Commission to treat aggressive tier 1 invasive species in their soil/dump pits to reduce that etc..

Thank you for asking for our input,



**Jessie Schulte**  
Conservation District Manager  
3260 Eagle Park Dr NE Suite 111  
Grand Rapids, Michigan 49525



----- Forwarded message -----

**From: Robert Stegmier** [REDACTED]

I will say, the situation on Courtland I describe can easily be corrected with some cutouts diverting water flow into the existing ditch.

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PROJECT LIMITS	PROJECT DESCRIPTION	JURISDICTION	LENGTH	FEDERAL	STATE	LOCAL
TOTAL	AIR	QUALITY				
13 Mile Road	Edgerton to Grange	Crush & Shape	KCRC	2.50	\$ 770,000	\$
230,000	\$ 1,000,000	Exempt				
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**We are asking you to complete this analysis and submit your comments to Andrea Faber, Transportation Planner, by Friday, March 8, 2019. Comments can be mailed to the address below, submitted over the phone (616.776.7603), by email ([andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)), or [online](#).**

**If you would like to meet with GVMC staff in person to review the project lists, please contact Andrea**

**Faber at 616.776.7603 to schedule an appointment.**

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**Andrea Faber**

---

**From:** Robert Stegmier [REDACTED]  
**Sent:** Wednesday, March 06, 2019 5:49 PM  
**To:** Jessie Schulte; Andrea Faber  
**Cc:** Jessie Schulte-RRWP; Gretchen Zuiderveen DLC; Connie Redding KCD; Pat Allen-RRWP; Tricia Anderson-RRWP; Brett Vredevoogd-RRWP; Ann Tuck DLC; Saly Triant-RRWP; Robert Schirador-RRWP-B; Bryce Spencer  
**Subject:** Here is my input Re: Please provide input on draft transportation project lists by Friday, March 8

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P

On Wednesday, March 6, 2019, 8:12:08 AM EST, Jessie Schulte [REDACTED] wrote:

Anyone have time to review the environmental impact of the new transportation project below.

Jessie Schulte  
248-245-3977  
Sent from my iPhone

**From:** James DeYoung [REDACTED]  
**Date:** March 5, 2019 at 12:02:46 PM EST  
**To:** Jessie Schulte [REDACTED] Gerald Miller [REDACTED] Tristan Versluis  
[REDACTED] Jessica Vail [REDACTED] Collin Crumback  
[REDACTED]

**Subject: Re: Fwd: Reminder: Please provide input on draft transportation project lists by Friday, March 8**

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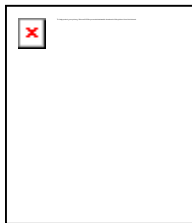
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**Jessie Schulte**  
Conservation District Manager  
3260 Eagle Park Dr NE Suite 111  
Grand Rapids, Michigan 49525  
[www.kentconservation.org](http://www.kentconservation.org)



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**From:** Grand Valley Metropolitan Council <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Date:** Mon, Mar 4, 2019 at 1:14 PM  
**Subject:** Reminder: Please provide input on draft transportation project lists by Friday, March 8  
**To:** Jessie [REDACTED]

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**To:** Jessie Schulte [redacted], Gerald Miller [redacted], Tristan Versluis [redacted], Jessica Vail [redacted], Collin Crumback [redacted]  
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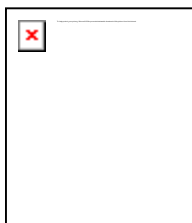
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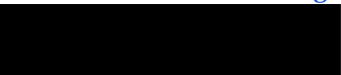
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Dear Grand Valley Metro Council,

The Greater Grand Rapids Bicycle Coalition serves as a voice to make bicycling safer and more accessible in the Greater Grand Rapids area. We appreciate being invited to provide input on the proposed TIP projects that GVMC is budgeting for fiscal years 2020-2023.

The City of Grand Rapids is scheduled to adopt their new Bicycle Action Plan this spring. The plan follows a year after the Vital Streets Plan, which laid out a comprehensive vision of what Grand Rapids street network will look like and guide how funds from the Vital Streets Income Tax are being spent.

We request funding be budgeted for each of the other 5 cities that share a border with Grand Rapids to develop their own bicycle plans. A comprehensive plan will help each community address the 5 Es: Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. These are categories that the League of American Bicyclists uses to assess bicycle friendliness in cities across the US.

We believe it makes fiscal sense for this effort to be coordinated at a regional level by GVMC, and it could incorporate aspects of GVMC's existing non-motorized plan. The cities are at different levels of bicycling infrastructure and planning, and each city has unique needs in terms of how they engage their citizens to receive feedback to develop this type of plan. The plans would need to meet the different expectations of the citizens, staff, and elected officials in each municipality. The average bicyclist may not be aware when they are crossing municipal boundaries, so the effort would be well coordinated for contiguous routes and standardized signage and markings.

Please let us know how the GGRBC can be of assistance to further develop this idea, or if you have questions about this request.

Joshua Duggan

Greater Grand Rapids Bicycle Coalition, Advocacy Committee Chairperson





**Laurel Joseph**

---

**From:** Andrea Faber  
**Sent:** Tuesday, March 12, 2019 1:48 PM  
**To:** Laurel Joseph  
**Subject:** FW: Form Submission - New Form

Here's another comment.

Andrea

---

**From:** Squarespace [mailto:no-reply@squarespace.info]  
**Sent:** Tuesday, March 12, 2019 1:46 PM  
**To:** Andrea Faber  
**Subject:** Form Submission - New Form

**Name:** Amy Brower

**Company:** Roosevelt Park Neighborhood Association (RPNA)

**Email Address:** [REDACTED]

**Comment:** I am not able to attend the public meeting on March 25th, so I wanted to reply with support for the inclusion of redesign/reconstruction of Grandville Avenue (from Franklin to Clyde Park) and resurfacing of Hall Street (from Grandville to US131) on the draft project list.

Thank you!  
Amy Brower

**Would you like to be added to our consultation list?:** No

**Would you like to be added to our public involvement list?:** Yes

(Sent via [Grand Valley Metro Council](#))

**Andrea Faber**

---

**From:** Dan Wells [REDACTED]  
**Sent:** Tuesday, March 19, 2019 10:30 AM  
**To:** Andrea Faber  
**Cc:** David Jirousek; Don Lee; Shannon Cunningham  
**Subject:** Robinson Road Reconstruction Project FY 2023

Hello Andrea,

I'm a Easttown Community Association Board member, and vice chair of the Development Committee, my apologies for not giving input earlier.

I see that Robinson road is up for reconstruction in 2023. Honestly, the reconstruction should be moved up in priority in my mind, the eastbound lane is in such bad shape that it is in a constant state of dissolving between Youell and Norwood. Potholes develop as soon as others are filled, and fills are needed weekly, and drivers are constantly moving into the westbound lane to avoid damage to their cars.

Could you give me a better project description for this project? My main concern is whether there are plans to widen the road, which we as neighbors are not in favor of. Also, we would like to see the addition of better pedestrian safety improvements. This is a heavy pedestrian use area, and cars tend to speed through this section of roadway. Bumpouts and marked crosswalks at the corners of Youell, hampton and Norwood would help tremendously. We have discussed these improvements with the City and they are part of the Uptown mobility plan. I hope that we can work on this project to make Robinson safer! We can provide copies of the mobility plan so you can understand our vision for the area if you have not seen it yet.

**Robinson Road**

Fiscal Year	F2023
Fund Source	STP-Urban
Project	Robinson Road
Limits	Youell Avenue to Plymouth Avenue
Work Type	Reconstruct
Project Description	Reconstruct/Preventative Maintenance
Jurisdiction	Grand Rapids
Length in Miles	0.41
Federal Funds	345,319
State Funds	0
Local Funds	92,181
Total Funds	437,500

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**678 Front Avenue NW; Suite 200**

**Grand Rapids, MI 49504**

**If you are unable to attend this meeting but would still like to meet with GVMC staff in person, please contact Andrea Faber at 616.776.7603 to schedule an appointment.**

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**GVMC** @GVMC · Feb 7



\*UPDATED PROJECT LISTS\* for consultation on proposed transportation projects in Kent and eastern Ottawa County - [mailchi.mp/3bba2751670b/w...](mailto:mailchi.mp/3bba2751670b/w...)



**GVMC** @GVMC · Feb 6

We'd like your input on proposed transportation projects for Kent and eastern Ottawa County - [mailchi.mp/80e96d283af5/w...](mailto:mailchi.mp/80e96d283af5/w...)



**GVMC** @GVMC · 6 Dec 2018

GVMC Fall Newsletter Available - [mailchi.mp/e7464b68ae26/g...](mailto:mailchi.mp/e7464b68ae26/g...)



**GVMC** @GVMC · 26 Nov 2018

GVMC Begins Development of FY2020-2023 Transportation Improvement Program - [mailchi.mp/723b26edbb33/g...](mailto:mailchi.mp/723b26edbb33/g...)



**GVMC** @GVMC · 21 Nov 2018

GVMC is developing our next Transportation Improvement Program, which will

3,868 Tweets

**Old Town Road**

Billy Ray Cyrus breathes new life into Old Town Road meme 🐼

**#FridayFeeling**

124K Tweets

**#LoveKohls**

3,044 Tweets

**Lil Nas**

Lil Nas X just re-released Old Town Road Billy Ray Cyrus

**Kurt Cobain**

People recall where they were when they found out Kurt Cobain died

**The Big Tournament Live**

**#GoldStarSpousesDay**

3,308 Tweets

# FY2020-2023 TIP Development Update

The consultation period for the FY2020-2023 Transportation Improvement Program (TIP) has begun! Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2020-2023 TIP from Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation in order to foster cooperation and promote communication with these organizations.

GVMC is asking that consulted organizations look over the proposed project lists 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.

[FY2020-2023 Draft Project List](#)

[FY2020-2023 Rural Project List](#)

[FY2020-2023 Transit Project List](#)

[FY2020-2023 MDOT Trunkline STIP Total Proposed Projects](#)

[FY2020-2023 MDOT Trunkline STIP Exempt Projects](#)

[FY2020-2023 Illustrative Project List](#)

**Comments or concerns regarding these projects should be submitted to Andrea Faber by Friday, March 8, 2019.** Comments can be mailed to the address below, submitted over the phone (616.776.7603), or by email ([andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)).

SUBMIT YOUR INPUT

Grand Valley Metropolitan Council  
Attn: Andrea Faber  
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 on Wednesday, February 13, from 9:00 am – 12:00 pm at our office (see address above). If you are unable to attend this meeting but would still like to meet with GVMC staff in person, please contact Andrea Faber at 616.776.7603 to schedule an appointment.**

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

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.

## FY2020-2023 TIP Development Update

FEBRUARY 7, 2019

The consultation period for the FY2020-2023 Transportation Improvement Program (TIP) has begun! Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2020-2023 TIP from Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation in order 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 and compare them with any projects or planned projects that their organization may be undertaking. 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 Andrea Faber by Friday, March 8, 2019.**

**GVMC staff is also available to meet with you to compare your future plans with our draft project lists or to address your concerns on Wednesday, February 13, from 9:00 am – 12:00 pm at our office (678 Front Ave. NW, Suite 200, Grand Rapids, 49504). If you are unable to attend this meeting but would still like to meet with GVMC staff in person, please contact Andrea Faber at 616.776.7603 to schedule an appointment.**

For more information, including viewing the proposed project lists and the map, and for information on how to provide your input, please visit our [TIP page](#).



NEXT

City of Grandville TIP Amendment Request Posted for Public  
Comment - Edit Feb. 1



# Grand Valley Metropolitan Council

(616) 776-3876 | Fax (616) 774-9292  
678 Front Ave. N.W., Suite 200  
Grand Rapids, MI 49504

[home](#) | [about](#) | [news](#) | [contact](#)



**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Wednesday, April 24, 2019 4:08 PM  
**To:** [REDACTED]  
**Subject:** Draft FY2020-2023 Transportation Improvement Program (TIP) available for public comment

Kelly and Sonya,

Grand Valley Metropolitan Council is seeking input on our draft FY2020-2023 Transportation Improvement Program (TIP), which includes transportation projects and priorities for those years. As stakeholders, we contacted you previously during our consultation period for the document and invited you to comment on the draft project lists. Now that the draft TIP is nearing finalization, we wanted to offer you another chance to comment on the document in its entirety. I also understand from MDOT that it was your preference to review the document in full.

The [draft FY2020-2023 Transportation Improvement Program \(TIP\)](#) is available on our [TIP webpage](#), along with draft project lists, appendices for the document, and an interactive map. **We are requesting your feedback by Tuesday, May 14.** If you have questions on the TIP document, or to submit a comment, please contact Laurel Joseph by email ([laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)), phone (616) 776.7610, or mail (678 Front Avenue NW, Suite 200, Grand Rapids, MI 49504). Comments on the TIP document can be submitted using the "Submit a Comment" button on our [TIP webpage](#). In the event you do not have any input to provide, please reply to this email with a message to that effect by the deadline.

Thank you for your participation in this effort. We greatly appreciate your suggestions during this evaluation process. Working together, we can create meaningful change within our communities.

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

**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Wednesday, April 24, 2019 4:09 PM  
**To:** [REDACTED]  
**Subject:** Draft FY2020-2023 Transportation Improvement Program (TIP) available for public comment

Marc and Cheryl,

Grand Valley Metropolitan Council is seeking input on our draft FY2020-2023 Transportation Improvement Program (TIP), which includes transportation projects and priorities for those years. As stakeholders, we contacted you previously during our consultation period for the document and invited you to comment on the draft project lists. Now that the draft TIP is nearing finalization, we wanted to offer you another chance to comment on the document in its entirety. I also understand from MDOT that it was your preference to review the document in full.

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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



**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Wednesday, April 24, 2019 4:12 PM  
**To:** [REDACTED]  
**Subject:** Draft FY2020-2023 Transportation Improvement Program (TIP) available for public comment

Terrence and Cynthia,

Grand Valley Metropolitan Council is seeking input on our draft FY2020-2023 Transportation Improvement Program (TIP), which includes transportation projects and priorities for those years. As stakeholders, we contacted you previously during our consultation period for the document and invited you to comment on the draft project lists. Now that the draft TIP is nearing finalization, we wanted to offer you another chance to comment on the document in its entirety. I also understand from MDOT that it was your preference to review the document in full.

The [draft FY2020-2023 Transportation Improvement Program \(TIP\)](#) is available on our [TIP webpage](#), along with draft project lists, appendices for the document, and an interactive map. **We are requesting your feedback by Tuesday, May 14.** If you have questions on the TIP document, or to submit a comment, please contact Laurel Joseph by email ([laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)), phone (616) 776.7610, or mail (678 Front Avenue NW, Suite 200, Grand Rapids, MI 49504). Comments on the TIP document can be submitted using the "Submit a Comment" button on our [TIP webpage](#). In the event you do not have any input to provide, please reply to this email with a message to that effect by the deadline.

Thank you for your participation in this effort. We greatly appreciate your suggestions during this evaluation process. Working together, we can create meaningful change within our communities.

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

**Andrea Faber**

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**From:** Andrea Faber  
**Sent:** Wednesday, April 24, 2019 4:16 PM  
**To:** [REDACTED]  
**Subject:** Draft FY2020-2023 Transportation Improvement Program (TIP) available for public comment

Jim and Sheila,

Grand Valley Metropolitan Council is seeking input on our draft FY2020-2023 Transportation Improvement Program (TIP), which includes transportation projects and priorities for those years. As stakeholders, we contacted you previously during our consultation period for the document and invited you to comment on the draft project lists. Now that the draft TIP is nearing finalization, we wanted to offer you another chance to comment on the document in its entirety. I also understand from MDOT that it was your preference to review the document in full.

The [draft FY2020-2023 Transportation Improvement Program \(TIP\)](#) is available on our [TIP webpage](#), along with draft project lists, appendices for the document, and an interactive map. **We are requesting your feedback by Tuesday, May 14.** If you have questions on the TIP document, or to submit a comment, please contact Laurel Joseph by email ([laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)), phone (616) 776.7610, or mail (678 Front Avenue NW, Suite 200, Grand Rapids, MI 49504). Comments on the TIP document can be submitted using the "Submit a Comment" button on our [TIP webpage](#). In the event you do not have any input to provide, please reply to this email with a message to that effect by the deadline.

Thank you for your participation in this effort. We greatly appreciate your suggestions during this evaluation process. Working together, we can create meaningful change within our communities.

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

## APPENDIX D: ENVIRONMENTAL JUSTICE AND TITLE VI REFERENCES

## We'd Like Your Input

**You are receiving this notice because you or your business may be impacted by a Transportation Improvement Program (TIP) project between 2020 and 2023.** The complete draft list of transportation projects is available at [gvmc.org/tip](http://gvmc.org/tip), along with a corresponding map.

Please send your comments on this project to Laurel Joseph by email: [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org), phone: (616) 776-7610, or submit them online at [gvmc.org/tip](http://gvmc.org/tip) by using the "submit a comment" button. Comments can also be mailed to  
GVMC: 678 Front Ave NW • Suite 200 • Grand Rapids • MI • 49504.

A public meeting will be held on **Monday, March 25 at 5:30 pm at Rapid Central Station (250 Grandville Ave SW • Grand Rapids • MI • 49503) and live streamed on our Facebook page.** MDOT will provide an opportunity to comment on the State Long Range Transportation Plan (SLRTP) at the meeting as well.

*Individuals with disabilities requiring auxiliary aids for services and those in need of translation or interpreter assistance should contact GVMC to request accommodations for the meeting by March 20, 2019.*

**Comments must be received by April 17, 2019 for consideration.** Action on your part is not required.

*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.*



# GVMC

678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504

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ADDRESS  
ADDRESS 2  
CITY, ST ZIP**



# TITLE VI PUBLIC INVOLVEMENT SURVEY

*Completing this form is voluntary but encouraged.*

*You are not required to provide the information requested in order to participate in this meeting.*

Title VI of the Civil Rights Act of 1964 requires Grand Valley Metropolitan Council (GVMC) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. *Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."*

By completing this form, you are helping GVMC comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing GVMC's outreach efforts among those who are affected by or interested in transportation projects. You are also helping to make sure that GVMC is being inclusive in its public involvement and Environmental Justice (EJ) outreach efforts and that the public at large is represented.

*Please note that the information below is anonymous and will be handled confidentially. If you have any questions about this form, please contact Andrea Faber at (616) 776-7603 or email [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org).*

<b>Meeting Purpose:</b> Public Comment on EJ/Air quality analysis and project lists in draft FY2020-2023 TIP.	<b>Location of Meeting:</b> Rapid Central Station 250 Grandville Ave SW Grand Rapids, MI 49503	<b>Date:</b> March 25, 2019
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**Please check all that apply. Check Race/Ethnic designation.**

	Zip Code	Indicate M=Male F=Female	White	African American	Hispanic /Latino	Asian	Native American	2 or More Races	Other
1	49316	M	X						
2	49316	F	X						
3	49331	F	X						
4	49331	m	X						
5	49546	M	X						
6	49546	M	X						
7	49507	F	X						
8	49343	M	X						
9	49546	M		X					
10	49331	M	X						
11									
12									

	<b>Zip Code</b>	<b>Indicate M=Male F=Female</b>	<b>White</b>	<b>African American</b>	<b>Hispanic /Latino</b>	<b>Asian</b>	<b>Native American</b>	<b>2 or More Races</b>	<b>Other</b>
13									
14									
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# Grand Valley Metropolitan Council

Transportation Division

FY2020-2023 Transportation Improvement Program Public Meeting

Monday, March 25

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

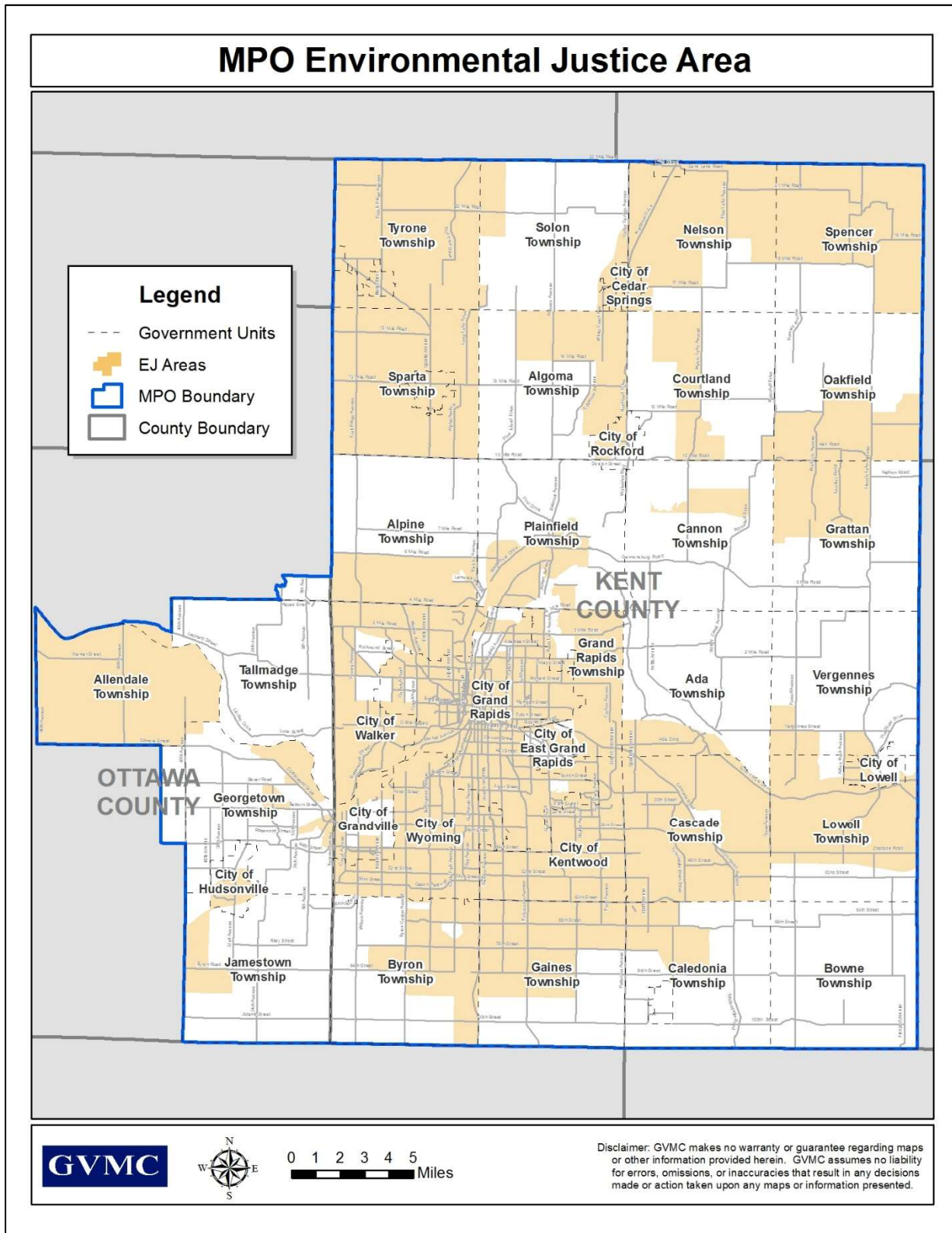
Sign-In Sheet

NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
MIKE SENDRASIAN				<input type="checkbox"/>	<input type="checkbox"/>
JAN HUISKEN				<input type="checkbox"/>	<input type="checkbox"/>
Thomas Kaczok				<input type="checkbox"/>	<input type="checkbox"/>
James Kaczok				<input type="checkbox"/>	<input type="checkbox"/>
Kevin Wisselink				<input type="checkbox"/>	<input type="checkbox"/>
Daniel Waugh				<input type="checkbox"/>	<input type="checkbox"/>
Ben Huisman				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Liz Schelling				<input type="checkbox"/>	<input type="checkbox"/>
Arslan Zecic				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dwight and Joan Jacobson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
KIRBY COMPAUX				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tim Phillip				<input type="checkbox"/>	<input type="checkbox"/>

NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
Roger Swift				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Morgan				<input type="checkbox"/>	<input type="checkbox"/>
George Yang				<input type="checkbox"/>	<input type="checkbox"/>
Andrea Faber				<input type="checkbox"/>	<input type="checkbox"/>
Ralph Metcalf				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DENNIS KEW				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Laurel Joseph				<input type="checkbox"/>	<input type="checkbox"/>
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This appendix contains documentation for Environmental Justice and Title VI for the FY2020-2023 TIP.



## APPENDIX E: POLICIES AND PRACTICES FOR PROGRAMMING PROJECTS

This appendix contains GVMC's "Policies and Practices" document.



# Policies and Practices for Programming Projects

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September 19, 2018

**All projects listed in the Transportation Improvement Program (TIP)/Metropolitan Transportation Plan (MTP) fall under these Policies/Practices, regardless of funding source or category.**

## **Transportation Performance Measure Targets**

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### **GVMC Staff, MDOT Staff recommended Strategy/Practice:**

The MPO will monitor progress toward all TPM targets (either in support of statewide targets or individual MPO targets if applicable). The reporting of progress will be consistent with the procedures and documentation developed in consultation with FHWA/FTA, MDOT and 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.

The MPO project prioritization process will support the federal Transportation Performance Measures (TPM targets, from the FAST Act identified in the attached appendix-add the summaries from MDOT). Each year, the MPO will assess the pavement and bridge condition to determine if progress is being made locally and toward the statewide targets, based on the funding available. If the MPO system is not within the parameters set by the statewide targets, the MPO will adjust pavement and bridge 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 vehicular and pedestrian Fatal and Serious Injury crashes. If the MPO system is not within the parameters set by the statewide targets, the MPO will adjust pavement and bridge strategies to the extent feasible and practical.

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 Transportation Asset Management (TAM) requirements and support regional TAM targets.

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

## Capacity Deficient Project Eligibility

### Previously Stated Goal:

The MPO shall make efforts to reduce system-wide congestion and travel times.

### TIP Committee recommended Strategy/Practice:

In Kent County, the MPO shall use all available TEDF funding to improve capacity of facilities that are rated or are projected to be rated Level of Service (LOS) E and F. In Ottawa County, the MPO shall use available federal funding to improve capacity of facilities that are rated or are projected to be rated Level of Service (LOS) E and F. These projects must be listed in the MPO’s Metropolitan Transportation Plan (MTP) prior to implementation through the TIP process. The funding ratios for capacity deficient projects should be set at 80% TEDF-C 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. The MPO also shall use available TEDF and CMAQ funding to improve travel time reliability on the GVMC highway network that are identified as congested. Travel time reliability can be used to prioritize roadway segments for congestion improvement in the GVMC transportation system. Travel time index (TTI) and Planning time index (PTI) are the federally-selected performance measures for travel time reliability. The GVMC’s Congestion Management Process (CMP) rank roadways and intersections in the region’s National Highway System (NHS) based on TTI and PTI. Non-NHS roadways are not included due to data availability. Roadways with the worst congestion as identified by these performance measures are given priority for investment.

### Explanation:

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. Using the scale below, this facility would not be eligible for federal funding for the purpose of widening or adding capacity.

#### LOS Scale

V/C 0.00 - 0.25 = LOS A

V/C 0.26 - 0.50 = LOS B

V/C 0.51 - 0.75 = LOS C

V/C 0.76 - 1.00 = LOS D

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V/C 1.01 - 1.25 = LOS E

V/C 1.26 - 9.99 = LOS F

Capacity Deficient
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For a non-NHS facility in the GVMC region, peak period V/C ratio is used to define capacity deficient, as shown in the scale below,

**LOS Scale**

V/C 0.00 - 0.25 = LOS A

V/C 0.26 - 0.50 = LOS B

V/C 0.51 - 0.75 = LOS C

V/C 0.76 - 1.00 = LOS D

V/C 1.01 - 1.25 = LOS E

-----  
V/C 1.26 - 9.99 = LOS F

Capacity Deficient
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A comprehensive Roadway Infrastructure Deficiency Management System (RIDMS) will be developed and 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 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 capacity and bridge improvement projects programmed in the TIP will be designed to reduce the congested or projected congested situation 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.

Only projects that increase capacity by adding lanes (thru lanes, center turn lanes, and/or boulevard) should be funded using EDFC funding. Projects that widen existing lanes should not be funded EDFC funds.

GVMC staff will work to develop an improved scope and description of project including specific termini, proposed typical cross section and if required, work on existing structures.

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.

Projects located in the identified Congestion Deficient Corridors will also be noted on the deficient project pool listing in the RIDMS. Capacity improvement projects shall include in the project as a participating cost any/all elements of planned ITS deployment.

All projects 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 add 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 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 LRP, or may occur as part of the TIP project implementation process, depending on the scope of the proposed project.

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		
Low/No Congestion	Moderate Congestion	Severe Congestion
<1.35	1.35-1.80	>1.8

Planning time index is defined as the **ratio of the 95<sup>th</sup> 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		
Reliable	Moderately Unreliable	unreliable
<1.35	1.35-1.80	>1.8

## **Condition Deficient Project Eligibility**

### **Previously Stated Goal:**

To maintain and improve the system-wide pavement condition within the GVMC MPO boundary.

### **Strategy/Practice:**

The MPO will maintain a Pavement Management System (PaMS). 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 entire network annually.

### **Process**

The Pavement Surface Evaluation and Rating (PASER) system will be utilized as the primary basis for determining project eligibility. The PASER survey process will be completed on the entire system in the network annually. 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 using data and photos collected concurrently using the automated data collection system. PASER ratings are determined by 3 trained members, 1 MDOT representative, at least 1 MPO rep and preferably 1 ACT 51 rep. 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.

Additional metrics that pertain to the Federal Transportation Performance Measures (TPM) will be utilized on the National Highway System (NHS).

### **Programming/Investment Policy**

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

<u>PASER Rating</u>	<u>PASER Investment Scale</u>
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.



TPM data will be collected by the MDOT and provided to the MPO. These metrics this 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.

A combination of PASER and TPM data metrics will be used to identify project eligibility on the NHS system. PASER will be used on all other Federal Aid Road Segments within the MPO area.

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.

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”, 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 table below based on the PASER system.

## ASPHALT PASER RATING

Asphalt Surface Rating		Visible Distress	General Condition / Treatment Measures
10	Excellent	None	New construction
9	Excellent	None	Recent overlay, like new.
8	Very Good	No longitudinal cracks except occasional reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater).	Recent sealcoat or new road mix. Little or no maintenance required.
7	Good	Longitudinal cracks (open 1/4") spaced due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10 feet or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6	Good	Longitudinal cracks (open 1/4" - 1/2") due to reflection and paving joints. Transverse cracking (open 1/4" - 1/2") some spaced less than 10 feet. Slight to moderate flushing or polishing. Occasional patching in good condition.	Show signs of aging, sound structural condition. Could extend life with sealcoat.
5	Fair	Longitudinal cracks (open 1/2") show some slight raveling and secondary cracks. First signs of longitudinal cracks near wheel path or edge. Transverse cracking and first signs of block cracking. Slight crack raveling (open 1/2"). Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging, sound structural condition. Needs sealcoat or non-structural overlay.
4	Fair	Multiple longitudinal and transverse cracking with slight raveling. Block cracking (over 25 - 50% of surface). Patching in fair condition. Slight rutting or distortions (1" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
3	Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Block cracking over 50% of surface. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Need patching and major overlay or complete recycling.
2	Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Need reconstruction with extensive base repair.
1	Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

## CONCRETE PASER RATING

Concrete Surface Rating		Visible Distress	General Condition / Treatment Measures
10	Excellent	None	New construction
9	Excellent	Traffic wear in wheelpath. Slight map cracking or pop-outs.	Recent concrete overlay or joint rehabilitation. Like new condition. No maintenance required.
8	Very Good	Pop-outs, map cracking, or minor surface defects. Slight surface scaling. Partial loss of joint sealant. Isolated meander cracks, tight or well sealed. Isolated cracks at manholes, tight or well sealed.	More surface wear or slight defects. Little or no maintenance required.
7	Good	More extensive surface scaling. Some open joints. Isolated transverse or longitudinal cracks, tight or well sealed. Some manhole displacement and cracking. First utility patch, in good condition. First noticeable settlement or heave area.	First sign of transverse cracks (all tight); first utility patch. More extensive surface scaling. Seal open joints and other routine maintenance.
6	Good	Moderate scaling in several locations. A few isolated surface spalls. Shallow reinforcement causing cracks. Several corner cracks, tight or well sealed. Open (1/4" wide) longitudinal or transverse joints and more frequent transverse cracks (some open 1/4").	First signs of shallow reinforcement or corner cracking. Needs general joint and crack sealing. Scaled areas could be overlaid.
5	Fair	Moderate to severe polishing or scaling over 25% of the surface. High reinforcing steel causing surface spalling. Some joints and cracks have begun spalling. First signs of joint or crack faulting (1/4"). Multiple corner cracks with broken pieces. Moderate settlement or frost heave areas. Patching showing distress.	First signs of joint or crack spalling or faulting. Grind to repair surface defects. Some partial depth patching or joint repairs needed.
4	Fair	Severe polishing, scaling, map cracking, or spalling over 50% of the area. Joints and cracks show moderate to severe spalling. Pumping and faulting of joints (1/2") with fair ride. Several slabs have multiple transverse or meander cracks with moderate spalling. Spalled area broken into several pieces. Corner cracks with missing pieces or patches. Pavement blowups.	Needs some full depth repairs, grinding, and/or asphalt overlay to correct surface defects.
3	Poor	Most joints and cracks are open, with multiple parallel cracks, severe spalling, or faulting. D-cracking is evident. Severe faulting (1") giving poor ride. Extensive patching in fair to poor condition. Many transverse and meander cracks, open and severely spalled.	Needs extensive full depth patching plus some full slab replacement.
2	Very Poor	Extensive slab cracking, severely spalled and patched. Joints failed. Patching in very poor condition. Severe and extensive settlements or frost heaves.	Recycle and/or rebuild pavement.
1	Failed	Restricted speed. Extensive potholes. Almost total loss of pavement integrity.	Total reconstruction.

## **Safety Project Eligibility**

### **Goal:**

GVMC shall undertake efforts to focus planning resources on traffic crashes in an effort to minimize the impact they have on the economy of the region as well as the loss of human life.

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### **Deficiency Definition**

The Safety Performance Management Final Rule issued by FHWA require the use of 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

Deficiency rankings from the West Michigan Traffic Safety Plan is derived from excess expected fatal and serious injury crash frequency. The excess fatal and serious injury crash threshold for each ranking is as follows:

- Low: 1 to 3 crashes per year
- Medium: 3 to 5 crashes per year
- High: 5 crashes per year

### **Recommended Strategy/Practice:**

High-priority roadway segments and intersections based on the performance measures shown above are identified in the West Michigan Traffic Safety plan as well as in the GVMC Traffic Safety Plan. Roadway segments, intersections and initiatives identified in both the plans are given priority for safety funding. Where possible, safety enhancement will be considered with all reconstruction projects.

## **CMAQ Program**

### **Policies/Practices:**

Traditionally buses, intersections and the Clean Air Action Program are funded with this program. Other eligible projects will be considered on a case by case basis.

MDOT/Local split of the funds (MDOT 50%/Local Agencies 50% of the CMAQ funds statewide per MDOT Policy, less the ITS set-asides.)

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With the CMAQ funds allocated to the MPO, the TPSG Committee will rank all CMAQ eligible projects based on emission reduction/cost benefit basis. MPO staff/Committees, through the MTPA process, 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 currently being developed. The MPO will monitor improvements to AQ 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 rider-ship meets projections.

### Agreement for CMAQ funding in West Michigan

- MDOT will do the East/West estimating of funding split.
- MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the current Census data.
- Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
- MDOT will provide a time line with the estimates for completion of task #3.
- All parties will meet to discuss all projects and compile the CMAQ program.
- MDOT (CMAQ CFP Sub-Committee) makes the final decisions to reach financial constraint and project eligibility for the final program.
- This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard, and/or new federal CMAQ guidelines and TPM targets are developed.

## **Non-Motorized Transportation Federal Funding Eligibility**

### **Goal:**

The MPO shall support the development of an area-wide network of interconnected, convenient, safe, and efficient non-motorized routes so that they may become an integral mode of travel for area residents. A non-motorized element of the Metropolitan Transportation Plan shall maintain a listing of eligible non-motorized projects and funding shall be allocated through the MTP and TIP planning processes to achieve an overall goal of improving the non-motorized system.

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### **Background:**

The GVMC 2040 Metropolitan Transportation Plan (MTP) lays out goals that pertain to non-motorized transportation in our region. These MTP goals carry over the federal and state level themes encouraging non-motorized transportation. Related objectives include:

1d: “Sustain and develop the interconnected regional network of non-motorized transportation facilities to provide access to employment, services, schools, and other destinations.”

3d: “Collaborate with communities, public schools, and MDOT to regionally plan for safe bicycle and pedestrian routes for students to travel to and from home and school.”

3e: “Encourage the multiple and safe use of transportation rights-of-way by different modes, including non-motorized transportation.”

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.). However, historically the GVMC Committees have primarily funded projects containing only non-motorized elements (as opposed to a roadway project that includes bike/pedestrian facilities) using competitive grant dollars from the regional Transportation Alternatives Program (TAP) allocation.

### **Facility Definitions**

The MPO, in cooperation with the Non-Motorized Committee and using AASHTO standards, has developed definitions for each of the non-motorized facility types. These are the non-motorized facility types recognized by the MPO.

**Sidewalks** – A sidewalk is a paved pathway paralleling a highway, road, or street, and is intended for pedestrians. Sidewalks are typically four to five feet wide and made from concrete, but may be up to a maximum of eight feet wide and made from other materials depending on their location.

**Shared Use Paths** – Shared use paths mainly serve corridors not served by streets and highways, or where wide utility or former railroad rights-of-way exist (rail-trails), but may also parallel highway, roads, and streets (formally called “sidepaths”). Shared use paths are wider than sidewalks, between 8 and 12 feet wide (10 feet width is federally required for federal funds) with

a soft two to four-foot shoulder on each side, and a minimum width of 14 feet on all structures, such as bridges and boardwalks. They are shared facilities for use by both pedestrians and bicyclists.

**Sidepath** – Sidepaths are shared use paths that are located immediately adjacent and parallel to a roadway.

**Bicycle Lanes** – Bicycle lanes are dedicated, marked, and signed rights-of-way assigned to bicyclists. They are paired one-way facilities located on both sides of a street, with standard intersection designs to minimized conflicts between bicycles and automobiles. Standard bicycle lane widths are six feet; five feet is the minimum width adjacent to curbs and four feet is the minimum width when no curb exists. Dedicated bike lanes must be accompanied by both pavement markings and bike lanes signs (R3-17).

**Signed Shared Roadways** – Signed shared roadways are designated bicycle routes that are signed (D11-1 or W11-1) or have pavement markings to indicate that the roadway is shared with bicyclists (“sharrow” chevron pavement marking).

**Unsigned Shared Roadways** – Unsigned shared roadways are open to both bicycle and motor vehicle and are designed and constructed under the assumption that they may be used by bicyclists, but are not signed or marked. Unsigned shared roadways typically have wider than the standard 12-foot lane. Shared roadways may also be standard width roadways with a minimum four-foot paved shoulder (where there is no curb and gutter), also known as a “wide-shoulder.”

**Bicycle Centers and Staging Areas** – Bicycle centers and staging areas are auxiliary facilities to increase the convenience and effectiveness of non-motorized transportation and may offer amenities such as showers and bicycle parking, as well as motorized vehicle parking and network access points.

**Pedestrian Bridges and Refuge Islands** – Pedestrian bridges are modified road bridge structures that accommodate pedestrians and bicyclists, or they may be pedestrian/bike only structures. A refuge island is a protected area between traffic lanes providing pedestrians or bicyclists with a safe place to wait for gaps in traffic in order to cross a road safely.

**Recommended Policy/Practice:**

All non-motorized projects included in the GVMC Metropolitan Transportation Plan/Non-Motorized Transportation Plan are eligible for funding as allowed under applicable federal-aid categories. Proposed projects shall be evaluated during the development of the Non-Motorized Plan and scored using evaluation criteria set forth in the plan and agreed upon by the Non-motorized Subcommittee. Project evaluation results – along with fiscal constraint, project readiness, and other context-related factors – shall drive the programming process.

Any allocated funds to the MPO for the Congestion Mitigation and Air Quality (CMAQ) program shall also be eligible and considered for use on bicycle and pedestrian facility improvements. All CMAQ funded non-motorized 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 Non-Motorized Plan. For the use of CMAQ funds all projects must demonstrate emission reduction and alleviate congestion.

All non-motorized projects requesting federal funds must be endorsed by the MPO to receive federal funds and be included in the MPO TIP.



## **Transit Asset Management**

### **Goal:**

Achieve and maintain a state of good repair for transit vehicles, equipment, and facilities in the GVMC region.

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### **Background:**

MAP- 21 mandated that the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established four performance measures:

1. Rolling Stock - Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
2. Equipment - Percentage of non-revenue vehicles exceeding ULB
3. Facilities - Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
4. Infrastructure - Percentage of track segments under performance restriction (only applies to rail fixed guideway systems – not applicable in GVMC region)

Through coordination with the region's transit providers, the MPO has adopted region-level targets for each of these performance measures, which will be evaluated and updated, as necessary, during the MTP update process.

### **Policy/Practice:**

Capital transit projects should be consistent with agency TAM requirements and contribute to meeting regional TAM targets.

## **Bridge Projects**

### **Goal:**

The national performance goal for bridge and pavement condition is to maintain the condition of highway infrastructure assets (including bridges) in a state of good repair.

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### **Background:**

MAP- 21 transformed the Federal-aid highway program by establishing new requirements for performance management to ensure the most efficient investment of Federal transportation funds. As part of performance management, recipients of Federal-aid highway funds need to make transportation investments to achieve performance targets that make progress toward national goals. The Pavement and Bridge Condition Final Rule, 49 CFR part 490, became effective February 17, 2017 and established two performance measures for bridge condition:

1. Percentage of NHS bridges classified as in Good condition
2. Percentage of NHS bridges classified as in Poor condition

Through coordination with State and local planning partners, the MPO will adopt region-level targets for each of these performance measures (either by supporting state targets or developing MPO-specific targets), which will be evaluated and updated, as necessary, during each performance period.

### **Policy/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.

## **Freight-Related Projects Funding Eligibility**

### **Goal:**

The MPO will fund freight related projects/corridors, where eligible, to minimize delay for major shippers and to support PBPP efforts.

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### **Background:**

Last year, the MPO 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.

### **Recommended Policy/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 planning and or specific freight projects, during the development of a TIP special consideration may be given to proposed projects that are located in an identified and/or candidate freight corridor/route, and contributed to statewide or MPO performance measure targets. If the proposed project specifically addresses the 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 GPA's**

Below, information is provided on the currently allowed use of GPA's in the TIP by MDOT, Local Jurisdictions and ITP The Rapid.

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### **Policy/Practice:**

Use, where and when possible, GPA's to facilitate a smooth modification/ amendment of projects listed in a current TIP.

### **Introduction:**

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.

In an effort to streamline TIP and STIP development processes and minimize the need to amend the TIP and STIP, a statewide committee was developed 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 review the GPA process and reconvene as deemed necessary to make updates to this process and this document. The Michigan Department of Transportation (MDOT) Statewide Transportation Planning Division worked with the Metropolitan Planning Organizations (MPOs), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and others within MDOT to review the current use of GPAs and their definitions.

### **Advantages of Using Groupings:**

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. Grouping projects in GPAs is a tool to reduce the record keeping requirements of individually listing minor projects. They reduce the volume of

projects listed individually on the TIP and STIP E-files. The line item GPA, while it encompasses 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.

**Terminology:**

**General Program Account (GPA)** – Project groupings, into which the individual GPA Projects will be sorted, based on the work type code.

**GPA Project** – this is the individual phase that will be assigned to the appropriate GPA.

The following rules will apply to all GPA categories:

1. The project cannot be a new road, 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 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP)**

Below, more specific information is provided/recommended to augment the existing Policies/Practices for TIP and MTP revisions. Project revisions will only be made with the consent of the implementing jurisdiction.

### **MPO recommended Policy/Practice:**

**There are three actions that are covered by this policy/practice, as agreed to by FHWA/FTA, MDOT and MTPA: MPO Administrative Modifications, MPO Adjustment and Federal TIP Amendments.**

### **Federal TIP Amendments**

TIP Amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as federal approval, and are characterized by one of the following proposed changes (see matrix for appropriate MPO approvals):

- Applies to projects over \$5.0 Million and all reconstruction projects
- Projects (including GPA Category Accounts/Budgets) with cost exceeding 25% of the programmed Total Participating Project Cost (participating funds only).
- Adding a new project; the candidate project should be included on a deficiency list as well as the Illustrative list (see qualifications for adding projects listed below).
- 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 roadway capacity and/or air quality (see matrix).
- Moving an illustrative project into the body of the TIP document.

Exceptions to this Policy include new projects using Federal Aid funding sources not impacting other Federal Aid Funded projects such as MDOT, ITP, TAP, Bridge, Safety, or other discretionary sources (see matrix). Upon MPO staff recommendation, the Technical and Policy Committee Chair or Vice Chair Persons 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, and environmental justice. 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 committees.

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

## **TIP Administrative Modifications and MPO Adjustments**

Administrative Modifications or MPO Adjustment for the TIP will be considered when any of the following is proposed to an existing project (see matrix for appropriate MPO approvals):

- Changes in Federal-aid cost, more than 10% and less than or equal to 25% of the TIP programmed amount, is an administrative modification and requires MPO staff approval (before it is obligated).
  - Per Local Agency Programs; projects with a cost increase less than or equal to 10% of the TIP programmed amount do not require MPO action as long as financial constraint is maintained and should be reflected in the next TIP list of projects.
  - 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 allowed if other local projects are not impacted, and will be reflected in the next TIP list of projects (ie-MDOT, ITP, TAP, Bridge, Safety, or other discretionary sources).
- Revisions that cause projects to switch 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).
- Changes in non-federal funding participation; these modifications will be reflected in the next TIP list of projects.
- 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 (see matrix).
- 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 don't change cost or scope; these modifications will be reflected in the next TIP list of projects.
  - Cost decreases (Federal or non-Federal); these modifications will be reflected in the next TIP list of projects. Any resultant additional federal funding applied to a new or existing project will follow the amendment or modification process described herein.
  - 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 line items budget changes exceeding 25% will require a Federal TIP Amendment, 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 web-site.

In the event that an Administrative Modification or MPO Adjustment must be considered immediately, staff will have the authority to implement that adjustment; and 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 AQ 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.

### **Qualifications for Adding/Amending New Projects to an Existing TIP-**



<b>PASER 10 – 8</b>	Not Eligible for federal funds
<b>PASER 7</b>	Eligible for crack sealing funding*
<b>PASER 6 - 5</b>	Eligible for sealcoat/thin overlay funding*
<b>PASER 4</b>	Eligible for structural overlay funding
<b>PASER 3 – 1</b>	Eligible for reconstruction funding

\* Approved GVMC treatment. Subject to MDOT Programming approval.

<b>Expand &amp; Widen Proj. -</b>	Should be listed in the Congestion Management System capacity deficiency list and be listed in the Metropolitan Transportation Plan.
<b>ITS Project -</b>	Should be recommended by the ITS committee.
<b>Transit Project -</b>	Should be listed in the 5 year Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.
<b>Buses -</b>	All buses should come from the Fleet Plan.

#### **Procedure for Adding New Project(s) TIP –**

A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process exercised by the TPSG, Technical and Policy Committees.

## 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 (see corresponding MTP Revisions matrix):

- 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 Federal-aid amount.
- Major changes in project design concept or design scope. A major change is one affecting 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 Modifications

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.
- 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 and vice versa. 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 for public information through the GVMC website.

#### **Qualifications for Adding/Amending New Projects to an Existing MTP-**

- Reconstruct/Resurf Proj.** - These types of projects will only be added when/if the MTP is amended for other reasons to reflect the current TIP projects.
- Expand & Widen Proj.** - Should be listed in the Congestion Management System capacity deficiency list. Project should be regionally significant.
- ITS Project** - Should be recommended by the ITS committee.
- Transit Project** - Should be listed in the 5 year Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.

#### **Procedure for Adding/Amending New Project(s) into the MTP –**

(See Qualifications for Adding/Amending New Projects to an Existing TIP above.)

## 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.

## **Advance Construction**

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### **Policies/Practices:**

When the TIP program is developed it needs to be financially constrained.  
The conversion of advance construction projects is the 1st priority.

Allow advance construction within the four year TIP and the Illustrative program

*The TPSG and Technical Committees recommend that the use of Advance Construction be restricted to the first 4 years of the TIP and the 2 Illustrative years; that there are no limits on the dollar amount and the number of Advance Construct projects allowed, and that once the TIP is developed it will be financially constrained.*

## **Obligation Authority**

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### **Policy/Practice:**

- Encourage the use of Advance Construction.
- Goal 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).
- Monthly project tracking.

*The TPSG and Technical Committees recommend establishing a practice to increase the use of Advance Construct projects, and establish the goal that all projects are obligated by April 1st. Staff will also distribute to the Technical Committee a project tracking sheet on a monthly basis.*

**- This section contains updates not acted upon by the Committees.**

## **Functional Classification**

### **Policy/Practice:**

- 1) Grandfather in the existing system.
- 2) Classify facilities as County Primary or City Major roads according to Act 51 designation.
- 3) Use the following table prepared as proposed recommended thresholds for consideration:

<b>NFC #</b>	<b>Facility Type</b>	<b>Current Low Volume</b>	<b>Current High Volume</b>	<b>Current Average Volume</b>	<b>Proposed Minimum Threshold*</b>
1	Rural Interstate	31,000	38,000	35,000	
2	Rural Freeway	26,000	51,000	41,000	
6	Rural Minor Arterial	2,100	23,000	8,700	5,000
7	Rural Major Collector	500	13,000	4,400	2,500
8	Rural Minor Collector	500	12,000	2,000	1,500
11	Urban Interstate	31,000	90,000	56,500	
12	Urban Freeway	44,000	129,000	95,500	
14	Urban Principal Arterial	4,000	55,000	23,300	25,000
16	Urban Minor Arterial	1,500	47,000	11,800	10,000
17	Urban Collector	750	17,000	5,000	5,000
	All Classes	500	129,000	13,000	

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

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

### **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**

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### **Policy/Practice:**

The current policy/practice is to review proposed corridors on a case by case basis by the TPSG Committee, considering the following:

#### 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

*The TPSG and Technical committees recommend corridors to the Policy Committee, using the criteria developed for High Priority Corridors on a case by case basis to determine if a High Priority Corridor is eligible for special funding. - **This section contains updates not acted upon by the Committees.***

## **Federal Funding of Right of Way (ROW)**

### **Policy/Practice:**

Use of Federal funds is not allowed unless the committee deems a corridor as a regionally significant special case as identified by the MPO.

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Eliminate Federal/State funding of ROW. An exception may be approved by the TPSG Committee if a jurisdiction requests to use ROW funds for a large or expensive project, on a case by case basis.

MDOT federal funding for ROW will be allowed following the required TIP Administrative Modification, MPO Adjustment or Federal TIP Amendment.

## **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.

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Encourage local jurisdictions staff to work on future year projects, get programming into MDOT early in the fiscal year and obligate projects in a timely basis.

## **Title VI**

### **Current 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.

# TIP Revisions

		Staff Recommendation	Committee Chair Approval	Technical Committee Review & Recommendation	Policy Committee Approval	MDOT/HWA/FIA Approval	Public Participation Procedure
<b>TIP Amendment</b>  • Financial constraint must be maintained at all times.  • Any new project or major scope/design change shall be consistent with the MTP.  • GPA line items budget changes exceeding 25%.	Add New Project over \$5.0 Million (including Safety, TAP, and CMAQ projects) in TIP Project List	X	X (Option)	X	X	X	Committee meeting, Web posting
	Delete Project	X	X (Option)	X	X	X	Committee meeting, Web posting
	Federal-aid cost increase over 25%	X	X (Option)	X	X	X	Committee meeting
	Major* scope/design change	X	X (Option)	X	X	X	Committee meeting
	Move Illustrative List Project into the TIP (new project)***	X	X (Option)	X	X	X	Committee meeting
	Change non-federal aid funded project to federally funded project	X	X (Option)	X	X	X	Committee meeting
	New Discretionary Projects Over \$5 million	X	X (Option)			X	Web posting

• Generally refers to line item projects in TIP Project List (over \$5.0 million)

<b>TIP Admin. Mod/Adjustment</b>  • Financial constraint must be maintained at all times.  • Changes to existing projects.	Additional lanes or non-motorized, up to one mile	X	X (Option)	X	X		Committee meeting
	Adding, deleting or changing project within existing GPA category and budgets as defined (under \$5.0 Million)	X					At next Committee meeting
	Increase in Federal aid cost more than 10% and less than or equal to 25%	X	X (Option)	X	X		Committee meeting
	Increase in Federal aid cost up to 10% (per LAP Policy)	X					Not required
	Decrease in Federal aid project cost	X					Not required
	Change in Federal funding category (applies to MDOT only)	X					Not required
	Change in Federal-aid funding level or TIP year not affecting other projects (eg. MDOT, ITP, TAP, Bridge, Safety, HPP (earmarks), or other discretionary sources)	X					Not required
	Adding or changing job numbers within approved funding and scope limits	X					Not required
	Changing an advance construction project to Federal-aid	X	X (Option)	X	X		Not required
	Changing a Federal-aid project to advance construction	X	X (Option)	X	X		Not required
	Change of project year within the 4-year TIP	X	X (Option)	X	X		Not required
	Listing error corrections	X					Not required
	Minor** scope changes (not regionally significant as defined)	X					Not required

**Notes:**

- Financial constraint must be maintained at all times.
- Any new project or major scope change shall be consistent with the MTP.
- Regionally significant for air quality = Adding or reducing through capacity over 1 mile; adding new Federal aid road, fixed guideway or BRT transit project, substantial multi-jurisdictional non-motorized, or major rail or transit infrastructure.
- Major\* = 1) change in lane configuration, 2) change affecting road capacity, 3) change affecting air quality (regionally significant)
- Minor\*\* = May include at staff's discretion: 1) lane extensions up to 1/4 mile, 2) sidewalks & NM, 3) ADA enhancements, 4) signalization and/or signs, 5) utility issues, 6) pavement type, 7) phase changes, 8) additional spaces in park-and-ride lots, 9) other
- \*\*\* Any project from the TIP Illustrative Project list, which has previously been processed for public involvement with the TIP, is not required to have additional public involvement (Consultation, EJ and EA) prior to completing the TIP amendment process.

# MTP Revisions

		Staff Recommendation	Committee Chair Approval	Technical Committee Review & Recommendation	Policy Committee Approval	MDOT/FHWA/FTA Approval	Public Participation Procedure
<b>MTP Amendment</b>	Add/Delete Regionally Significant Project (defined by IAWG, AQ non-exempt project)	X	X (Option)	X	X	X	Committee meeting, Web posting
	Major* scope/design change for regionally significant project(s)	X	X (Option)	X	X	X	Committee meeting, Web posting
	Move Regionally Significant Illustrative List Project into the MTP (new project)	X	X (Option)	X	X	X	Committee meeting, Web posting
	Change in air quality conformity model year grouping for regionally significant project	X	X (Option)	X	X	X	Committee meeting, Web posting
<b>MTP Administrative Modification</b>	Additional lanes or non-motorized facilities, up to one mile	X	X (Option)	X	X		Not required
	<ul style="list-style-type: none"> <li>Financial constraint must be maintained at all times.</li> </ul> Increase in Federal aid cost up to 25%	X	X (Option)	X	X		Not required
	<ul style="list-style-type: none"> <li>Changes to existing projects.</li> </ul> Decrease in Federal aid project cost	X					Not required
	<ul style="list-style-type: none"> <li>MTP modifications will be made during the next MTP amendment or plan update.</li> </ul> Change in Non-Federal aid project cost	X					Not required
	Change in Federal or Non-Federal funding category	X					Not required
	Listing error corrections or other non-regionally significant project changes	X					Not required
	Minor** scope changes (not regionally significant as defined)	X					Not required
	Update to the first four years of the MTP to correspond to the most current TIP	X					Not required

**Notes:**

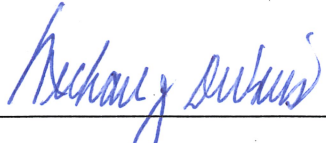
- Financial constraint must be maintained at all times.
- Any new project or major scope change shall be consistent with the MTP.
- Regionally significant for air quality = Adding or reducing through capacity over 1 mile; adding new Federal aid road, fixed guideway or BRT transit project, substantial multi-jurisdictional non-motorized, or major rail or transit infrastructure.
- Major\* = 1) change in lane configuration, 2) change affecting road capacity, 3) change affecting air quality (regionally significant)

## APPENDIX F: METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

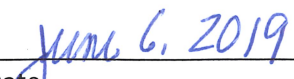
### METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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;

  
 \_\_\_\_\_  
 Michael DeVries, GVMC Board Chairperson  
 Grand Valley Metropolitan Council

\_\_\_\_\_  
 Todd White, Director  
 Bureau of Transportation Planning

  
 \_\_\_\_\_  
 Date

\_\_\_\_\_  
 Date



## APPENDIX G: AIR QUALITY CONFORMITY RESOLUTION

**Resolution to Accept the 1997 Ozone NAAQS Transportation Conformity Analysis for Kent County and the Ottawa County part of the 2040 Metropolitan Transportation Plan and 2020- 2023 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 Conformity 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

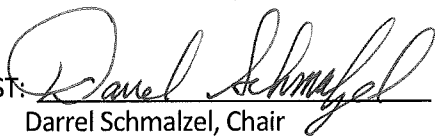
WHEREAS, the conformity of the GVMC 2040 Metropolitan Transportation Plan and 2020-2023 Transportation Improvement Program (TIP) will be pending approval by the Federal Highway Administration after local action on the conformity analysis document by the GVMC Policy Committee; and

WHEREAS, the GVMC 2040 Metropolitan Transportation Plan and 2020-2023 Transportation Improvement Program (TIP) were analyzed in accordance with 40 CFR 51 for air quality conformity and the results of the conformity analysis conducted by the Michigan Department of Transportation demonstrates that the forecasted volatile organic compound (VOC) and nitrogen oxide (NOx) emissions for all analysis years are below the State Implementation Plan (SIP) budgets;

NOW THEREFORE BE IT RESOLVED, that the Policy Committee of the Grand Valley Metropolitan Council accepts the results of the 1997 ozone transportation conformity analysis for the Grand Rapids, MI Conformity Area for the GVMC 2040 Metropolitan Transportation Plan and 2020-2023 Transportation Improvement Program in Kent and Ottawa County; and

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

ATTEST:

  
Darrel Schmalzel, Chair

Grand Valley Metropolitan Council Policy Committee

Date: May 15, 2019

## APPENDIX H: LIST OF CONTACTS

### **Ada Township**

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**Kent County Board of Commissioners**

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## APPENDIX I: 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.

**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.

**LRTP: 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 principle 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](http://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.



**STU: 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.

**STL: 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 A 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.